# Investors' Supplement

OF THE

# COMMERCIAL & FINANCIAL CHRONICLE.

[Entered according to act of Congress, in year 1894, by the WILLIAM B. DANA COMPANY, in the office of the Librarian of Congress, Washington, D. C.

VOL. 59.

NEW YORK, NOVEMBER 24, 1894.

## The Chronicle.

WILLIAM B. DANA CO., Publishers,

Pine Street, corner of Pearl Street, New York.

P. O. Box 958.

#### STREET RAILWAYS.

Scarcely more than three years ago we laid before our subscribers, as the result of a year's labor, the first edition of our STATE AND CITY SUPPLEMENT-a periodical of 180 pages—treating exhaustively the subject of municipal bonds. Though so short a time has elapsed since that large contribution to the wants of our readers, we find ourselves led into still another field for their benefit—that of street railway securities. F. equently of late we have been urged to give more attention to this subject, until at last we have determined to do so, limiting our efforts only by what we may discover to be the requirements of our subscribers. If we meet with sufficient encouragement we shall make this department as active and comprehensive as are our departments of municipal securities and securities of steam railroads.

But we shall not wait, as we did with the STATE AND CITY SUPPLEMENT, until the whole work is completed before giving any part of it to the public. On the contrary, we propose to publish from time to time in the INVESTORS' SUPPLEMENT such statements concerning prominent companies as we are able to obtain, gradually increasing their number and comprehensiveness until, perhaps later, we may be able to publish them all together in separate form as a STREET RAILWAY SUPPLEMENT.

Additional reasons exist for this mode of procedure. Our American readers will not need to be told of the sudden growth in importance, as regards the general public, of street railway securities. Foreign readers, however, can hardly realize the metamorphosis which has taken place, and which is still at work, consolidating and transforming the street railways of each city of the Union from companies of local, and generally of insignificant, position into powerful corporations, operating many miles of road and having their securities held by investors in all parts of the country. The process of consolidation is usually accompanied by a change in motive power from horses to electricity and by the building of numerous extensions. The earnings and capitalization of the old horse roads would not infrequently be more misleading than helpful were they obtainable in trustworthy form, which they sel dom are. It seems little desirable to publish unofficial statements which may be of doubtful accuracy.

The newly-organized "traction companies" to some degree partake of the disinclination of the old companies to give to the public the information to which it is properly entitled. Eventually most of the companies will learn that it is of incalculable value to them to possess the full confidence of the investing public, and that such confidence can never be secured so long as full and intelligible reports and frequent statements of earnings are withheld. At present not a few organizations treat requests for data respecting their finances in a manner that shows a lack of knowledge regarding their best interests. Some say they dare not give the facts for fear of hostile legislation and unfair taxation. But even in such instances we believe the policy adopted is short sighted, resembling somewhat that of a large corporation which recently had a loan to float in a State where investors uniformly discriminate against securities that by their terms are not tax exempt—that is, where the company does not promise to pay the tax. By neglecting the "tax exempt" clause the company no doubt avoided the payment of the tax, but at the same time its securities went begging in a market that would otherwise, we are informed, have easily absorbed them. Refusing information has much the same effect and savors of the "penny-wise" policy. Where official returns are thus denied we cannot of course give thoroughly satisfactory reports, and the gathering from outside sources of trustworthy data is slow and will require time. Indeed we might be justified, we think, in refusing all mention of companies so conducted.

But it should not be inferred because certain leading companies may not for some time furnish satisfactory information for the SUPPLEMENT that they necessarily belong to the class just described. During the process of reconstructing the old roads, changing their motive power, and completing their systems generally, some organizations decline to give out particulars, stating that they have none that would not be misleading; their funded debt, they say, is changing constantly, their mileage, in length and manner of operation is undergoing rapid alteration, and consequently their earnings afford no safe guide with reference to what their properties will do when all has been completed. We appreciate the strength of these suggestions, and our readers will bear with us if we accept the explanation and wait until those who have the railways in hand are ready to have them brought before the public.

For several reasons, then, we purpose to take up the matter of street railways somewhat gradually. First, we are already giving in the Chronicle and its Supplements over 3,000 pages of reading matter yearly, and we do not care to add to this unless our readers actually need it. Again, statements as to the little.

local horse roads are of small interest and moreover they, as well as the facts respecting some of the larger companies, are frequently almost unobtainable. We cannot publish what is not trustworthy in character nor what is not respectably complete in detail. Finally, many of the companies are, as stated, still in a transition state; they will presently emerge as good information-giving investment properties, but at the moment are not ready to furnish the facts desired, and we therefore cannot publish them. We shall speedily, however, cover the ground so far as all the leading companies are concerned.

For the benefit of our foreign readers we would say a few words regarding the general subject of American street railways. It was not until about seven years ago that the bonds of the Market Street Cable Company of San Francisco were listed on the New York Stock Exchange. That was the first appearance of street railway bonds on the Exchange list, and may be said to have marked the beginning of a new era for American street railways-an era in which outside capital in large amounts has been instrumental in furnishing our leading cities with excellent street railway service. Enterprising capitalists afterward built lines of cable road in various cities, but it was reserved for the electric system, operated by what is known as the "trolley," or overhead system, to revolutionize the business. Many persons still look with disfavor on this method of supplying power, saying that it disfigures the streets with poles and wires, that it is dangerous, etc. In New York City, in fact, the trolley has gained a foot-hold only in the up town districts, the cable roads being more in use and favor; but elsewhere throughout the country the trolley has made a pretty universal conquest, and the marked increase produced by it in the earnings of street railway lines is one of the features of the time.

An excellent illustration of the remarkable ability of the trolley in developing business is afforded by the Atlantic Avenue system in Brooklyn. The annual report of the Brooklyn Traction Company, owning the above, states that the line in the year ending June 30, 1894, earned \$897,536, against \$781,337 in the previous year. The receipts since July 1, 1894, for three months show an increase of 8 per cent over the previous year, when some of the lines were operated with horses, and of 14 per cent over two years before, when all lines were worked with horses. At the same time the expense of operating was reduced from 90 per cent of the gross earnings for the year ending June 30, 1892, to 85.49 per cent for the year 1892-93 and to 67.36 per cent for the year 1898-94. Two conclusions seem to be certain. The first is that people ride more freely on electric cars, both because of the greater comfort secured and the saving of time, and also because in summer of the opportunity thereby afforded for obtaining fresh air at small outlay. The other conclusion is that the expense of operating is considerably less than was the case when horses were used. In our rapidly-growing American cities the securities of street railways, which, be it remembered, are comparatively free from the inroads of sudden competition (a well situated line being generally in a position to hold its own against any lines that may be built on less frequented streets, elevated roads being the exception), should prove, if the companies are properly financed, a desirable form of investment. The street car line, moreover, is seldom if ever subject to the same degree of fluctuation in traffic that the steam

roads must encounter, owing to variations in the crops and general trade.

Just at this point, however, a word of caution should be given to those engaged, or hereafter to engage, in the labor of capitalizing "traction companies." They should beware of "over-capitalization" and the building of roads too extensively in country districts where traffic is light and must long remain unremunerative. There have been some noteworthy instances already of mistakes like those mentioned, and unless care isexercised a serious cloud may be cast on a class of investments for which the future looks so promising. As the Massachusetts State Railroad Commissioners have well said in their report for the year 1893: "Theidea, which seems to have obtained some currency, that the electric railway system is a bonanza of rare and inexhaustible wealth is clearly a delusion, and has doubtless proved to some a snare." \* \* \* \* \* \* Whereever there is reason to believe that water has been or is about to be injected into the stock or bonds of an electric railway company, the only safe course is to let its securities severely alone." It seems that under electric ity, while earnings largely increase, the cost of operating is not as much reduced as some persons thoughtit would be, both cars and rails wearing out more rapidly than under horse power. It will indeed strike many as strange to hear that all the well-built lines are being laid with rails as heavy as those used to-day on most of the steam roads, rails weighing sixty to seventy\* pounds to the yard being common; while some few are already laid in part with rails weighing one hundred\* pounds to the yard, or as heavy as the heaviest rail used by the New York Central.

The space near the end of this Supplement formerly devoted to New York and Brooklyn street railways we shall hereafter give to the gas companies of some leading cities, the list being supplementary to the "Miscellaneous Companies," which embrace as a ruleonly securities dealt in on the New York Stock Exchange. We purpose also to divide the electric, horse and cable roads from the steam railroads, so that hereafter, as heretofore, the elevated steam roads will be included with the surface steam railroads which runfrom city to city.

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On the pages next following will be found the reports of the leading street railway companies so far as we have compiled them at the date of going press. In many respects they will be amplified and improved in future issues of the SUPPLEMENT, but we cannot refrain now from calling attention to the fresh character of much of the information, the earnings and the stock and bond issues being in general brought down to within a very short time of the date of publication. (Vide any of the companies of New York State, the Baltimore companies, the companies of Boston etc., etc.) Although we have had the work actually in hand but a very short time, the reader will find that by the kindness of our friends, as well as through our own efforts, we have been able to gather considerable data nowhere else given.

In using the street railway reports we would advise our readers to make frequent reference to our STATE AND CITY SUPPLEMENT, from which can be learned many important facts regarding the municipalities in which the roads are situated, including such data as population, assessed valuation, tax rate and total debts for a series of years.

<sup>(\*)</sup> These figures include, of course, for girder rails, the underground portion which is wanting in the case of "T" rails.

#### NOTE-Explanations of the abbreviations used in the following statements are given on page 14 under "Notes."

#### ALBANY, N. Y.

Albany Ry.—(TROLLEY).—ORGANIZATION.—Chartered in 1863. Operates 5 lines through principal business streets and residence portion of city. Has no competition.

DIVIDENDS-In 1892, 6 per cent; in 1893, 6 per cent; in 1894, 6 per

\$2,036,272 \$2,036,272

OPFICERS—President, Robert C. Pruyn; Secretary, James McCredie, Directors, June 30, 1893, Robert C. Pruyn, Anthony N. Brady, John W. McNamara, James H. Manning, A. Bleecker Banks, James McCredie, James Rooney, Andrew Draper, J. Irving Wendell, William McEwan, John G. Myers, Simon W. Rosendale, Elnathan Sweet.

Albany Railway System — Watervliet Turnpike & R.

R.—Opened July 4, 1863. Leased to Albany Ry. March 15, 1892.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.

Capital stock \$100. \$240,000

181 M. int. guar. 1889 6 M. - N. 350,000 May 1, 1919

2nd M., p. & i. guar. 1889 6 M. - N. 150,000 May 1, 1919

ROAD—16 miles.

#### BALTIMORE, MD.

Baltimore City Passenger (ELECTRIC AND CABLE).—Incorporated Feb. 13, 1862. The cable was in operation for about five months in 1893. In 1894 Baltimore parties reported the company to be earning about \$3,000 a day.

TRUSTEE of mortgage is Safe Deposit & Trust Co. of Baltimore.

DIVIDENDS, \ 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894.

Per cent....\ 11 12 10 13 11 9 11 See below

In 1894 paid in January 4 per cent; July 4 per cent; October none.

Dividend have usually been paid in January, July and October.

ANNUAL REPORT, ETC.—On May 25, 1894, the company had no floating debt and had cash on hand \$272,509. Earnings have been as follows:

 
 1893
 Gross earnings.

 1892
 \$794,450 24

 1892
 780,388 29

 1891
 \$35,400 43
 Net earnings. \$128,102 89 85,712 54 86,233 40

ROAD May 24, 1894, included 21.6 miles cable and 23.4 miles electric. Equipment 194 cars.

Baltimore Traction Company.—Incorporated April 5, 1888, for purpose of purchasing, building and operating cable and other street railways.

Gross earnings. 1894. \$89,990 Show an increase of \$12,490

ANNUALEREPORT,—Fiscal year ends Dec. 31. Report for 1893 in V. 58, p. 429, shows the following earnings, the road being still in process of change from horse to electric, and the full mileage not being in proposition.

YEAR 1893.

Officers.—President, F. Brown; Secretary, N. H. Johnson. INDEX.—V. 58, p. 429.

Central Ry. Co. of Baltimore City (ELECTRIC).—Incorporated May 6, 1881; amended by Act of 1892. President, Geo. Blaki-

ROAD.—Operates track from Point Breeze to Woodberry, Cantons-ville to Towson, Md. North and Madison avenues to Belair road, &c. Contemplates extensions to Sparrows Point (6 miles) and to Ellicott's Mills (8 miles).

Annual Report - 1894. 1893. July 1, 1892, to Sept. 1, 1894. Grossearn ... \$605.124 \$474,756 Operating exp. 409,363 367,783 All interest ... 151,922 Net ... 195,761 106,973 Bal. sur ... 186,144 BALANCE SHEET of Sept. 1, 1894.

\$6,272,797

OFFICERS.—President, Nelson Perin; Secretary, Leon Fender; Treasurer, E. J. D. Cross; J. F. Heyward, General Manager. INDEX.-Vol. 58, pp. 457, 476, 1096.

#### BOSTON, MASS.

North Shore Traction.—Incorporated under laws of Lynn, Mass., and controls through ownership of stock the Lynn & Boston Ry. Co., which see. Total mileage about 145 miles.

STOCK— Par. Dividends. Outstand'g Last div., &c.
Common. \$4,000,000
Pref. 6% cum., red. at 105. Text A. - O. 2,000,000 April, 1893 DEBT-In October 1894 it was understood that the entire float-debt was to be paid off.

DIVIDENDS.—Last dividend was 3 per cent April, 1893, but stock is cumulative.

North Shore Traction System—Lynn & Boston (MOSTLY ELECTRIC.)—Owns road in and about Boston, Mass. Controlled by the North Shore Traction Co., which owns most of the stock. Road was still being put under trolley in 1893.

the North Shore Traction Co., which owns most of the stock. Road was still being put under trolley in 1893.

STOCK & BONDS.— Date. Dividend. Outsland'g Last Div. &c. Stock (par \$100)... Text. \$1,000,000 Oct. 1, 1894.

Mortgage Bonds— Interest.

1st mortgage... 6 M. 15-N. 75,000 May 15, 1900 Naumkeag St. Ry. 1st. 5 J.-D. 215,000 June 1, 1900 Consol. M. 5 J.-J. 726,000 July 1, 1910 Lynn Belt 1st. 5 M.-N. 100,000 May 1, 1910 Lynn Belt 1st. 5 M.-N. 100,000 May 1, 1910 Essex Electric 1st. 6 J.-J. 100,000 Jan. 1, 1911 Lynn & Boston consol. \} 85,379,000, gold \} 894 5 g. Seetext 1914 Plain Bonds—

Lynn & Boston. 5 M.-N. 150,000 May 15, 1900 do do 5 A.-O. 100,000 Apr. 1, 1907 do do Monday St. A.-O. 100,000 Apr. 1, 1907 do 6 M.-S. 28,000 Mch. 1, 1912 Naumkeag. 5 A.-O. 49,000 Apr. 1, 1907 do 6 M.-S. 28,000 Mch. 1, 1895 do 6 M.-S. 28,000 Sept. 1, 1910 Consol. Bonds of 1894.—In October, 1894, the Lynn & Boston RR. Co. authorized \$5,379,000 30-year gold first mortgage 5 per cent bonds, of which \$2,711,000 to pay the company's debt to the North Shore Traction Co. has sold the bonds received by it to a syndicate of New York bankers.

Dividends and the blankers been paid.

DIVIDENDS of 8 per cent have been paid.

| DIVIDENDS of 8 per cent have been paid. | ROAD—Sept. 30, 1893. | Miles. | Of which electric. | 120 | Sidings. | 6 | Sidings. | 6 | Under construction. | 3 | Total operated. | 145 | LATEST EARNINGS.—Earnings for the month of October and the year ending September 30, 1894, were: | Wear ending September 30, 1894, were: | Wear ending Sept. 30— | 1894. | Sidings. | 6 | Sidings. | 6

 
 Net earnings.
 65,543
 51,692
 Net earns.
 492,106
 383,263

 ANNUAL REPORT.—Last report shows:
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 18 ......\$6,050,439 Total .....\$6,050,439

OFFICERS—President, Amos F. Breed; Treasurer, Charles Willmer, Lynn, Mass.

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West End (Boston) (TROLLEY AND HORSE).—Chartered in 386; a consolidation of various companies, as is seen by bond table

STOCK AND BONDS.— Date.	I	nterest.	Outstand'g Last div., &c.
Common stock (\$50)	T	ext A O.	\$9,085,000 Oct. 1,1894
Preferred stock (par \$50)		J J.	6,400,000 July 2, 1894
Coupon notes, gold1892	5	g. MN.	3,000,000 Nev. 1, 1902
Gold bonds of 18941894		2g.MS.	2,000,000 Mch. 1, 1914
Mortgage notes			925,000
Metropolitan RR. (plain)1877	6	J.15-D.	500,000 June 1, 1897
do do1883	5	JD.	500,000 Dec. 15,1903
Middlesex RR. (plain)1877	6	J J.	200,000 July 1, 1897
_do do1884	5	J J.	200,000 July 1, 1904
High.St., plain, conv. at mat. 1878	6	J J.	100,000 Jan. 1, 1898
Plain, not convertible1882	5	MN.	300,000 May 1, 1902
Boston Consol. St. plain1887	5	J J.	500,000 Jan. 1, 1907
South Boston, plain1883	5	MN.	200,000 May 1, 1905
Cambridge 1st M*1883	5	A O.	600,000 Apr. 1, 1903
Charles River 1st M1884		AO.	150,000 Apr. 1, 1904
*		44 A	T C Manage Co

Interest is payable in Boston by the American Loan & Trust Co. except on Cambridge 5s, interest on which is payable at New England Trust Company.

Bonds of 1894 for \$2,000,000 were issued to pay floating debt, which sept. 30, 1894, had all been discharged.

Dividends.—On preferred, 8 per cent per annum. On common, in 1892, 10 p. c.; in 1893, 9 p. c.; 1894, January, 3 p. c.; July, 3 p. c.; Oct. (for 3 months—dividends changed to A.-O.) 1½ per cent. Road-Sept. 30, 1893. Miles.

	Trackage
ANNUAL REPORT-Reports have	shown:
Year ending	1894. 1893.
Sept. 30. 1894. 1893.	Taxes \$280,167 \$321,502
Aver. miles. 261 254	Rentals 11,897 11,989
Grossearn\$6,823,879\$6,692,578	Dividends . (7 <sup>1</sup> 2)681,375 817,650
Net earn 2,016,796 2,141,843	do pref 512,000 512,000
Inter't paid 433,000 356,288	Bal. surplus. 98,356 122,414
	Tot.sur.Sept.
	30 29,356 176,861

#### BRIDGEPORT, CONN.

Bridgeport Traction Company.—(See Map.)—Chartered in July, 1893. A consolidation of the Bridgeport Railway, Bridgeport Horse Ry. and East End Ry. companies, and operates by electricity the entire system of street roads in the city. Owns a perpetual and exclusive franchise from the State of Connecticut and is exempt from all city taxation.

STOCK & BONDS.— Date. Interest. Outstand g. Last div., etc. Stock (par \$100)... \$2,000,000 New. First M. g. (\$1,000)c.\* 1893 5 g. J.-J. 1,300,000 July 1, 1923 \$2,000,000 Trustee Fidelity Title & Dep. Co., Newark, N.J. Interest is payable at the office of Redmond, Kerr & Co., 41 Wall t., N. Y.

 $\mathit{Stock}.-\mathrm{Authorized}$  and issued, \$2,000,000 ; par, \$100 ; fully paid in and non-assessable.

and non-assessable.

Bonds—The mortgage is a first lien on the franchises and all property now owned, or which may be hereafter acquired, and is issued at 75 p. c. of actual cost thereof, as required under the laws of Connecticut. Bonds are certified by State Auditor as issued.

The unissued bonds may be sold for improvements and new construction, but at not to exceed 75 per cent of the actual cost of such improvements, etc.

ROAD.—Now in operation 32 miles of track, laid with 70 to 90-pound steel rails; completed Oct. 1, 1894.

EQUIPMENT.—Road is equipped with modern motor cars of General Electric make. The power house, car barns, etc., and other real estate, are owned by the company.

REAL ESTATE, POWER HOUSE, ETC.—The real estate owned by the company is extensive and includes one entire block in the city, on which are brick car houses and a large brick tenement house leased to employees of the company. On the East End division the company owns another block on which are erected car houses, repair shops, etc. The power house is considered unusually complete. It is 98x110 feet and is situated on a large plat of land on Sea View Avenue, with extensive water frontage.

The engine equipment consists of three large compound Corliss engines and three general electric generators, one 200 k. w. and two 300 k. w. There are eight horizontal return tubular boilers, 66 inches by 17 feet.

EARNINGS for the year 1893 were \$163,802, under horses; since the introduction of electricity the earnings have increased largely, the weekly returns since Oct. 1 being as follows:

GROSS EARNINGS.

	393.	1894.	Increase.
Week ending Oct. 7\$2	,907	\$3,585	\$678
Week ending Oct. 14 2		3,466	492
Week ending Oct. 21 2,	690	3,540	850
Week ending Oct. 28 2.	653	3,902	1,049
Week ending Nov. 4 2		4,055	1,326
Week ending Nov. 11 2,	558	4,096	1,448
D 11 37 - 11 - TT TT - 01 - TT	77	777 0 777 7	137 7

OFFICERS.—Pres't, Nathan H. Heft; V.-Pres., Elias S. Ward, (Newark, N. J.); Treas., Wm. Scheerer (Newark, N. J.); See'y., Thomas L. Watson. General Office, Bridgeport, Conn.

INDEX.-Vol. 58, p. 849; V. 59, p. 429, 735, 737.

#### BROOKLYN, N. Y.

Brooklyn City & Newtown RR.—ORGANIZATION—Chartered in 1862, Known as De Kalb Avenue line.

STOCK & BONDS. Date. Stock (\$100 shares) .... Text.Q.-F. Let M., \$2,000,000 ... 1889 5 J. - J. Outstand'g. \$1,000,000 1,900,000 July 1, 1939 Interest paid at Mercantile Trust Co., N. Y. City. Dividends paid at

240104110110111010000, 11. 1., 410 10	10 p. c. per annum (2-2 p. c. quar.)
ROAD— Miles.	EARNINGS-
Single track, main line1112	
Second track do 812	
Sidings 1 <sup>1</sup> <sub>2</sub>	Net 254,428 163,547
	Interest paid 100,526 74,654
Total owned June 30, 18932112	Taxes 15,540 12,353
Weight of rails 6612 and 98 lbs.	Dividends 100,000 40,000
DIVIDENDS- \$1892. 1893. 1894.	Bal., sur., year. 38,727 36,540
Percent. ) 4 8 10	Tot.sur.June 30 116.889 72.545

BONDS—The consol. (now 1st) mortgage of 1889 is for \$2,000,000, of which balance issued are reserved for improvements, etc. Trustee, Mercantile Trust Co., N. Y. Mortgages on real estate (on July 1, 1893) were \$196,556.

OFFICERS—President, J. N. Partridge: Secretary and Treasurer, Duncan B. Cannon. Office, DeKalb and Central avenues, Brooklyn. INDEX-V. 57, p. 595.

educed from 80 to 50 per cent:		
1894. August. 53 per cent	September. Oct abt. 61 per cent 73 pe	tober.
ROAD—Including lines to East lew York and Jamaica, and on Ralph, Sumner, Reed, Metropoli-	1894 below given are from while rebuilding was in pro-	n road gress.
an Aves., etc.	Yr.end.Jne.30, 1894. Gross\$538.845 \$5	1893. 71,865
$\begin{array}{ccccc} \text{fain line} & & 22 \overset{1}{\overset{1}{\overset{1}{\overset{1}{\overset{1}{\overset{1}{\overset{1}{\overset{1}$	Net 111,132 1 Other income. 5,180	25,920 7,539 72,978
Total operated Nov., 1894. 45 otal, includ's projected, 124 miles.	Other paym'ts. 862	10,500
otal, morat s projectou, 12 miles.	Def. for yr. \$52,911 \$	349,981

INDEX.-Vol. 58, p. 126.

Brooklyn Traction (TROLLEY).—Chartered in Jan., 1893 under laws of N.Y., and purchased entire capital stock of Atlantic Avenue RR. Co. of Brooklyn, N. Y.—also controls the Brooklyn Bath & West End road, whose stock is all held by the Atlantic Avenue Company. Both roads have been changed to trolley—see title of each in this Supplement.

DIVIDENDS—On preferred July, 1893, 3 p. c.; in 1894, none.

ANNUAL REPORT—Last report, showing business of lines controlled was in V. 59, p. 725. See Atlantic Avenue RR. Co. above.

OFFICERS—President, J. P. Ilsley; Secretary and Treasurer, C. F. Stevens. Office, Brooklyn, N. Y.
INDEX—V. 57, p. 978; V. 58, p. 307, 866; V. 59, p. 725.

Brooklyn Traction System—Atlantic Avenue RR. (TROL-LEY)—ORGANIZATION—Chartered in 1872. The entire capital stock is owned by the Brooklyn Traction Co., which see.

	-			
STOCK AND BONDS-	Date.	Interest.	Outstanding.	Last Div.,&c .
Stock (\$50)		See text.	\$2,000,000	1894
Gen. mort. (now 1st)				Oct. 1, 1909
S. B'klyn Cen. 1st M. as'd.		7 FA.		Aug. 1, 1897
2d mort. assumed		6 FA.	150,000	Aug. 1, 1897
Atlan. Ave. con. M. gold	1891	5 g. AO.		Oct. 1, 1931
Improvement M., gold	1893	5 g. JJ.		Jan. 1, 1934
Real estate morts			109,500	

Bonds.—The consolidated mortgage of 1891 is for \$3,000,000, of which balance unissued is reserved for prior liens. The improvement mortgage (limited to \$1,500,000) was issued in 1893. See V. 56, p. 735. Both these mortgages cover the double-track steam railroad leased to the L. I. RR. Co. as well as the road owned and operated. Loans and bills payable (on Sept. 30, 1894) were \$101,999, against \$130,735 June 30, 1894.

bills payante (an separate s), 30, 1894.

Interest on consolidated mortgage and improvement mortgage is payable at Seligman & Co.'s, Mills Building, New York City; on other loans in Brooklyn.

5 p. c

ROAD—Company operates 42% miles of track in City of Brooklyn
Roads owned in fee— Miles. | Road leased, etc.— Miles | Road leased, etc.— Miles | Cold Brooklyn Cable road, etc...  $\begin{array}{ccc} Roads\ owned\ in\ fee-& Miles.\\ \text{Main line and brehs. (trolley)}\ .20\\ \text{Second track} & 18^{1}_{2}\\ \text{Sidings} & & & \\ \end{array}$ Total operated 1894......4234

OFFICERS — President, Benjamin Norton; Secretary and Treasurer, Benj. Frick. Office, Atlantic and Third avenues. INDEX—V. 58, p. 733; V. 59, p. 192, 650, 737.

Brooklyn Traction System—Brooklyn Bath & West End RR. (TROLLEY)—Chartered Jan. 27, 1879. May 1, 1893, leased for 41 years to the Allantic Avenue RR. Co., which purchased entire capital stock, and which in May, 1894, owned all the outstanding consols (\$448,000). Formerly a steam road. Trolley from Jan. 1, 1894.

6			LN	vestors'	SUPP
Stock. 1st M. 1st M. 2d M.\$ Gen. M Inter ROAD via E	, A, red. Jan. 1, , B, red. Jan. 1, 1100,000,re.J'y1 1., \$1,000,000, rest payable at 8 —From 36th 8 3ensonhurst, to 6	'97. 1887 5 '97. 1887 5 1,'96 1891 5 gold. 1893 5 Seligman & Co. t., Brooklyn, Coney Island. Miles. 6'64	\$1,00 JJ. 25 AO. 25 JD. 5 g. AO. 44 , Mills Buildin EARNINGS—L8 p. 514, show	52,000 June 1, 18,000 Oct. 1, g, New York Cit set report in V red. 0- 1894. 1 \$107,305 \$10 24.888 def.	1907 1916 1911 1933 1933 194. 1958 1958 1958 1958 1958 1958 1958 1958
Secon	gs, etcal owned June 3	$\frac{3.72}{0.1894.16.50}$	Taxes		Com
Weigh Has to	nt of steel per y rackage to 39th	St. Ferry.	_	ar. \$14,830 \$4 0.\$120,286 \$9	1894
1860. \$1,00 STC Stock First Certin Rowith	ney Island & January 1, 180,000 to introduce & Bonds.— mortgage deate of indebt. AD—Brooklyn to branches. and branches, 100 ond track. gs.	193, capital stouce trolley.  Par. Int.  100 Text.  1,000 5  1,000 6  Coney Island  Miles.	erest. Outst A O. \$1,0 J J. 3 J J. 2 EARNINGS Year June 1 Gross earning Net.	$\begin{array}{cccc} 00,000 & \textit{October} \\ 00,000 & \text{Jan. 1,} \\ 00,000 & \text{Co.'s o} \\ 00,300 & \text{Co.'s o} \\ 00,300 & \text{Jan. 1,} \\ 00,300 & J$	v., &c. Mai: Sec. 1, 1894 ption. St. Jan 893. Di 3.053
Weig	al track June 3 ht of rails, 60 ll	08.	Dividends   Bal., sur.for   Tot.sur. June	60,000 5 y'r.df.18,142 30 40,146	$\begin{array}{c c} 60,000 & \text{Sep} \\ 6,316 & \text{min} \\ 30,868 & & \end{array}$
\$1,00 Bo OF Brov	00,000. NDS —Loans an	d bills payable ent, Henry Slo ith and Ninth s	o (on June 30, 1	and 3 per ce (1894) were \$23, and Treasurer, yn.	104. The
own has hand the last last last last last last last last	s the entire cap guaranteed pa is of trustees. essor and lessee (1, \$250,000 was al. January, 1894, stock (\$2,000,00 ch see), a recenocklyn Road Cock AND BOND ital stock. ateral trust 189,000,000, gold. ock—Of the silicate carrying Brooklyn City mitting the sale transaction \$4, 7 lease as above onds—The cold stee) are joint o ghts Cos. and we to introductio 0,000 (all) capit elease of Broal Interest of thoklyn City Re. the Brooklyn City Re.	ital stock of tyment of divyment of divyme	he Brooklyn I. dends to less opt invested in lamount was \$\frac{1}{2}\$ itted by lease ind Traction ac klyn Queens Co of Broadway ay Ferry & Me interest, Outsta None. \$30,0 g. F A. 2,5 call on or after oital stock, \$\frac{3}{2}\$ deal and \$27,6 t \$15 per shar ss than par. (eposited as sec es (N. Y. Guar ne Long Island Sept., 1894, to to. They are s dyn Heights R lyn Queens Co klyn City RR. and in the gua eights in improvem klyn Heights, il lars vol. 59, pp s include the	00,000 Aug., 1 July 31, 1895. 3,000,000 went 00,000 was offe, the laws of V Of the proceeds unity for the Br anty & Indemn Traction and Br pay floating de ecured by pledg R. Co.: (2) all ionity & Suburb therein; (3) all ir ranty fund ther vements made ients being re- n case of a term . 27, 371, 514, 7 following at the	y and and ind in tory to in July, re cap- an RR. amaica nue. rity.  895-97  to the ered to irginia of this rooklyn ibt incire of (1) interest han RR. interest eunder; by it on payable inination 37.  eier par
Bro Bro Gua	ooklyn Heights ooklyn Queens C arantee dividen ILEAGE - The sy	stem Sept. 15,	1894, include	######################################	100,000
	ooklyn Heights ooklyn City RR ojected		Brookl. Qu Projected	eens Co. and Su	80 B
der (inc bur Cit for 65	ATEST EARNING TWO THE POLITION THE Brook B	as—The revent profits, if any, oklyn City) an klyn Heights I emajor part of ding Sept. 30, inst 62 90 per	ne of the Long from operating d the Brookly RR. Co., which, the Traction sy the ratio of or cent in 1893.  Other	Island Tractic the Brooklyn n Queens Coun including the Bystem, reports a perating expense Charges, incl. 1	Brooklyn s follows es being Balance,
18:	ot. 30. earnin 94\$1,252	198. earnin 1,289 \$513,3 1,792 521.4	gs. income. 127 \$52,428 191 37,530	rentals	\$\begin{align*} \$10,500 \\ \$180,243 \end{align*} \$\text{8}
18 Gr	93-94 as follows  Receives	s: ipts. \$4,303.1	17 Interest	Disbursements.	\$20,944 T
Õp	erating expens	es 2,673,3	92   Rentals Taxes		,434,941 308,627 764 512

ed lines. Possession under lease to Brooklyn Heights RR. Co. was in June 6, 1893. m June 6, 1893.

OCK AND BONDS— Date.

10% Q.—J. \$12,000,000 October, 1894

M.&coon.M.\$500&c.1891

10j. to call in 1916... \*

5 J. & J. 6,000,000 July 1, 1941

10j. to call in 1916... \*

5 F. & A. 200,000 July 1, 1908

G'dSt.&New.1stM... 5 F. & A. 200,000 June 1, 1907

New Will.&FI.1st... 7 F. & A. 200,000 Mach. 1, 1897

Gr.& Lor. St. 1st M... 6 M. & N. 125,000 May 1, 1910

EASE AND RENTAL—Leased Feb. 24, 1893 to the Brooklyn Heights

Co. for 999 years at 10 per cent on stock, all charges, etc.

Long Island Traction owns the stock of the Brooklyn Heights

mpany and deposited \$4,000,000 as a guaranty fund out of which

neet any deficiency for dividends on Brooklyn City RR. stock. This

tranty fund was drawn upon to the extent of \$250,000 in July,

104. See V. 59, p. 27. 10. See V. 59, p. 27.

10. Coap—Company owns 199 miles of track in city of Brooklyn, ending to Coney Island, East New York, etc.

10. Coads owned in fee— Miles. | Sidings. 16<sup>1</sup>4

10. In line and briches, trolley 95<sup>1</sup>2

10. Other Coaper Co n., 1894, to \$12,000,000.

INVIDENDS—For many years 8 per cent; in 1893 guaranteed 10 per tunder the lease. Extra dividend of 2 per cent in 1894.

SONDS—The mortgage of 1891 is for \$6,000,000 and is a first lien on old Brooklyn City road and a consol. lien on the lines acquired by asolidation in 1890. The last \$3,000,000 of the loan was issued in ril, 1893. Due Brooklyn Heights Co. for betterments, \$1,877,354, pt. 30, 1894. This must be paid when for any reason the lease termates. ATEST EARNINGS-See Long Island Traction Co. NNUAL REPORT—The last annual statement was in V. 59, p. 423. e earnings are included in the report of the Brooklyn Heights RR. given ander Long Island Traction. They are not reported separately. SALANCE SHEET—The balance sheet of Sept. 30, 1894, was as vs. the capital stock and funded debt remaining the same as on and the loans and bills payable having increased \$100,000. Long Island Traction System—Brooklyn Heights RR. (ABLE). Organization—Chartered in 1893; entire stock owned by ong Island Traction, in whose interest it in 1893 took a 999-year asse of the Brooklyn City RR.—which see. ase of the Brooklyn City RR.—which see. STOCK AND BONDS— Date. Interest. \$200,000 \\
\text{ct mortgage} \tag{200,000} \text{Apr. 1, 1941} \\
\text{ollateral trust notes} \text{-See Long Island Traction.} \\
\text{Miles.} \\
\text{able line to Wall St. Ferry.} \quad \qquad \quad \q | Strong | Strong | Stant | Traction | Was detected | Assets | Assets | Assets | Store | Assets | A Total.....\$2,983,785 Total..... INDEX-Vol 58, pp. 307, 866; V. 59, pp. 423, 337. Nassau Electric RR.—Chartered March 13, 1893, under the laws f New York. This company has obtained the franchises which were ranted to Kings County Electric, Coney Island Fort Hamilton & Brooklyn and Union Street roads, and in November, 1894, was enaged in the construction of its road. Date. Interest. Outstand'g. STOCK AND BONDS-Trustee.—Hamilton Trust Company.

OFFICERS.—President, P. H. Flynn; Treasurer, Geo. S. Studwell. BUFFALO, N. Y. Buffalo Railway.—Organization.—Chartered in 1890; a consideration of the Buffalo Street RR., Buffalo East Side St. Ry., West Side St. Ry. Stock of Buffalo Ry. Co. was issued for Buffalo RR. and Buffalo East Side Ry. at par. Operates Crosstown Ry. and owns its entire capital stock. entire capital stock.

STOCK & BONDS— Date.
Buffalo Ry.St'k (\$100).

Buffalo St. Ry. 1st M..1869

do do 24 M..1875 6 & 7 M. - N. 150,000 May 1, 1899

Buffalo E. Side 1st M.1874

do do 24 M..1882 6 M. - S. 293,500 Sept. 1, 1912

Opurch'e money M's.

1st Con. M. (\$1,000) {1891} 5 g. F.-A. 3,500,000 Feb. 1, 193

for \$5,000,000 gold \$\frac{1}{2} Int.\$ is payable by Cuyler, Morgan & Co., N.Y. City

Real estate mtges. (5)..... 6 Various.

Bonds.—1st. consol. mortgage of 1891 is for \$5,000,000, of which
\$\frac{1}{2} \text{ Nondon One reserved for prior liens.} Mortgage trustee, Solicitors' Loan

& Trust Co., Philadelphia. Loans and bills payable (on June 30, 1893),

ROAD—Company on Nov. 12, 1804 Total.....\$1,764,512 Total......\$1,819,064 | Strplus...... \$54,552 OFFICERS.—President, D. F. Lewis; Secretary and Treasurer, C. P. Bnith. Office: Montague and Clinton streets, Brooklyn.

DIRECTORS.—E. W. Bliss, Cornelius, N. Hoagland, Felix Campbell, Slas B. Dutcher, John Englis, Crowell Hadden, Theodore F. Jackson, John G. Jenkins, Seth L. Keeney, Daniel F. Lewis, William Marshall, D. H. Valentine, Charles T. Young. Were \$453,429.

ROAD. Company on Nov. 12, 1894, was operating road as follows:

Road owned in f.e. Miles.
Main line and brs. (trolley). 43:94
Main line and br. sec. track. 24:79
Sidings. '89
Weight rails owned. 62 and 92 lbs Long Island Traction System - Brooklyn City RR. (TROLLEY). -ORGANIZATION-Clartered in 1853 under laws of New York, and began operating July, 1854. In 1890 consolidated with its

Net earnings. \$1,629,725 Other income. \$189,339

INDEX-V. 57, p. 216, 1039; V. 58, p. 126, 173, 345.

NOVEMBER, 1894.]	SIMBLI	MAILWAIS.
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Net. Olh. inc. Chgs. Sur. \$150,506 \$6,221 \$95,912 \$60,815 146,538 6,009 94,073 58,474 ends June 30. The reports show: 1894. 1893. 99 Taxes\$98,147 \$55,554 29 Balance sur yr154,994 111,330 61 Tot. surp.J'ne 30.330,175 253,279 66 Fl'g debt June 30. 24,089	TOTAL MILES RUN IN 1893, ETC.  Cable. Horse. Electric. Inc.over'92.  Miles
Assets.	04     Capital stock     \$5,370,500       06     Funded debt     5,020,257       07     Interest on funded debt       77     due and accrued     105,661       55     Bills payable     541,787       51     Open accounts     253,301	and operate electric street railroads in Chicago. At present operates a line on West Twenty-second St, but plans to construct electric railways on a large number of West Side and North side streets. There is to be a meeting of stockholders Nov. 26, 1894, for the purpose of authorizing a \$10,000,000 issue of bonds to be used in the construction of such lines as are authorized in the charter of the company.  LEASE.—The company has leased the franchises of the old West & South Town Street Railway Company.  ROAD.—At present operates four miles of track, but contemplates much additional construction.
Joseph S. Baecher. Directors Ju Cuyler, Thomas Cuyler, Edward Watson, Hardin Littell, Samue Urban, Jr., John L. Williams, Joh Buffalo Ry System—Cross Chartered Feb. 1, 1890. Is oper	M. Watson; Secretary and Treasurer, us, 1893): H. Sellers McKee, Cornelius Denniston, Horace Magee, Henry M. el Spaulding, Robert Fryer, George in Scatcherd, Daniel O'Day.  Setown St. Ry Co.—Organization—ated by Buffalo Railway Co.  Interest. Outsanding. Maturity, etc. See text.	Double track operated May and June, 1894
Additional first mortgage bond: new construction certified by Sec Stock—All the stock of the com Co. as security for the latter co 5 per cent bonds. ROAD— Length road owned by Co. Mile Single track main line	s can be issued at \$30,000 per mile for oretary and President.  pany is in the treasury of Buffalo Ry mpany's guarantee of the \$3,000,000  28.  Miles.  10 Tot. of all tr'cks & sid. owned.50-91  Weight of rail per yard 62 lbs the year ending June 30, 1893, shows:	Cicero & Proviso St. Ry, Co.—(ELECTRIC.)—Organized under laws of Illinois. Owns and operates an electric railroad in Chicago and the towns of Cleero and Proviso, Cook County, Ill.  STOCK AND BONDS. Par. Outstanding. Maturity. Capital stock. 100 \$1,000,000 Bonds. 740,000 ROAD.—Operates 12 miles of track. It starts at West 40th St. and W. Madison St. in the City of Chicago, and passes through the suburban towns of Moreland, Austin, Harlem, May wood, etc.  Double track. 11 Single. 80 Motor 30 Mot
Calumet Electric Street laws of Illinois for purpose of costrect railway between Chicago the Cottage Grove Avenue Cablillinois Central express trains.  STOCK AND BONDS— Date.  Stock (\$100)	tilo to Sept. 1, 1902, and at 105.  1.1-10 total issue to be bought or called dividends.  deach year thereafter, before payent of total bonds shall be paid and erest, purchasing or drawing of called 54 miles of electric road, connecting	Lake Shore Electric RR. Co. of Chicago.—Incorporated 1894 under laws of III., for the purpose of connecting Chicago with Milwaukee by electric line.  Incorporators are John L. Cochran, Clarence Buckingham, Dunlap Smith, D. D. Louderbach and Frank Hawkins.  CAPITAL STOCK is \$10,000,000.  North Chicago St. RR. Co.—Incorporated in 1886 under the laws of Illinois. Authorized by its charter to construct, purchase, lease, or otherwise acquire, dummy, horse and street railroads in Chicago and Cook County and to maintain and operate the same. By the purchase in 1886 of a majority of the shares of capital stock of the North Chicago City Ry. Co. it acquired control of the entire surface street railroad system in the north division of Chicaco. An operating agreement was entered into between these companies May 24, 1886, whereby N. C. St. RR. Co. agrees to pay N. C. C. Ry. Co. a rental of \$30 per share annually on its entire capital stock. Also guarantees the payment, principal and interest, of the bonded indebtedness and other liabilities of the North Chicago city Ry. Co.  STOCK AND BONDS—  Date. Interest.  STOCK AND BONDS—  Date. Interest.  STOCK AND BONDS—  Date. Interest.  STOCK AND BONDS—  Date. STOCK AND BONDS—  STOCK AND BONDS—  Date. STOCK AND BONDS—  STOCK STOCK AND BONDS—  STOCK STOCK AND BONDS—  STOCK STOCK STOCK AND BONDS—  STOCK STOC
OFFICERS.—President, Robert B. White.  Chicago City Ry. Co. (HO Incorporated under laws of Ill. F operate street car lines in city of from time to time, it has the virtu ileges in south division of Chicag STOCK AND BONDS— Stock (\$100) Gen. M. \$6,000,000 (\$1000) (\$500) (\$1000)  Trustee C	RESE, CABLE AND ELECTRIO.— Teb., 1859, to construct, maintain and Chicago. By the franchises granted all monopoly of all surface road priv-	Guaranteed— N. C. City Ry. Co. stock.  30 QJ. See text. Oct., 1894 1st mort.  6 JJ. 500,000 1900 2d mort. (\$2,500,000).  4½ MN. 1,850,000 1927 Stock of N. Chi. City Ry. Co. not owned by N. Chi. St. RR. Co., \$249,900, receives an annual rental of \$30 per share.  Bonds—The original amount issued under the 1st mortgage of the N. Chi. St. RR. Co. was \$1,500,000. Subsequent issues were made under a clause in the mortgage which provided for the issuing (by and with the consent of the tru-tee) of additional bonds for permanent improvements, in amount equal to 75 per cent of such improvements.  Stock—The North Chicago City Ry. Co. stock is \$500,000 (\$100 shares), of which North Chicago Street RR. owns \$250,100, leaving \$249,900 outstanding, on which 30 per cent per annum is guaranteed.  ROAD—The company on Nov. 15, '94, was operating 84 miles of road  Miles.  Cable
BONDS.—The Bonds outsitantly \$500 and \$1,000 each, and are cuted in 1887. By provision of t \$6,000,000 and the right is rese bonds at any time on 60 days' not DIVIDENDS.—Usually 12 per cen ROAD—In 1893 company operat  **Cable road	Is are of the denomination or \$100, secured by a general mortgage exeche mortgage total issue is limited to be seven to the company to redeem the tice.  It, were in 1893 24 per cent.  It was follows:    Miles.	ANNUAL REPORT—Earnings for year ending December 31, 1893, were as below (1893 being the year of the World's Fair):  1893.  Gross earns. from pass. \$3,014,790 operating expenses. 1,412,756 of Taxes. 46,185 operating expenses. 1,412,756 of Taxes. 46,185 operation of Taxes. 46,185 operation of Taxes. 46,185 operation of Taxes. 46,185 operation of Taxes. 41,235 operation of
NET EARNING	98 FOR 8 YEARS. .\$1,139,897   1887 \$686,259 \$45,339   1886 619,253 683,336	West Chicago Street RR. Co.—Incorporated in 1887 under laws of Illinois, and operates the street-car systems in the West Division of city of Chicago.  LEASES.—Control of the Chi. W. Div. Ry. was acquired through purchase of a majority of its shares (6,251) of capital stock, and the road

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les.

leased at an annual rental of \$35 per share, the principal and interest of its bonds being assumed. By this same transaction the control of the Chicago Passenger Ry. Co. was secured, the Chi. W. Div. Ry. Co. owning a majority of its capital stock. The W. Chi. St. RR. Co. agrees to pay 5 per cent a year on capital stock of the Passenger Ry. Co. and to guarantee its fixed charges. In 1889 West Chicago Street RR. Tunnel Co. was leased for 999 years, the principal and interest of its bonds being guaranteed, and annual toll was to be paid on each car passing through the tunnel.

1891 6 J.-D. 1,000,000 June, 1911 1891 6 J.-D. 1,000,000 Dec. 1, 1911 See text.

Bonds.—The tunnel bonds are secured by first lien on real estate and tunnel property in Chicago costing \$2,515,000, including land costing \$715,000.

Stock.—The West Chicago Street RR. Co.'s authorized stock was \$10,000,000, but the stockholders Jan., 1893, authorized anincrease to \$20,000,000. In accordance with this additional issues were made—April. 1, 1893, \$1,000,000; Aug. 1, 1893, \$1,100,000, and Nov., 1893, \$1,089,000.

\$1,089,000. Chicago West Division Stock is \$1,250,000, of which \$625,100 is owned by the West Chicago Street Co., the remainder (\$624,900) being guaranteed 35 per cent yearly under the lease. Chicago Passenger Railway stock is \$1,000,000, of which \$750,000 is owned by the Chicago West Division Ry. The West Chicago St. RR. Co. guarantees 5 per cent on the entire amount under operating contract. DIVIDENDS - \$1889. \$1890. \$1891. \$1892. \$1893. \$1894. \$1890. \$1891. \$1892. \$1893. \$1894. \$1890. \$1891. \$1892. \$1893. \$1894. \$1892. \$1893. \$1894. \$1892. \$1893. \$1894. \$18

1894. 9 (2<sup>1</sup>4 quar.) ROAD.—The company Jan. 1, 1894, operated 185 miles of track, as follows:

to a little more than the interest l

1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1892. 1893. 1893. 1892. 1893. 1893. 1892. 1893.

OFFICERS.—President, C. T. Yerkes; Sec. and Treas. G. A. Yuille.

#### CINCINNATI, OHIO.

#### Mt. Adams & Eden Park Inclined Rv .-

| Stocks AND BONDS— Par. Stock | Interest. | Outstaning. \$1,600,000 | Last Div. &c<br>Oct. 10, 1894 |
|------------------------------|-----------|-------------------------|-------------------------------|
| 1st mortgage                 | 6 A-O     | 50,000                  | Oct., 1895                    |
| " "                          |           | 50,000                  | Oct., 1900                    |
|                              | 6 A-O     | 100,000                 | Oct., 1905                    |
| Consol. Mortgage             | 5 M-S     | 530,000                 | Mch., 1906                    |

#### Cincinnati Street Ry. Co.-(ELECTRIC AND CABLE)-

| STOCK AND BONDS-         |         | Interest. | Outstanding.   | Last div., &c. |  |
|--------------------------|---------|-----------|----------------|----------------|--|
| Stock (\$10,000,000      | 50      | 5 QJ.     | \$10,000,000   | (3)            |  |
| Consol. Street mort      |         | 7 J J.    | 50,000         | July, 1895     |  |
| do do                    |         | 7 J J.    | 50,000         | July, 1896     |  |
| Consol. Street ext. mort |         | 4 J J.    | 100,000        | July, 1896     |  |
| do do                    |         | 5 J J.    | 100,000        | July, 1896     |  |
| ROAD-Company Nov. 10     | . 1894. | operated  | 147.56 miles o | f track in the |  |

#### CLEVELAND, OHIO.

Cleveland City Railway Co.—(CABLE)—Chartered in 1893. It is a consolidation of Superior St. and Payne Avenue R. R. and St. Clair Street R. R., forming the old Cleveland City Cable Ry. and the Woodland Avenue and West Side R. R.

STOCK AND BONDS—

Date. Interest. Outstanding. \*\*Maturity.\*\*

Gleve. City Cable Ry; 1889 5 J. - J. 1,884,000 July 1,1909 gold \$1,000 c.&r.1stM \( \) Trustee is

ROAD—The company operates 72 miles of track in the city Cleveland. Weight of rails 82 98 lbs.

Cleveland Electric Ry. Co.—This system is a consolidation of Mar. 1,1894, of the East Cleveland RR., Broadway & Newburg St. RR., Broadlyn St. RR. and South Side RR. companies, all of which for many years had been in successful operation. It shares with one other company the entire street railway business of the city of Cleveland.

Cleveland Electric Ry.—
Con. M. (\$1,000) gold. e\*&r { Trustee, Central Trust Co. }

Consols of 1823 for \$1,900,000 are reserved to retire the bonds assumed, and the company can issue bonds in addition to those aforementioned and now outstanding only for the following purposes: Bonds for \$451,000 (making \$3,500,000 in all) for the sole purpose of making improvements and purchasing additional equipment. Bonds in excess of \$3,500,000 cannot be issued except for \$5 per cent of the cash cost of extensions of mileage and increase of plant, but in mo event for all purposes in excess of \$25,000 for each additional mile of track, and then only when the net earnings for the twelve months preceding are equal to at least double the amount of interest on bonds already outstanding and proposed to be issued. The bonds are a first lien on the Broadway & Newburg system and on all extensions made and property acquired subsequent to the consolidation.

ROAD—The company operates in the city of Cleveland "an aggregate single track of about 96½ miles, practically all of which is double." Also operates about 10 miles of suburban track.

LATEST EARNINGS—For the first 10 months of 1894 earnings were: Jan. 1 to Oct. 31, 1894, gross, \$1,083,992; net, \$406,799.

ANNUAL REPORT—The consolidation was effected March 1, 1893, and the company makes the following statement for the ten months from March 1, 1893, to January 1, 1894.

Gross earnings. March 1, 1893, to January 1, 1894.
Gross earnings. \$1,162,063 44
Operating expenses 791,040 16

Operated as separate companies, the properties showed for year 1892:

 Gross earnings
 \$1,324,504 43

 Operating expenses
 955,626 30

Net. \$368,878 1 Officers—President, Henry A. Everett; Secretary, L. E. Beilstein.

#### COLUMBUS, OHIO.

DIVIDENDS—Nov., 1892, 1 per cent; Feb., 1893, 1 per cent; July, 1893, 1 per cent; Nov., 1894, 1<sup>1</sup>2 per cent.

ROAD.—Operates 60 miles of track in Columbus, etc., as follows:

Officers—President, E. McMillin; First Vice-President and Treasurer, E. K. Stewart; General Manager, W. F. Kelly.

INDEX—Vol. 59, p. 737.

#### COVINGTON, KY.

Cincinnati Newport & Covington Ry. Co.—A consolidation in 1892 of the Newport & Cincinnati Street RR. Co., Cincinnati & Newport Street RR. Co. and the South Covington & Cincinnati & Newport Street RR. Co. and the South Covington & Cincinnati Street Ry. Co. It also owns a majority of the shares (6,436 out of total 10,000) of the South Covington Street Ry. Co., also the entire capital stock of the following: Newport Electric Street Ry. Co., \$100,000; Cincinnati Covington & Rosedale Street Ry. Co., \$100,000; Covington & Latonia RR. Co., \$50,000.

Date. Interest. Outstanding. Maturity. .... \$3,000,000

250,000 Meh., 1912 150,000 Jan. 1, 1932

ROAD.—Connects Cincinnati, Newport, Covington, Dayton, Bellaren, Ludlow, Latonia. Total in operation Oct. 1, 1894, 60 miles; laid with 80 Johnston girder and on Fort Thomas line with 72-pound "T" rails.

LATEST EARNINGS.—From Jan. 1 to Oct. 31 (10 months), earnings

Gross earnings, 1894....\$410,447 Gross earnings, 1893....333,215 Gross earnings, 1892....250,688 ANNUAL REPORT.—Earnings for the years named have been as follows:

 10WS:
 \$403,063

 Year ending December 31, 1893, gross.
 \$403,063

 Year ending December 31, 1892, gross.
 305,744

 Six months ending December 31, 1891, gross.
 141,173

#### DENVER, COL.

Par-Bonds are all \$1,000.

Bonds—The consolidated mortgage of 1893 is for \$4,000,000, of which \$2,670,000 reserved to retire prior liens (see table) and \$800,000 were to fund floating debt and balance for improvement. Full abstract of the consol. mortgage of 1890 was in V. 52, p. 354. LATEST EARNINGS.—Jan. 1 to Sept. 30 (9 mos.), 1894, earnings were:

Charges. Bal., surplus. \$159,475 \$49,269 125,752 105,920

#### DULUTH, MINN.

**Duluth Street Hailway** (TROLLEY).—Organized under act of Minnesota approved Nov. 17, 1881, and possesses "an exclusive franchise" upon exclusive terms, doing the entire street railway traffic of the city. Thomson-Houston system.

States tax.

GUARANTY.—"While it is believed to be beyond a doubt that the company will earn a substantial surplus over fixed charges in 1894 and each and every year thereafter, the bondholders have an additional security in that the capitalists of Duluth, who have brought the property to its present state of perfection, guarantee the interest upon the \$2,000,000 for two years, and furthermore contract to manage it for a like period without charge for salaries or services."

ROAD--System.—The system, which embraces about 30 miles of single track, is double-tracked over almost its entire length. The physical condition of the property is said "to be in the highest order." A through line will be operated to West Superior, the road being already completed to the place, where by a distinct and separate company, the bridge is to be built.

LATEST EARNINGS.—For the first three months of 1894 the net earnings increased \$3,546 over same period of 1893. "This is the poorest quarter of the year for street railway traffic and the quarter of heaviest operating expenses." For the first four months of the present fiscal year the net earnings were as follows: July, \$10,790; August, \$10,490; September, \$10,753; October, \$11,734.

ANNUAL REPORT.—Fiscal year changed to end June 30. For year ending December 31 net earnings were:

1893. Net earnings, \$100,666. Increase over 20 per cent. 1892. Net earnings, \$4,583. Increase over 82 per cent. 1891. Net earnings, \$46,000

The increase in 1893 was in spite of the business depression.

#### HOBOKEN, N. J.

North Hudson County (Street) Ry. (HORSE AND ELECTRIC.)—Owns about fifty miles of street and elevated cable lines in Hoboken, N. J., and vicinity, upon all of which electricity is being introduced.

Officers—President, M. Tierny; Secretary, T. J. Malloy. INDEX—Vol. 59, p. 146.

#### INDIANAPOLIS, IND.

Citizens' Street RR. of Indianapolis (ELECTRICITY).—
Formed in 1893 to control street railways in Indianapolis. A rival
company known as the "City" Company was formed and its projectors claimed that the charter of the Citizens had expired on Jan 1,
1894. In October, 1894, in the United States Circuit Court, it was
held that the charter and franchise were perpetual. It was said an appeal would be made to the United States Supreme Court.

OFFICERS.-President, August L. Mason.

#### KANSAS CITY, MO.

Kansas City Cable Ry. Co.—(CABLE HORSE AND STEAM).— Chartered in 1894—a consolidation of the Kansas City Cable Railway, Grand Avenue Railway and Kansas City & Independence Rapid Transit Railway.

Kansas City Cable Ry. (cable). 10.5
Grand Avenue Ry.—
Cable.—
Horse.—
1.75
Steam.—

Miles.
Kansas City & Indeped'ce
Rapid Transit Ry. (steam). 8.16
Total track operated. 30.85
Weight of rail. 56 lbs.

LATEST EARNINGS.—For ten months ending Oct. 31 earnings were:

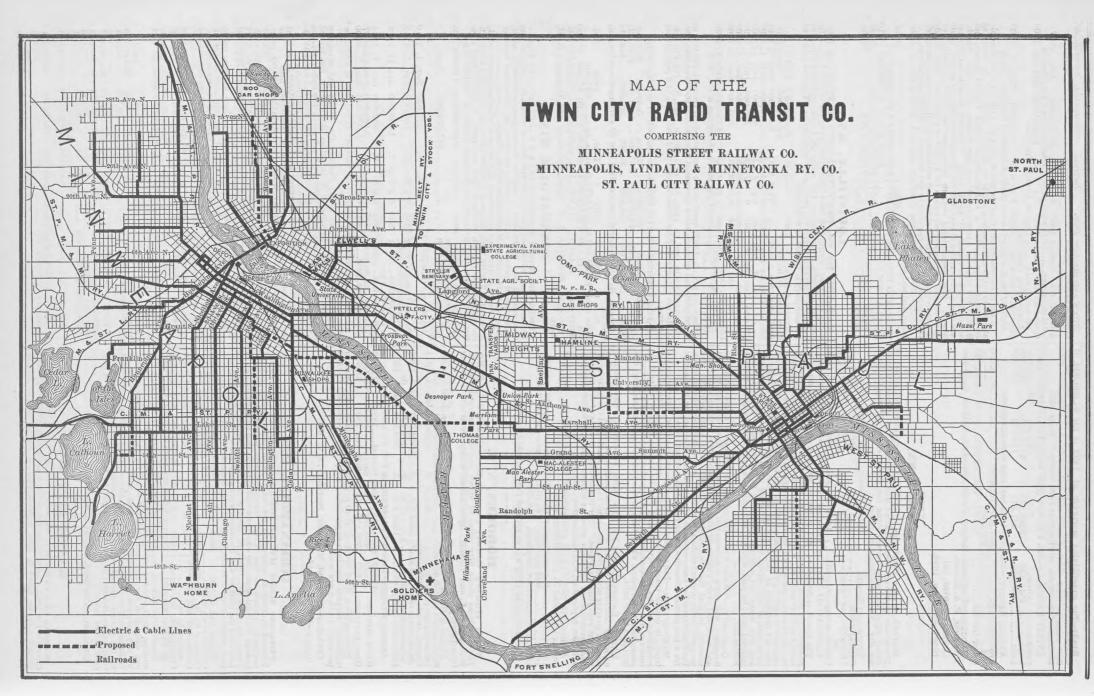
Balance \$155,431 140,214 ANNUAL REPORT—Fiscal years ending Dec. 31 earnings have been as follows:

### MINNEAPOLIS, MINN.

Twin City Rapid Transit (CABLE & ELECTRIC)—(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 entire system now consists of 218 miles of standard-gauge road, of which 212 miles is electric and 6 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.

| Passengers. Miscellaneous                                     | \$1,814,740<br>5,853                           | 1892.<br>\$2,136,657<br>50,922                 | 1893.<br>\$2,164,925<br>24,232                  |
|---|--|--|---|
| Total gross earnings  | \$1,820,593<br>\$1,081,302<br>61,467<br>55,234 | \$2,187,579<br>\$1,309,274<br>74,579<br>65,290 | \$2,189,157<br>\$1,264,408<br>70,109<br>116,051 |
| Net earnings  Deduct—   | \$622,570                                      | \$738,436                                      | \$738,589                                       |
| Interest on funded & float'g debt<br>Contingent expenses, etc | \$306,756<br>4,837                             | \$474,360<br>23,511                            | \$611,491<br>10,808                             |
| Surplus for year  | \$310,977                                      | \$240,565                                      | \$116,290                                       |



|     | NOVEMBER, 1894.  | -   | STR  | EET R  |
|-----|--|---|--|--|
| *1  | BALANCE SHEET.—T<br>balance sheet of Decen<br>Assets.<br>Geourities in treasury. §<br>Minn. St. Ry. notes<br>St. P. City Ry. notes.<br>Cable 5s<br>Debenture 6s.<br>Bills receivable.<br>Sundry accounts | ber 31, 189   | Liabilities.   | condensed<br>815,010,000<br>1,000,000<br>1,000,000<br>1,120,000<br>581,000<br>75,000<br>31,491 |
|     | 9  | 318,807,491   |  | 818,807,491  |
|     | palance sheet (condens<br>st. Paul City Railway of<br>Assets<br>Right of way<br>Real estate & build'gs   | ed) of the M<br>companies for<br>\$9,040,000                                  | MPANY SYSTEM.—The commendation of the commenda | av and the   |
|     | INDEXV. 58, p. 86  |   | Co., 45 Wall Street, N. Y  | \$23,699,438   |
| N J | Consolidated Tra<br>farch, 1893, to acquir<br>fanuary 2, 1894, lease<br>which see and so New<br>O'zty & Bergen road.<br>Orange, Elizabeth, etc.  | NEWAR<br>ction of<br>re control of<br>d for 999 yeark Passenge<br>System read | New Jersey.—Incorp<br>of street railways in N<br>cars New Jersey Traction<br>or Railway; also secured<br>ches from Jersey City<br>.—An official statement  | porated in ew Jersey. In Company I the Jersey to Newark,                                       |

 
 Stock authorized.
 \$15,000,000

 Stock outstanding
 15,000,000

 Stock paid in
 15,000,000

 Mortgage to Manhattan Trust Company, trustee.
 First mortgage, \$1,000, 5 per cent gold bonds.
 \$15,000,000

 Outstanding
 11,500,000
 Underlying Bonds.

Newark Passenger Railway 5s.
Orange & Newark Railway
Newark & Bloomfield Railway
Belleville & Newark Railway
Newark & Irvington Railway
Essex Passenger Railway
Jersey City & Bergen Railroad See Newark Pass. Ry.... 1,600,000 258,000

ANNUAL REPORT—

\*\*Year\* ending Dec. 31, 1892.\*\* [Interest ... \$18,060

Gross earnings ... \$589,290

Net earnings ... 143,355

Officers-President, Charles B. Thurston; Secretary, H. C. Ross. INDEX-Vol. 58, p. 62.

Consolidated Traction Co. of N. J.—Newark Passenger (MOSTLY ELECTRIC).—Incorporated June 16, 1890. On July 29, 1893, leased to New Jersey Traction for 999 years, and so controlled by the Consolidated Traction Co. of New Jersey, as below stated, the N. J. Traction Co. having been leased to the Consol. Traction co. of N. J. Jan. 2, 1894, for 999 years. The roads whose bonds are in the table were included in the consolidation by which the Newark Pass. Co. was formed, except the Newark & Irvington, which was assumed when that road was purchased. Charter said to be perpetual.

STOCK AND ROADS——Par. Interest. Outstanding. Last din the

when that road was purchased. Charter said to be perpetual. STOCK AND BONDS— Par. Interest. Outstanding. Last div. &c. Stock.1. \$100 Text. \$6,000,000 June, 1894 New & Blm. St. Ry. 1st. \$6 F.A 100,000 Feb. 1, 1901 Orange & Newark cons. \$6 A.O 496,500 Apr. 1, 1905 Essex Pass 1st m. \$6 A.O 496,500 Nov. 1, 1905 Belle. & Newark 1st m. \$6 7 J-D 200,000 June 1, 1900 Newark & Irvington 1st. 1,000 6 J-D 50,000 June 1, 1900 Newark Passenger. cons. 1,000 5 g. J-J 3,604,000 July 1, 1930 1890, \$6,000,000 g..c° \ Trustee Solicitors Loan & Trust Co., Phila.

Interest on consol. 5s is payable in Philadelphia and in Newark; on other bonds at Manhattan Trust Co. of N. Y.

Consol. Bonds—Of the \$6,000,000 consols. authorized \$1,600,000 are reserved to retire liens. The consols are to be paid, principal and interest, without deduction for any tax which the company may be required to retain therefrom by any law of the United States or the State of New Jersey.

Dividend.—First dividend (1 per cent) was declared in June, 1894.

LEASE AND RENTAL—Rental under the lease was \$60,000 till June 1, 1894, then \$90,000 till June 1, 1895, thereafter \$105,000 yearly.

EARNINGS are included in reports of Consol. Traction Co. of N. J. and are not reported separately.

Officers-President, Thos. J. Wilson; Sec. and Treas., E. C. Clay.

#### NEW HAVEN, CONN

New England St. Hy. Co.—Incorporated in February, 1893, under the laws of New Jersey, to control street railways in the New England States. In Nov., 1894, controlled a large majority of the Stock of the Winchester Av. RR. Co. of New Haven, Conn., and also a control of the Plymouth & Kingston Ry. Co. of Plymouth, Mass. It is no longer interested in the Haverhill and Gloucester companies.

\$3,016 479 

 Total
 \$3,962
 \$3,495

 Two systems:
 \$11,991
 \$10,199

 20 days October.
 \$11,991
 \$10,199

 9 months and 20 days
 197,739
 184,282

 \$466 OFFICERS. - President, Major A. C. Pond. Office, Boston, Mass.

Bonds.—The bonds are understood to be joint obligations of the Winchester Av. RR. Co. and the New Haven & West Haven.

Dividends are not stated, but they have enabled the New England Street Ry. Co. to pay 4 per cent yearly on its stock.

ROAD.—In 1893 was operating about 9 miles of road, of which 7 miles belonged to the New Haven & West Haven and 2 miles to the Winchester Av. RR. Co.

EARNINGS.—The earnings are given under New England Street Ry. Co., which see above.

#### NEW ORLEANS, LA.

New Orleans Traction Company.—Organized in 1893 to control street railways in the city of New Orleans. Has acquired control of the Crescent City RR. and New Orleans City & Lake RR. operating them according to terms stated in report for each below. Road has been in process of rebuilding for operation by electricity.

\*\*Capital Stock.\*\* Par. Authorized. Outstanding Common stock.\*\* \$5,000,000 \$5,000,000 Preferred stock.\*\* \$5,000,000 \$5,000,000 \$5,000,000 Preferred stock.\*\* \$2,500,000 \$2,500,000 Preferred stock.\*\* \$2,500,000 Preferred stock.\*\*

Preferred stock. 2,500,000 2,500,000 2,500,000 which 55 miles electric.

New Orleans Traction System-New Orleans City & Lake
Oganized in 1860 and in 1893 leased to New Orleans Traction
at 8 per cent on stock.

at 8 per cent on stock.

STOCK AND BONDS—

Date. Interest. Outstand'y. Last div., etc.
Capital stock (\$100)........ 8 J. - D. \$1,500,000 June, 1894

New Orleans City RR. 1879 6 J. - D.

N. Orleans City Lake. 1893 5 g. J. - J. 2,576,500 Jan 1, 1903

1st M. for \$5,000,000 Sub to call for s.f. on and aft. July 1, '98, at 110.

gold, \$500 &c., c'... Interest payable by J. & W. Seligman & Co., N Y.

Mortgage of 1893 (trustee, Columbia Finance & Trust Co., Louisville,
Ky.,) is for \$\$5,000,000, of which sufficient is reserved to retire the 1st
6s of 1879, and balance unissued may be sold for extensions at \$30,000

per mile of completed road. Sinking fund after July 1, 1898, is to be
\$30,000 yearly, the bonds being subject to call at 110.

ROAD—Overates 54 miles of road in New Orleans.

ROAD.—Operates 54 miles of road in New Orleans.

#### NEW YORK, CITY, N. Y.

Central Crosstown RR. (HORSE).—Chartered March 28, 1873. May 28, 1890, leased the Ohristopher & Tenth St. RR. at 8 p. c. on stock and interest on debt.

| STOCK AND BONDS.— Par.<br>Stock  | 7 Q J. \$600,000 July 1804  |
|--|---|
| ROAD—Owned in fee. Miles.<br>23d St. and East River to Ho-<br>boken Ferry. 2 | Operated under lease. Miles.<br>Christopher & 10th St. RR 334<br>Second track 334 |
| Second track   | Total track   |

Stood 1st 2d M do So. By. 90 to r consteed Met

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Second

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East Line Met the

Stoc 1st: Re 54th an Seco Wei

Ry. char 55, Ri Octo

Gra Stoc 1st

Street from of electron stock EA

and divi Ten, MI Ch

jorit

Stoc Full Seco Wei Nur

Cha jorit Ry.

Stoc Re 6th

Seco

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To

IVI

| 12  | INVESTORS   |
|---|---|
| ANNUAL REPORT—Last report: Yr. to June 30. 1894. 1893. Gross earnings. \$538,857 \$535,88 Net                                     | 2011. Surprus Jear. 20,010 10,011   |
| OFFICERS—Geo. S. Hart, Presid<br>170 Christopher St., N. Y. City.<br>INDEX—V. 59, p. 234, 422.                                    | ent; M. J. Masson, Secretary. Office  |
| LEASELeased to Central Cre  | m—Christopher & 10th Street<br>.873.<br>osstown May 1, 1890, at 8 per cent on   |
| Stock and interest on bonds.  | Toterest.   Outstand'g. Last div.,&c.   8 QJ.   \$650,000   July, 1894   etc.,AO.   210,000   Oct., 1898  |
| Christopher St. Ferry to 10th<br>St. Ferry, East River. 2:<br>Christopher St. Ferry to 14th St.<br>& 4th av.                      | Second track  |
| W. Finch.  OFFICE.—168 Christopher Stree INDEX—   |   |
|   | y & Battery (HORSE).—Chartere,  |
| STOCK & BONDS— Par. 100 New mort., gold, 1892. 1,000 5 g Cert.ofdebt.notsub.to c. 100 5 ROAD—(60-lb. rails). Miles Main line. 10: | Interest.         Outstand'g.         Last div., &c.           Q.—F.         \$1,200,000         Oct., '94,1½           S. J D.         \$85,000         Dec. 1, 1932           F A.         1,100,000         Feb.         1914           Al Sidings.         2.4         2.4           Total owned.         18:5         18:5 |
| DIVIDENDS—On stock in 1892, 8 (?) per cent.   | per cent; in 1893, 4 <sup>1</sup> 2 per cent; 1894  |
| ANNUAL REPORTP—Last report,<br>Yr.end.J'ne30. 1894. 1893.<br>Gross earnings. \$642,455 \$730,517.<br>Net                          | 7 Taxes, etc \$47,616 \$41,120<br>2 Interest  |
| Officers—President, Richard Burer, John Byrnes. Office, 605 Gr<br>INDEX-V. 59, p. 422.  | Celly; Secretary, E. I. Landon; Treas-<br>and St.   |
| ### Eighth Avenue (HORSE).—  STOCK & BONDS.— Par. In Stock  | Chartered Jan. 10, 1855.  **terest. Outstand'y Last div., &c. Quar. \$1,000,000 July, 1894  **. & A. 1,000,000 Feb., 1914    Second track   |
| LATEST EARNINGS—Last report: 3 mos. end. Gross Sept. 30. earnings. 1894\$204,511 1893214,763 72,006                               | in CHRONICLE, V. 59, p. 780 showed:  **Other theorem  |
| 1894.<br>  Gross earnings   | Taxes   |
| Office: 50th St. and 8th Ave.<br>INDEX-V. 59, p. 780.   | aw; Secretary, J. Gelston Affleck,  |
| Forty-second St. Manhatt<br>(HORSE).—Chartered Aug. 29, 187<br>STOCK & BONDS.— Par. Int   | anville & St. Nicholas Ave. 79.  Outstand'g Last div., &c.  |
| 100 6 M Start Income 6s   | \$2,500,000<br>Meh., 1910<br>earned. 1,500,000 Jan., 1915<br>100,000  |
| ROAD  | Second treels   |
| LATEST EARNINGS— B mos. end. Gross Net  | Other   |
| 1894\$164,855 \$32,468<br>1893 170,388 26,640   | income. Charges. Balance.<br>\$999 \$30,717 sur.\$2,751<br>919 30,644 def. 3,085<br>d balance sheet in CHRONICLE, V.  |
| Frank Toma 20 1004 1000   | 1894. 1893.<br>Irt. on bonds\$72,000 \$72,000<br>Other int. and<br>miscellan'ous 14,709 15,250<br>Bal. for yeardef. 752 sur.12,374  |
| Officers—President John S E   | ster: Secretary C E North   |

Metropolitan Traction. — Organization. — Organized under laws of New York to construct and control rallways in New York City. Its system, which includes the Broadway Cable line, traverses all parts of the city. When lines under construction are completed its road will aggregate 143 miles, 120 miles being fully in operation in Sept., 1894. The assets of the company are mentioned below. The Traction Company, it will be seen, owns the entire capital stock of the Metropolitan Street Railway Co., which company in turn leases all the other roads completed and in operation. For particulars as to roads operated see Metropolitan Street Railway Co. and also the several statements for the subordinate companies

STOCK— Par. Dividends. Outstanding. Last Divid'd, \$tock (\$30,000,000). \$100 Text Q.—J. \$27,301,650 Oct. 15, 1894

DIVIDENDS— \$ 1891. 1892. 1893. 1894. Per cent. \$ 4 3 None 5

ASSETS.—The capital stock outstanding on October 1, 1894, was \$27,301,650, against which the company had cash and accounts, \$3,-362,632, investments, \$23,939,018, making a total of \$27,301,650. These investments, which were stated in October, 1894, to be earning 5 per cent, include the following:

These investments, which were stated in October, 1894, to be earning 5 per cent, include the following:

Entire capital stock.

Metropolitan Street Railway.
Majority capital stock.
Belt Line.
Broadway & Seventh Avenue.
Majority capital stock.
23d Street.
Ninth Avenue.
Sixth Avenue.
Sixth Avenue.

Besides the investments in completed roads the company in October, 1894, owned the Columbus & Ninth Avenue Cable Road, 6½ miles long, extending from 53d Street to 110th Street, the Lexington Avenue Cable Road, 11 miles long, extending from 110th Street to the Harlem River and the Lenox Avenue Underground Electric Road, 5 miles long, extending from 110th Street to the Harlem River. The Columbus & Ninth Avenue Road then used horses, but was said to be earning interest on its bonds. The Lexington Avenue Road is not yet opened and the Lenox Avenue Road will be finished about January 1.
The completion of these lines will will give two distinct lines from the Battery to Harlem River. [The Lexington Avenue Co. has been consolidated with the Metropolitan Street Railway Co.]

Office.—Mutual Life Building, New York City.

OFFICE.—Mutual Life Building, New York City.
INDEX.—V. 55, p. 167, 297, 421, 723; V. 57, p. 1039; V. 58, p. 987; V. 59, p. 600, 738.

Metropolitan Traction—Metropolitan Street Ry.—Chartered in 1893, and became the operating company of the Metropolitan Traction System, it having absorbed or taken over the leases of all the other roads that are completed and in operation. In November, 1893, absorbed the Houston West St. & Pavonia Ferry, Broadway Surface and South Ferry roads. In May, 1894, consolidated with Metropolitan Crosstown and Lexington Ave. & Pavonia Ferry cos. The Lexington Av. & Pavonia Ferry cable road was not fully completed in October, 1894, and had not been turned over to the company. The stock of the Metropolitan Street Ry is all owned by the Metropolitan Traction Co.

| Metropolitan Street Ry is all owned by the Metropolitan Traction Co. | STOCK AND BONDS - | Par. | Interest. | Outstanding. | Maturity. | Stock. | 100 | S13,500,000 | S1

"Other bonds".

500,000

Bonds—Of the Broadway Surface first mortgage bonds, \$1,125,000, together with interest on all the \$1,000,000 second mortgage bonds, and also under lease the payment of the South Ferry \$350,000 bonds were assumed by the Broadway & Seventh Avenue RR. Co. The remaining \$225,000 Broadway Surface 1st 5s were assumed by the 23d Street Ry. Co. The Lexington Ar. & Pavonia Ferry bonds were not included in the Metropolitan St. Ry. Company's balance sheet of June 30, 1894, probably because the road had not been turned over to the operating department. On Nov.1, 1894, they were held as assets in the treasury of the Metropolitan Traction Co. The "other bonds" of the table above represent the Houston West St. & Pavonia Ferry loan, which matured July 1, 1894, and was retired.

Guarantu—The company guarantees the consol. 5s of the Broadway.

Guaranty—The company guarantees the consol. 5s of the Broadway and Seventh Avenue.

Total tr'k (of which cable 20). 130 Total track owned..... ....26.77

Also owns Lexington Avenue and Pavonia Ferry line, 4.5 miles, not fully completed in 1894.

Note.—The Broadway Surface line from 15th Street to Bowling Green has been consolidated into the Metropolitan Street Ry., but the cable and conduit therein is the property of the Broadway & 7th Av. RR. Co., which in consideration of right to use the tracks of the Broadway Surface assumed certain of its bonds as above stated.

ANNUAL REPORT.—Last report, V. 59, p. 600 (see also p. 738 under Metropolitan Traction), showed:

YEAR ENDING JUNE 30, 1894. 
 YEAR ENDING JUNE 50, 1694.

 Gross earnings.
 \$5,351,812
 Rentals
 \$1,453,858

 Net earnings.
 2,127,857
 Dividends
 328,000

 Other income
 46,652
 Bal., def.
 \$6,501

 Interest on bonds
 79,247
 Total surp. June 30, '94.
 398,124
 INDEX.—V. 58, pp. 987, 1073; Vol. 59, p. 600.

Metropolitan Traction System—Bleecker Street & Fulton Ferry RR. (HORSE.)—Chartered Dec. 12, 1864. Horse road.

STOCK AND BONDS—Par. Interest. Outstanding. Maturity, etc.
Stock. 100 1½ J. – J. \$900,000 July, 1894
1st mortgage. 1,000 7 J. – J. 700,000 Jan. 1, 1900

LEASE.—Leased to 23d st. Ry. Co. Jan. 10, 1876 for 99 years; lease assigned to Met. St. Ry. RENTAL.—7 per cent on \$700,000 bonds and 1½ per cent per annum on stock. ROAD.—Road extends from # 3500 23d St., N. R., to Fulton Ferry. 412
" to Union Squ're. 134
Second track 614

Metropolitan Traction System—Broadway & Seventh Avenue (CABLE AND HORSE).—Chartered May 26, 1864. In June, 1885, acquired by agreement the right to use jointly the tracks of the Broadway Surface RR. Co. (now Metropolitan St. Ry. Co.) on Broadway between 15th Street and the Battery. Cable was started on Broadway between 59th Street and the Battery in 1893, remainder of road horse power. The Metropolitan Traction Co. owns a majority of the capital stock, and road is leased to the Metropolitan Street Ry. Co., as below stated.

Co. own Met Office, 120 East 42d St., N. Y. City. on stock EARNINGS.—Not reported separately. Total line..... 1212 INDEX-V. 59, p. 192, 422, 780. PROFIT AND LOSS.—Surplus June, In which is included about two miles of trackage over other r'ds. Re 23d Bra

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| NOVEMBER, 1894.]  | STREET R  | AILWAYS. 13   |
|---|---|---|
| STOCK AND BONDS— Stock  | intstandig. Last div., &c. (2,100,000 Oct., 1894 1,500,000 June, 1904 500,000 July, 1914 1,025,000 July, 1914 1,025,000 July, 1924 1,000,000 July, 1905 350,000 Apr. 1,1919 7,650,000 Dec. 1,1943 anty & Indemnity Co., \$4,850,000 is reserved able. The outstanding the onosols are guarant the mortgage by the wns the Broadway line ted in fee, also the right et to the Battery; they is accessories. Trustee, the Broadway Surface to finterest on the sectorial for use of the se | New York & Harlem (   HORSE   , —Chartered April 23, 1831   |
| LEASE.—Leased to Metropolitan Street Railway Co. for 00 years from May 13, 1893, for duration of charter and renewals thereof. RENTAL.—Rental 18 per cent on stock, payable in lawful money. EARNINGS.—10½ months to May 15, 1893, gross, \$399,550; interest and taxes, \$35,021; net, \$170,143; dividends, 24 per cent.  OFFICERS.—President, H. H. Vreeland; Secreen, 621 Broadway.   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | Finances.—To pay for cable, &c., the stock was raised in 1891 from \$2,000,000 to \$3,000,000, in 1892 to \$5,000,000 and in 1893 to \$7,000,000.   LATEST EARNINGS.—For the quarters ending Sept. 30 earnings were:  |
| Metropolitan Traction System—Nint —Chartered July 29, 1859. The Metropolitan T jority of the capital stock and the road is leas Street Ry. Co. as below stated.  STOCK— Par. Dividends. O Stock (no bonds) \$100 text Q.—J.  ROAD— ROAD— Miles Fulton St. to 125th St. 8 Second track. 8 Weight of rail. 45 & 46 lbs. Number of cars 98  Metropolitan Traction System—Sixtl Chartered Sept. 6, 1851. The Metropolitan Trjority of the capital stock and theroad is leased By. Co. as below stated.  STOCK— Par. Dividend. On Stock (no bonds) 100 Text Q.—J. Stock (no bonds) 100 Text Q.—J. Stock (no bonds) | utstanding. Last Div'd. \$2,000,000 Oct., 1894. Leased to Metropolitan. 20, 1892, for 99 years. For first 5 years \$48, is equal to 6 per cent stock (\$800,000), and \$64,000-8 p. c. on same.  Avenue (HORSE).—raction Co. owns a malt to the Metropolitan St.  | Fiscal yr. to June 30. 1894. 1893. Gross earn.\$1,777,971\$1,657,539 Net  |
| Broadway and Vesey 1.12 the Sixth A   | 194, the depot property e) to be surrendered to two Co. This has been o May 1, 1895.  11y-third Street Ry. ropolitan Traction Co he road is leased to the   | OFFICERS.—President, A. J. Elias; Secretary, Alfred Lazarus. Office: 65th Street and Third Avenue.  INDEX.—Vol. 58, p. 864; V. 59, p. 234, 371, 782.  Union Railway Co. of N. V. (TROLLEY).—Formed by the consolidation of the Harlem Bridge Morrisania & Fordham Ry. Co., the North Third Avenue & Fleetwood Park Ry. Co. and the Melrose & West Morrisania RR. Co. by act of Legislature No. 340, Laws of 1892. Operates road from Harlem to Fordham; from Port Morris to 123d St. and 3d Avenue; to Port Morris, West Farms; from Westchester Village to Bronx River Bridge, etc. The Westchester electric road extends the system to Mount Vernon and New Rochelle, owning all the lines in those places.  STOCK & BONDS.— Par. Interest. Outstand g. Last div., dc. \$2,000,000  Lst mort, 1892, gold. 1,000 5 g. FA. 2,000,000  Westch. 1st M.,gu.,p.&.1,000 5 g. JJ. 500,000 |
| ROAD—Lines owned.   Miles.   Lines lea.   23d St. North to East River.   23s   Branch to 34th St. Ferry.   12   23d St. to Second track.   27s   Weight of rails.   47 lbs.   Total track.   Number of Rental is 1  | 175,000 July, 1924  sed. Miles. t.& Fulton Ferry RR. D Fulton Ferry, etc. 1212  rack operated   | ROAD  |

# STOCK AND BOND TABLES.

These tables are expressly intended to be used in connection with the information concerning investment matters published from week to week in the Chronicle. A complete index, therefore, of all items so published within the last eighteen months touching each company follows its statement in the text below. Annual reports are in black-faced figures, and italies indicate that the information is contained in a

paragraph headed by the name of some other company.

Any company not in its regular alphabetical order may be found by means of 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

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, and the dividends per annum for stocks; g. means gold; x, extra; s. stock or scrip;

Rate Per Cent.—The interest per annum is given for bonds, and the dividends per annum 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 Nov.; J. & D., June and Dec.; Q.—J., quarterly from Jan.; Q.—F., quarterly from Feb.; Q.—M., quarterly from March. Bonds, principal when due, etc.—This column shows the date when the bonds mature and 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.   | Miles      | Date   | Size, or  |  | INT   | TEREST  |  | Bonds—Principal, When Due   |
|--|------------|--|---|--|---|---|--|---|
| For explanation of column headings, &c., see notes above.  | of         | of<br>Bonds  | Par<br>Value.   | Amount<br>Outstanding  | Rate per<br>Cent.                             | When<br>Payable   | Where Payable, and by  |   |
| Addison & Pennsylvania—1st mort. for \$350,000. Second mortgage, \$350,000. Adirondack.—1st M., \$2,000,000, g., gll. p. &i. end. Alabama Great Southern—Common "B" shares. Preferred "A" shares, 6 per cent (cum. for 6 years) 1st mortgage, gold. Gen. M. sterl. £1,160,000, red. at 110 June 1, '98.c Debentures, gold. Income certificates sinking fund. Alabama Midlard—Common stock. Preferred stock, 6 per cent, non-cumulative 1st Mort., guar. p. &i. end. Sav. Fla. & W., gold. c. 1st M., Sprague to Luverne, \$15,000 p. m., gold. c. 1st M., Sprague to Luverne, \$15,000 p. m., gold. c. 1st M., No. Tex. & Pac. Junc.—Deferred "B" shares. Preferred "A" shares, 6 p. c. cumulative "A" deben., income till Nov. 1895—See text. "B" debentures, income, red. after 1910 at 115 c. "C" deb., income, subject to call any time at 100. Interest cert. (secured by £34,193 "C" deb.). Alabama & Vicksburg—Stock. Vicks. & Mer. 1st M. gold., subj. to call till 1897. Ala. & Vicks. consol. 1st M., (\$1,800,000) gold 2d mortgage was income till Apr., 1894, gold. | 143<br>143 | 1892<br>1892<br>1892<br>1892<br>1888<br>1886<br>1886<br>1888<br>1890<br>1890<br>1890<br>1890<br>1890<br>1889<br>1889 | \$1,000<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>Various,<br>\$100<br>\$1,000<br>\$1,000<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$100<br>\$1 | \$69,000<br>289,000<br>1,000,000<br>\$1,566,000<br>\$676,070<br>\$1,750,000<br>\$134,000<br>\$134,000<br>\$53,257<br>\$2,625,000<br>1,600,000<br>\$2,500,000<br>\$2,500,000<br>\$1,500,000<br>\$1,500,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000 | 4 4 2 g. See text. 6 per an. 6 g. 5 g. 6 g. 4 | M. & N. J. & J. J. & D. F. & A. M. & N. J. & D. M. & N. M. & N. A. & O. Yearly. | do do N.Y.0f.,21 Cortlandt St. London. do N.Y.,Farm.L.&Tr.& Bos London, Glyn Mills. do do do do N.Y.,Met'politan Tr,Co.  See remarks. See remarks. See remarks. Cincinnati, Office. N.Y., Central Trust Co. do do do | Dec. 1, 1922<br>Aug. 15, 1906<br>By sink'g fund<br>Nov. 1, 1923<br>Dec. 1, 1923<br>Nov. 1, 1910-4<br>Nov. 1, 1944<br>Nov. 17, 189 |

Addison & Pennsylvania.—Owns road from Addison, New York, to Gaines, Pa., 41 miles; leases Gaines to Galeton, Pa., 5 m. A reorganization in 1892. STOCK authorized—Common, \$600,000; preferred, \$350,000; outstanding June 30, 1893—Common, \$568,000; preferred, \$193,357. Loans and bills payable, \$262,898. EARNINGS.—Jan. 1 to Mar. 31, 1894 (3 months), gross, \$18,911, against \$21,981 in 1893; net, \$6,252, against \$7,515. From Dec. 1, 1892, to June 30, 1893 (7 months), gross, \$53,032; net, \$18,377; other income, \$3,301; deduct interest and taxes, \$12,624; balance, surplus, \$9,054. Road was formerly narrow-gauge. Standard gauging completed in November, 1893. New York office, 49 Broadway.

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 ending June 30, 1894, gross earnings, \$165,235; net over taxes, etc., \$32,985; other income, \$6,807; deficit under interest charges, \$5,208. In 1892-3 gross, 175,309; net, \$46,200. (V. 55, p. 588; V. 59, p. 374.)

charges, \$5,208. In 1892-3 gross, 175,309; net, \$46,200. (V. 55, p. 588; V. 59, p. 374.)

Alabama Great Southern.—Owns Wauhatchie, Tenn., to Meridian, Miss., 290 miles; leases Wauhatchie to Chattanooga, 5 miles. Trackage, Ga. Pac. RR., Woodlawn-Bessemer branch, 19 miles.

Organization.—An English company of the same title owns all the stock and was itself controlled by the East Tennessee Virginia & Georgia RR. Co. The East Tennessee pledged the stock owned by it as security for its Cincinnati Extension bonds; these defaulted Aug. 1, 1893. Application for the sale of Alabama Gt. So. stock so pledged is under consideration by the court. V. 59, p. 371. (See V. 57, p. 852; V. 58, p. 386.) In March, 1894, parties in Cin. H. & D. Interest purchased Baron Erlanger's Cin. Exten. bonds, thus obtaining control of the voting power of the Alabama Great S. stock. V. 58, p. 549, 594. In September, 1894, almost the entire minority interest in these bonds was purchased by the Southern Ry. Co. See V. 59, 472,600. The English and American companies own jointly \$1,000,000 Cincinnati N. O. & Texas Pac. stock. See also Chattanooga Union.

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. V. 50, p. 560. Of the preferred shares authorized \$619,650 were unissued June 30, 1893. As to application of net profits see Supplement of March, 1894.

Dividended of the general mortgage unissued £484,000 is in trust to retire the 1st mortgage bonds and debentures at maturity. Car trust or fetire the 1st mortgage bonds and debentures at maturity. Car trust or settine the 1st mortgage bonds and debentures at maturity. Car trust profits see Supplement, 1°2 p. c.

Bonds.—Of the general mortgage unissued £484,000 is in trust to retire the 1st mortgage bonds and debentures at maturity. Car trust profits see Supplement, 1°2 p. c. was paid in 1801; in 1892, 19; in 1893, gross were \$1.818,229; net, \$321,651; other income, \$527; interest on bonds, \$259

Alabama Midland,—Owns from Bainbridge, Ga., to Montgomery, Ala., 175 miles; branch, Sprague Junction to Luverne, 33 miles; total

owned, 208 miles. Operates Abbeville Southern, Abbeville Junction to Abbeville, 27 miles; completed Nov., 1893. Interest on the 1st mort. due 1928 has been reduced from 6 to 5 p. c. and bonds stamped principal and interest guaranteed in gold by the Sav. Florida & West. No arrangement was made with the branch line bonds, mostly held by the Plant Investment Co., which controls the Alabama Midland stock

F

EARNINGS.—9 mos, \$1894, gross, \$397,914; net, \$7,533.

Jan. 1 to Sept. 30. \$(1893, gross, 350,088; def., 14,595).

For year ending June 30, 1893, gross earnings, \$490,768; operating expenses, \$542,861; deficit \$52,093, against \$78,897 in 1891-92; interest, etc., \$247,653; total deficit for year, \$299,746. Plant Investment Co. owns \$2,425,000 common and \$1,200,000 pref. stock.

Alabama New Orleans Texas & Pacific Junction (Limited.)—This is an English company controlling the Alabama & Vicksburg, 142 miles; Vicksburg Shreveport & Pacific, 199 miles; New Orleans & North Eastern, 195 miles; Spanish Fort Railway, 13 miles.

Bonds.—Until Nov. 1, 1895, the "A" debentures receive interest only if earned, but unpaid interest is cumulative. They, as also the "B" debentures, are subject to call after Nov. 1, 1910, at 115. Compons paid: On A debentures to and including May 1, 1894, all in full. On B debentures: In 1891 2½ per cent; in 1892, 2½ p. c.; in 1893, none.

SECURITIES OWNED.—Ala. & Vicksburg \$30,000 1st mort., \$141,100 consols, \$387,700 2d mort incomes and \$387,700 stock; Vicksb. Shreveport & Pacific, \$3,692,000 1st mortgage, \$1,364,000 3d mortgage, \$494,860 4 p, c. incomes and \$1,594,000 stock; New Orleans & North Eastern, \$4,900,000 1st mortgage and \$4,320,000 stock; New Orleans Spanish Fort & Lake RR., \$300,000 first mortgage and \$200,000 common stock; Cincinnati Southern, \$532,000 stock; overdue coupons, N. O. & N. E. and V. S. & Pac. to Dec. 31, 1893, £765,230.

EARNINGS.—See separate statement for each of the controlled companies. For 12 months ending Dec. 31, 1893, net receipts from investments were £39,726; paid general expenses (£3,656), income tax (£1,594), interest on "A" debentures (£36,417), &c., balance £555 (including £2,496 surplus of previous year), against £28,050 in 1892.

Alabama & Vicksburg.—Owns Vicksburg to Meridian, Miss., and branch, 143 miles, all steel rails. Controlled by the Alabama New Orleans Texas & Pacific Junction Co.—which see. Reorganization of the Vicksburg & Meridian foreclosed Feb. 4, 1889 (see V.48, p. 190).

DIVIDENDS.—From Nov., 1890, to Nov., 1892, incl., 3 p. c. yearly; none since.

Bonds.—The new seconds were income till April 1, 1894, and are a first lien on the lands—111,349 acres. Trustees, Central Trust Co. Oct., 1894, coupons on seconds paid when due, at Central Trust Co., N. Y. Of the \$1,800,000 consols authorized, \$1,000,000 are with trustee to retire V. & M. firsts. Vicks. & Meridian bonds assenting to reorg, plan of 1889 are stamped subject to call till 1897; a few did not assent.

EARNINGS.—In year 1893-94 gross earnings were \$565,780; net, including land sales, \$129,606; interest on bonds, etc., \$128,346; balance, surplus, \$1,260. In year 1892-93 gross \$588,298; net, \$121,910. (V. 55, p. 543; V. 56, p. 500; V. 57, p. 467, 762; V. 59, p. 736.)

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| RAILROADS.   | Miles   | Date   | Size, or  |   | INI   | EREST   | OR DIVIDENDS.   | Bonds—Principal, When Due   |
|--|---|--|---|---|---|---|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of  | of<br>Bonds  | Par<br>Value.   | Amount<br>Outstanding   | Rate per<br>Cent.   | When<br>Payable   | Where Payable and by Whom.  |   |
| Albany & Susq.—Stock, divi'ds guar, by D.& H. (end). Albany City loan (sinking fund, 1 per ct. yearly). Con. M. (guar, p.&. by D. & H. end. on bonds). e*&r Albany & Vermont—Stock Altegheny & Kinzua—1st M., for \$500,000, gold Altegheny & Kinzua—1st M., for \$500,000, gold Altegheny & Kinzua—1st M., for \$500,000, gold e* Altegheny & Kinzua—1st M., for \$500,000, gold e* 1st M., low grade, East'n Ext., guar. Penn. RR. e Mort. to State Pa., \$100,000 due Jan. 1, yearlyr Gen. M. (\$20,000,000) g., guar. p. & i. (end.). c*&r Altentown RR. (leased to Phila. & Reading). Altentown Terminal—1st m., guar. p. &i. (end.). c*&r Altentown Terminal—1st m., guar. p. &i. (end.). gold. Annapolis & Baltimore Short Line—See Baltimore Annapolis Washington & Baltimore—Stock. Arcadia, Gulf, Oast, Lakef'd—Stock (\$1,500,000). 1st mort., \$10,000 p. m., s. f. 10 p. e. Consol. land grant mort. for \$3,500,060, gold Ark. Midland.—1st M. (\$6,000 p. m.)g., red. at 110.e* Asheville & Spartanburg—1st mortgage, gold 2d mortgage for \$500,000, gold Atchison Ool. & Pacific—1st M. (\$16,000 p. m.) gue* Atchison Jevell Co. & West.—1st M., guar. C. B. U. P. c. Atchison Topeka & Santa Fe—Stock Receivers' certificates. Chicago & St. Louis 1st mort. (\$10,000 per mile). Old bonds not assenting to reorg. (see text) General M., gold (as to amount out see text) | 142<br>142<br>12<br>259<br>259<br>132<br>110<br>242<br>259<br><br>4 Ann<br>20 <sup>1</sup> 2<br>66<br>66<br>66<br><br>254<br>34<br> | 1865<br>1876<br>1890<br>1890<br>1870<br>1870<br>1892<br>1889<br>APOLIS<br>1893<br>1891<br>1885<br>1887<br>1892<br>1879<br>1894<br>1885<br>1889 | 100<br>100<br>500<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>100 | 1,000,000<br>10,000,000<br>600,000<br>485,000<br>15,663,900<br>4,000,000<br>9,998,000<br>1,500,000<br>1,268,885<br>450,000<br>Line. | 6 g & 7<br>3 per an.<br>5 g.<br>730 6 g, or 7<br>5 4 g.<br>deposite<br>4 g.<br>See text.<br>6 5 g.<br>6 g.<br>6 g.<br>6 g.<br>6 g.<br>6 g.<br>6 g.<br>6 g.<br>6 | M. & N. A. & O. M. & O. J. & J. & J. A. & O. J. & J. & J. & J. & J. M. & N. Q. F. Q. F. M. & S. | do do Troy, N. Y. In default.  N.Y., Phila. & Pittsburg, Phil., Pa. RR. Co. & Lon. Philadelphia, Pa. RR. Co do do P. & R. coll. tr. of 1892 New York and Phila. Baltimore. In July, 1894, road \ was ordered sold.  N.Y., H.Tallmadge& Co. April, '92, coup. last pd. | April 1, 191 100,000 Jan. Mch. 1, 194 \$1,073,950. July 1, 191 See text.  1912 1923 July 1, 191 April 1, 192 July 1, 193 1932 May 1, 190 May 1, 190 Nov. 15, 188 Mch. 1, 191 Various. |

Albany & Susquehanna,—(See Map Delaware &Hudson.)—Road owns albany, N. Y., to Binghamton, N. Y., 142 miles. Leases, Duanesburg Junction, N. Y., to Schenectady, 14 miles; Cobleskill, N. Y., to Cherry Valley 21 miles; Lackawanna & Susquehanna RR., 22 miles; East Glenville to Coons, 10 miles; total operated, 209 miles; Lackawanna & Susquehanna RR., 22 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, 1893, 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, '94, amounting to \$571,393. 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. Latest Earnings—

3 mos. to Sept. 30. Gross. Net. Charges. Bal., surp. 1894. \$1,032,632 \$513,600 \$296,648 \$216,952 1893. 1,111,182 521,545 294,291 227,254 Earnings.—In year ending June 30, 1894, gross \$3,988,795, against \$4,298,894, ln 1892-93; net, \$1,782,796, against \$2,018,722; surplus over charges, \$61,1144, against \$335,948. (V. 55, p. 298, 806; V. 56, p. 290,774,793; V. 57, p. 300, 809; V. 58, p. 306, 817; V. 59, p. 291, 878.)

Albany & Vermont.—Owns road from Albany, N. Y., to Water ford Junetion, N. Y., 12 miles, Leased to Rensselaer & Saratoga in 1860 and now operated by D. & H. Canal Co. Annual rental, \$20,000. Allegheny Valley Railway.—Owns from Pittsburg to Oil City, Others, 18 miles; total operated, 260 miles.

Organization, &c.—Reorganization March 1, 1892, of the Allegheny Valley Railroad, sold in foreclosure Dec. 15, 1891. Plan of reorganiza-

Allegheny Valley Railway.—Owns from Pittsburg to Oil City, Pa., 132 miles; branches—Red Bank, Pa., to Driftwood, 110 miles; others, 18 miles; total operated, 260 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 by the Pennsylvania RR. Co. as majority stockholder.

Stock.—Stock authorized \$30,009,000, of which \$18,000,000 is cumulative 3 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 were 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 1570 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. & Eric RR. are guarantors on the 5 per cent loan of 1570, 344, 3 Jan. 1 to Sopt. 30. (1893....gross, \$1,567,234; net, \$593,443 Jan. 1 to Sopt. 30. (1893....gross, \$1,594,673; net, \$593,443 Jan. 1 to Sopt. 30. (1893....gross, \$1,594,673; net, \$1,033,694; deficit under charges \$89,845. (V. 57, p. 103; V. 59, p. 27.)

Allentown Terminal.—See Supplement of September, 1894.

Annapolis & Balt. Short Line.—See Balt. & A. S. L.

Annapolis & Balt. Short Line.—See Balt. & A. S. L.

Annapolis Washington & Baltimore.—Owns road from Annapolis t

EARNINGS.—9 months, \ 1894.......gross, \\$55,432; net, \\$22,469 Jan. 1 to Sept. 30. \ (1893.......gross, 52,459; net, 15,221) In year 1893 gross, \\$87,362; net, \\$35,063.

In year 1893 gross, \$87,362; net, \$35,063.

Asheville & Spartanburg.—Owns from Spartanburg Junction, S. C., to Asheville Junction, N. C., 66 miles. Controlled by the Southern Railway Company, which owns \$1,047,981 of the \$1,050,000 stock and \$215,000 2d mort. bonds. Default occurred Oct., 1892. In September, 1894, James Swann was appointed receiver and the road ordered to be sold. This company's securities were excluded from the Richmond Terminal reorganization. See V. 58, p. 386. In 1892-93 gross \$143,215, against \$153,357 in 1891-92; deficit from oper, \$904. Floating debt in 1893, \$397,000. (V. 56, p. 881.)

Atchison Colorado & Pacific.—Owns Waterville, Kan., to Lenora, Kan., 193 miles; Greenleaf, Kan., to Washington, Kan., to Miles; Downs, Kan., to Alton, Kan., 24 miles; Yuma, Kan., to Warwick, Kan., 31 miles; total, 255 miles. An extension of the Central Branch Union Pacific, which leased it in 1879 for 25 years, and guaranteed the

Jan. 1 to Sept. 30. \$\ \] 1893.......gross, 386,016; net, 24,465

Atchison Jewell County & Western.—Jamestown, Kan. to
Burr Oak, Kan., 34 miles. Under same auspices and control as Atchison
Colorado & Pacific. Stock, \$202,400 (par \$100), of which Union Pacific
owns \$105,000. Rental, \$34,000 per annum. Interest due Nov. 1, 1893,
was not paid. Earnings included in Atch. Col. & Pacific.

Atchison Topeka & Santa Fe.—(See Maps.)—Road.—The system, well shown on the adjoining maps, operated on June 30, 1893,
9,344 miles of road, including the st. Louis & San Francisco and Colorado Midland, and extending from Chicago, Ill., to Denver, Col., El
Paso. Tex., Guaymas, Mex., San Francisco, Cal., etc. For description
of mileage see Supplement of May, 1894.
Organization, History, &C.—The main line, 471 miles, was opened

rado Midland, and extending from Chicago, Ill., to Denver, Col., El Paso, Tex., Gnaymas, Mex., San Francisco, Cal., etc. For description of mileage see Supplement of May, 1394.

ORGANIZATION, HISTORY, &C.—The main line, 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.

In 1889 the company was reorganized by plan of October 15 [see V. 49, p. 504], and in 1892 the incomes were mostly converted into second mortgage bonds, payment of interest on which is obligatory. In May, 1890, control of the St. Louis & San Francisco Railway Company was acquired, and in October, 1890, of Col. Mid. (V. 51, p. 608.)

RECEIVERSHIP.—Dec. 23, 1893, receivers were appointed for Atchison and subsidiary companies. Receivers are now J. J. McCook of Boston, J. J. Wilson of Topeka, Kan., and A. F. Walker of Chicago. (V. 59, p. 290, 551.)

For board of directors elected in November, 1894, see V. 59, p. 834, and also p. 878.

Board of Directors' Committee consists of B. P. Cheney, Jr., Thomas P. Fowler, W. L. Bull, George A. Nickerson and E. J. Berwind.

REORGANIZATION.—In April, 1894, a general reorganization committee to r-present all interests was formed, composed of R. Somers Hayes, Chairman, 32 Nassau St., N. Y., L. A. Von Hoffmann, Edward N. Gibbs, Frederic P. Olcott, Louis Fitzzerald, George G. Haven, Adrian Iselin, Jr., all of New York; William Rotoh, B. Rodman Weld, of Boston; Herman Kobbe is Secretary. (V. 58, p. 635.)

JOINT EXECUTIVE COMMITTEE.—Edward King, Chairman; Edward M. Gibbs, Vice-Chairman; R. Somers Hayes, C. G. Haven, Adrian Iselin, Jr., C. Sligo de Pothonier, Robert Fleming, John Luden and Victor Morawetz. (V. 59, p. 1878.)

The preliminary report of expert accountant Stephen Little made to the Reorganization Committee on Aug. 9,

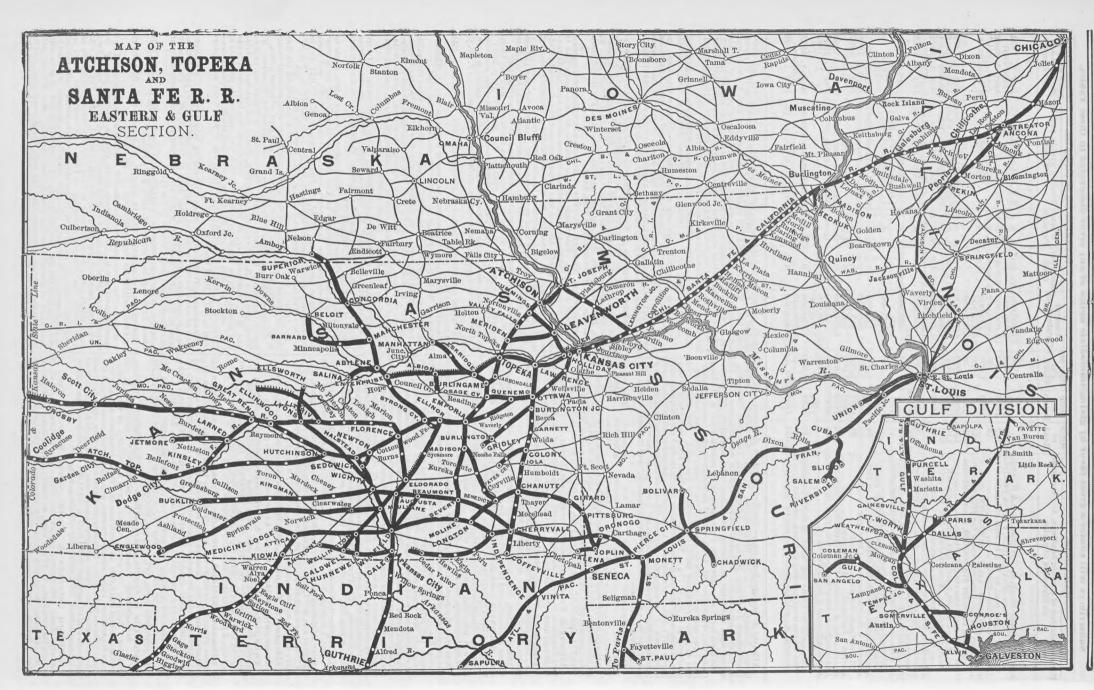
Farmers' L. & T. Co. and Atlantic Trust Co. of New York and American L. & T. Co. of Boston.

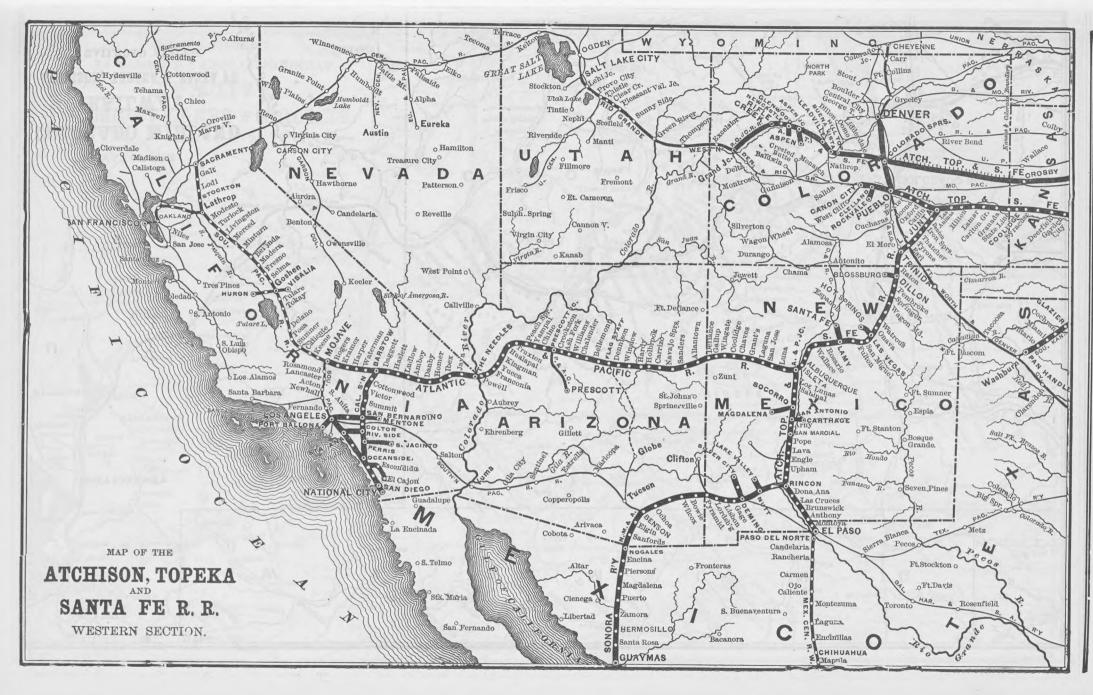
REDRGANIZATION PLAN.—In the advertising columns of the CHRONICLE of June 23 will be found in full the plan presented by the General Reorganization Committee under date of June 19, 1894. The discoveries of Mr. Little, however, which are referred to above, may necessitate some important changes in the plan.

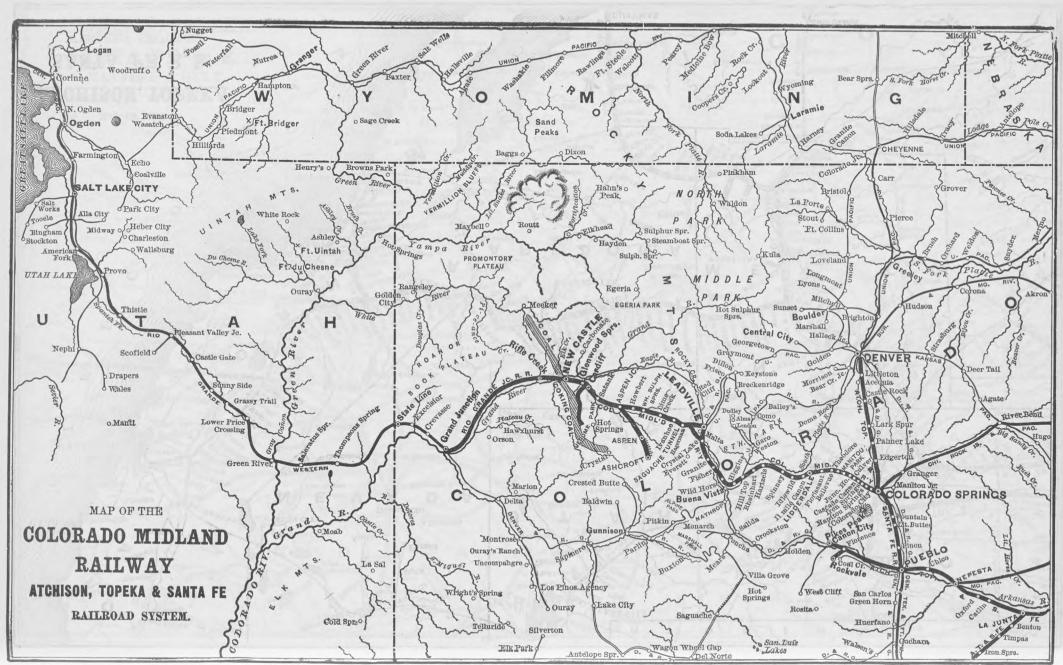
STOCK.—Company reports \$102,000,000 outstanding; New York Stock Exchange in November, 1894, \$101,492,787.

RECEIVERS' CERTIFICATES.—In August, 1894, issue of \$1,000,000 receivers' certificates was authorized. V. 59, p. 228.

BONDS—The guarantee fund notes (for \$9,000,000) were secured by a second mortgage of the Atchison main line in Kansas and by the deposit in trust of the entire capital stocks of the Chicago Santa Fe & California (see that company below) and of the A. T. & S. Fe Co. in Ohicago, which owns the terminals in that city and whose bonds are all held under the general mortgage of 1889. To retire the notes at maturity a like amount of general mortgage 4s is reserved. As to the lien of the guarantee fund notes upon the main line in Kansas, it should be observed that the old first mortgage on that line, dated 1869, is still held alive as security for the general mortgage of 1889, it being provided in the general mortgage that the underlying bonds shall not be canceled until it has been ascertained "that all the security of the







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

| RAILROADS.   | Miles  | Date   | Size, or |   | IN   | TEREST  | OR DIVIDENDS.  | Bonds-Prine   |
|--|--|--|----------|---|--|---|--|---|
| For explanation of column headings, etc., see notes<br>on first page of tables.  | of<br>Road.  | of   | Par      | Amount<br>Outstanding   | Rate per<br>Cent.  | When<br>Payable   | where Payable, and by                                      | pal, When Due<br>Stocks—Last<br>Dividend.   |
| Atchison Topeka & Santa Fe — (Concluded.)— Guarantee fund notes, extended, red.at 100, gold New 2d mortgage gold, class A, (see text)c&r do do class B, see remarksc&r Equip. Tr., Ser.A., g., \$250,000 drn. y'rly at par.c. Atchison System.—Atlantic & Pacific.— 1st guar. trust M., \$20,000,000, goldc* West. Division 2d M. guar., g. (s.f. drawn at 105). c* Inc. bonds, non-cum. W. D. (\$18,750 p.m.)c* at Central Div., 1st land grant mort., cumulativec* Income bonds, non-cum. (\$18,750 per mile)c* Atchison System—Cerrillos Coal RR.— 1st M., gold, guar., s. f., subject to call at pare* Atchison System—Chic. Santa Fe & Call.—see text— Atchison System—Colorado Midland— 1st mortgage, (\$25,000 per mile) goldc* Equipment bonds, s. f., drawn at 105, golde* Equip. bonds, B., dr'n at 105 after 1894, goldc. Aspen Short Line, 1st M., gold, interest as rental. Busk Tunnel R'y 1st M., gold, guar., red. at 105.c* Atchison System—St. Louis & San Francisco— 2d mort. (now 1st), A, gold) (Pacific to Seneca,c* do Series B, gold | 471<br>6,634<br>6,634<br>6,634<br><br>692<br>560<br><br>240<br>267<br><br>7<br><br>294<br>294<br>294<br>82 | 1892<br>1892<br>1887<br>1887<br>1880<br>1871<br>1882<br>1892<br>1886<br>1890<br>1888<br>1890<br>1889<br>1890 | 1,000    | 80,000,000<br>5,000,000<br>2,000,000<br>18,794,000<br>See remarks<br>12,000,000 | 3 to 4 4 5 4 6 6 6 6 4 6 4 7 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 | A. & O,<br>A. & O,<br>J. & J.<br>M. & S.<br>A. & D.<br>J. & D.<br>J. & D.<br>J. & J.<br>M. & S.<br>M. & M. & M. & M.<br>M. & M. & M. M. & M.<br>M. & M. M. & M. M. & M.<br>M. & M. M. & M. M. & M. M. M. & M. | New York and London. July '93 coup. last paid. In default. | July 1, 1988 July 1, 1989 Jan. 1 '95-1902  Jan. 1, 1937 Sept. 1, 1907 Oct. 1, 1910 Nov. 1, 1901 June 1, 1922 Jan. 1, 1904  June 1, 1936 Feb. 1, 1940 Mch. 1, 1898 Jan. 1, 1900  July 1, 1935 Nov. 1, 1906 Nov. 1, 1906 Nov. 1, 1906 |

bonds so to be canceled will, upon such cancellation and discharge, be preserved to and vested in the holders of the bonds secured hereby"—
i.e., the general mortgage.

Of the unassented bonds in the reorganization of 1889 \$629,000 were in June, 1893, Chicago S. F. & Cal. guaranteed 5s, due Jan. 1, 1937.

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. N. Y. Stock Exchange in Nov., 1894, reported \$130,161,500 gen. 4s outstanding.

Abstracts of all the principal prior mortgages were published in V.419, p. 546-551, and of the general mortgage in V. 49, p. 857,861, and of the new secondmortgage in V. 55, p. 101.

The second mortgage of 1892 covers all the property of the Atomonamed 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 Mot. 1, 1894; then 3½ per cent till Oct. 1, 1893; then 3 per cent till maturity. Also Class B 4 per cent bonds to be sold for improvements at not over \$2,500,000 per year. Practically all the incomes have been exchanged; Stock Exchange in Nov., 1894, reported \$77,924,000 Class A outstanding. Mortgage trustee Union Trust Co.

FLOATING DEBT.—The floating debt on Dec. 23, 1893, was reported to include loans and bills payable for \$6,300,000; interest due Jan. 1, 1894, \$9,000,000. See also V. 57, p. 1100 and 1121. In Jan., 1894, \$2,000,000 loan in London, secured by \$5,000,000 second mort. "B" bonds, was extended, partial payments to be made. V. 58, p. 222.

FIXED CHARGES, FINANCES, &C.—On the Sonora subsidy, payable in Mexican currency, payments began in August, 1890, and were to continue till \$1,681,4400 in all has been paid. The first payment of \$350,000 was due in 189

July 1 to Sept. 30. (1893, gross, 8,590,015; net, 3,138,387.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held on last Thursday in October. The annual report for 1892-93 was given at length in the Chronicle, V. 57, p. 962, 977, 985 to 997, showing figures as below, but Mr. Little's examination in 1894 disclosed in the official reports an over-statement of earnings, which for the net of the entire system amounted to \$2,697,086 in year 1890-91, \$1,512,-224 in 1891-92 and \$2,401,587 in 1892-3; and in 1893-4, prior to receivership, \$880,603. See "Reorganization" above.

#### MR. STEPHEN LITTLE'S REPORT.

Expert Little's report as to earnings on Atchison proper, 6,720 miles,

| shows as tollows (see 1.00,  | p.011)-   |   |   |
|--|---|---|---|
| Year.       Gross.         1893-94       \$30,425,903         1892-93       37,052,354 |   | Other inc.<br>\$557,980<br>483,229                  | T'l income.<br>\$8,250,967<br>12,271,130            |
| COM  | MPANY'S REPOR                                       | RT.   |   |
| Year ending June 30—   | 1891.   | 1892.   | 1893.   |
| Miles operated June 30   | 7,114   | 7,130   | 7,481   |
| Total gross earnings   | \$33,663,716  | \$36,438,188  | \$41,316,547  |
| Maintenance of road, &c Maintenance of equipm'nt. Transportation and traffic General   | \$5,074,672<br>3,399,204<br>14,482,151<br>1,087,142 | \$4,954,113<br>4,064,561<br>14,956,485<br>1,235,773 | \$5,543,541<br>4,559,120<br>17,162,650<br>1,340,488 |
| Total operating expenses.  | \$24,043,169  | \$25,210,933  | \$28,605,799  |
| Net earnings<br>Per c. of oper. ex. to earns   | \$9,620,547<br>71.42                                | \$11,227,255<br>69·19                               | \$12,710,746<br>69·24                               |
| INCOME ACC   | OUNT OF CONSC                                       | OL. SYSTEM.   |   |

| INCOME ACCOUNT OF CONS   | OL. SYSTEM.                 |  | provided for rounds about that rooms or to parents of the rooms of the |
|--|-----------------------------|--|--|
| Net earnings   | \$11,227,255<br>818,280     | \$12,710,746<br>828,358  | EARNINGS.—In year ending June 30, 1893, gross were \$3,564,045, against \$3,361,400 in 1891-92; net, \$478,106, against \$550,064. Fixed charges: Taxes, \$120,000; interest on guar 4s, \$751,760; into 2d mort., \$330,000; rental of Mojave Division, \$436,266; rentals of   |
| Total net income \$10,390,702  | \$12,045,535                | \$13,539,104   | ears and tracks, \$68,299; total deficit, \$1,227,416, against deficit in 1891-92 of \$1,161,450; interest on unfunded debt due Atch. and St. L. & San Fran. \$689,912. (V 55, p. 638, 989; V. 57, p. 990; V. 58, p. 42,   |
| Interest on guar, fund notes. \$420,000<br>" "4 p. c. generals 5,024,286                       | \$407,822<br>5,102,182      | \$420,000<br>5,121,908   | 987, 1108; V. 59, p. 70, 290, 780.)  |
| # 5 b. c. incomes. (2)1,587,791  # 2d mortgage # CO. Mid. bonds.  Share of A. & P., int., etc. |                             | 2,139,256<br>595,023<br>466,360<br>688,392<br>218,133<br>1,278,488<br>342,164<br>351,000 | 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.—See SUPPLEMENT of September, 1894.  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, 1894.   |
| Total deductions   | \$10,480,630<br>\$1,564,905 | \$11,620,724<br>\$1,918,380  | 14 miles; Rio Grande Junction RR., Rifle Creek, Col., to Grand Junction, on the Denver & Rio Grande, 62 miles; other, 7 miles; total, 350 miles. Busk Tunnel, from Busk to Ivanhoe, was completed in Dec., 1893.   |
| -(V. 57, p. 298, 375, 468, 638, 682, 7<br>1038, 1100, 1121; V. 58, p. 42, 81, 126, 22          |                             |  | HISTORY AND STOCK.—Completed Oct. 15, 1888, and in October, 1890,  |
|  |                             |  |  |

1034, 1054, 1108; V. 59, p. 70, 135, 151, 209, 228, 232, 290, 472, 514, 551, 737, 780, 834, 854, 876, 878.)

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 \$t. Louis & San Francisco companies equally and deposited in trust for thirty years. The stock is classed thus: Common, \$78,317,600; Missouri Div. pref., \$42,700; Central Div., pref., \$1,400,000.

RECEIVERSHIP.—The Atchison went into receivers' hands Dec. 23, 1893, and in January, 1894, its receivers, J. W. Reinhart, J. J. McCook and J. C. Wilson, were appointed receivers of the Atlantic & Pacific, Mr. Reinhart resigned as receiver Aug. 10, 1894, and Major A. F. Walker has been appointed.

COMMITTEES.—Francis S. Bangs, J. G. McCullough, Otto T. Bannard,

Mr. Reinhart resigned as receiver Aug. 10, 1894, and Major A. F. Walker has been appointed.

Committees.—Francis S. Bangs, J. G. McCullough, Otto T. Bannard, G. J. Wetzlar and William Basset are acting as a bondholders' committee of 1st mortgage 4 per cent guaranteed trust bonds, in concert with Amsterdam and Frankfort holders. Depositaries: State Trust Co., N. Y., and Shawmut Nat. Bank, Boston. The Atchison reorganization plan makes no provision for Atlantic & Pacific bonds. V. 59, p. 70, 290.

Bonds, &c.—The trust bonds due in 1937 are guaranteed severally (but notjointly) by the Atchison and St. Louis & San Francisco, each company guaranteeing one-half of each bond. They are secured by deposit in trust of \$16,000,000 Western Div. and \$2,794,000 Central Div. first mortgage bonds, and coupons for \$2,524,150. The second mortgage (\$5,500,000) is held by the guarantors. [Abstracts of mortgages in V. 49, p. 302.] Deferred liabilities [due Atch. and St. L. & S. F.] June 30, 1893, \$15,568,079. Interest on 1st guaranteed 4s due Jan. 1 and July 1, 1894, was not paid.

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 \$7,271,100. 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. Court authorized payment of rental due Nov. 1, 1894, to Southern Pacific. V. 59, p. 780.

Land Granx.—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.

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, 5,308,683 of which were sold to June 30, 1893, leaving 14,986,613 acres undisposed of. Map of land grant was published in Chronicle, V. 36, p. 468. Expenses and cancellations exceeded receipts for year 1892-93 by \$61,336.

receipts for year 1892-93 by \$61,336.

EARNINGS.—Three months, (1894, gross, \$705,509; net, \$105,990.
July 1 to Sept. 30. (1893, gross, 718,481; net, 73,249.

REVISED EARNINGS.—Mr. Stephen Little's report issued in November, 1894, showed earnings as follows for years ending June 30. (See V. 59, p. 877.) Year 1893-94, gross, \$3,137,730, against \$3,564,045 in 1892-93; net, \$174,735, against \$502,125; defivit under taxes, equip. and imp. charges, etc., \$596,814, against def. \$247,810; interest charges, \$763,220, against \$761,220; total deficit for year 1893-94, \$1,360,034, against def. \$1,009,030 in 1892-93.

Net floating debt April 30, 1894, is given as \$589,506, and to be provided for rolling stock and locomotives purchased, \$1,048,126.

EARNINGS.—In vear ending June 30, 1893, gross were \$3,564,045?

EARNINGS.—In year ending June 30, 1893, gross were \$3,564,045 against \$3,361,400 in 1891-92; net, \$478,106, against \$550,064. Fixed charges: Taxes, \$120,000; interest on guar. 4s, \$751,760; into no 2d mort., \$330,000; rental of Mojave Division, \$436,266; rentals of cars and tracks, \$68,299; total deficit, \$1,227,416, against deficit in 1891-92 of \$1,161,450; interest on unfunded debt due Atch and St. L. & San Fran. \$689,912. (V 55, p. 638, 989; V 57, p. 990; V 58, p. 42, 987, 1108; V 59, p. 70, 290, 780.)

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| RAILROADS.  | Miles   | Date   | Size, or  |  | IN'  | TEREST  | OR DIVIDENDS.   | Bonds-Princi   |
|---|---|--|---|--|--|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.   | of  | of<br>Bonds  | Par   | Amount<br>Outstanding  | Rate per<br>Cent.  | When<br>Payable   | Where Payable and by Whom.  | pal, When Due<br>Stocks—Last<br>Dividend.  |
| Atchison System—St. L. & San Fr.—(Concluded)— St. L. & San F. col. trust gold, sink. fd. not drawn.c* Gen. M., g. (1st on 365 m.) \$7,807,000 are 6s.c* Collat. Tr. M. onbr'ohes (\$20,000 p. m.), goldc* Cons. M. \$50,000,000, gold, guar.p. &i.by At.c*&r Equip. M., gold, \$80,000 dr. ann'lly at 105 c* St. L. Wich. & W. 1st M., red. at 105, g., guar.p. &i.c* Kan. C. & S. W. 1st M., g., red. at 110, int. guar.c. St. L. Kan. & S. W. 1st M., g., guar.p. &i., red. at 110. c* Kan. Mid. 1st M., gold, \$15,000 p. m., guar. p. &i. c* Kan. Mid. 1st M., gold, \$15,000 p. m., guar. p. &i. c* Atchison System—Southern California—Pref. stock. Altania & Charlotte—Stock (5-6 p. c., but see text). Preferred mortgage, subject to call at 100 c* 1st M. (carries voting power 10 votes forea. bondly Income bonds (not cumulative), guaranteed r Atlanta & West Point—Stock Debenture certificates Altantic City—1st M., g., gu. p. &i. (end.) by P. & R. c* Atlantic & North Carolina—1st mort. gold, \$16,000 p. m.* Atlantic & North Carolina—1st mortgage. Augusta & Savannah—Stock 7s rental Grand Tr'k Atlantic Tennessee & Ohio—1st mortgage. Augusta & Savannah—Stock 7s rental Central Ga New first mortgage, \$400,000. | 1327<br>145<br>622<br>70<br>544<br>107<br>491<br>265 <sup>1</sup> <sub>2</sub><br>265 <sup>1</sup> <sub>2</sub><br>265 <sup>1</sup> <sub>2</sub><br>105<br>86<br><br>83<br>283<br><br>150<br>44<br>54 | 1880<br>1881<br>1887<br>1890<br>1879<br>1886<br>1886<br>1886<br>1887<br>1887<br>1877<br>1889<br>1887<br>1889<br>1887<br>1889<br>1887 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 500,000<br>4,250,000<br>750,000<br>840,000<br>1,232,200<br>2,200,000<br>4,952,000<br>325,000<br>5,484,000<br>150,000 | 5 g. 4 g. 6 g. 6 g. 6 g. 5 g. 6 g. See text. 7 7 6 g. 6 g. 6 g. 6 g. 6 per an. 7 per an. 7 per an. | J & O. O. S. A. & O. D. & O. S. A. & O. J. & & O. | Feb., '94, pd. Apr. 2, '94, Jan., '94, pd. June 29, '94 N. Y., Union Trust. Oct '93. coup. last paid June, '94, pd. Aug. 1, '94 Sept., '94, pd. Oct. 22, '94 Jan., '94, coup. last paid Mch., '95, coup. last paid N. Y., B'ring, Mago'n & Co M. Y. Cent. Tr. Co., 54 Wall do do do do May, 1892, coupons on. Atlanta, Ga. Phila., Read. Ter. Bldg. Oct., '90, coup. last paid Balt., NI. Frm'rs' & P. Bk London and Portland. Oct., '93, paid Dec., '93 Ree text. N. Y., & Augusta, Ga. | Oct. 1, 198<br>Oct. 1, 199<br>June 1, 189<br>Sept. 1, 191<br>Jan. 1, 191<br>Sept. 1, 191 |

CAPITAL STOCK.—Common. \$35,500,000; preferred, \$10,000,000; 1st pref., \$4,500,000. The stock is all owned by the Atchison.

BONDS.—Of the consolidated mortgage, see full abstract in V. 54, p. 244. On July 1, 1893, consols outstanding were \$11,494,800; demand loans due Atchison secured by consols (additional), \$1,453,155; bills payable, \$448,651. N. Y. Stock Exch. in November, 1894, reported. \$14,294,500 consols outstanding

LANDS.—Assets were estimated June 30,1893, at \$429,965.

LANDS.—Assets were estimated June 30, 1893, at \$429,965.

EARNINGS.—3 months, { 1894...... Gross, \$1,595,956; net, \$721,287
July 1 to Sept. 30. { 1893..... Gross, \$1,707,544; net, 732,402

REVISED EARNINGS.—The report of Mr. Stephen Little, issued in November, 1894, gave earnings for the years ending June 30 (on 1,327
miles) as follows. (See V. 59, p. 877.) For year 1893-94, gross \$6,186.667, against \$7,635,136 in 1892-93; net, \$2,221,538, against \$3,117.
213; deducting taxes, rents, etc., balance applicable to interest, \$1,671,995, against \$2,383,812; deficit under fixed charges in 1893-94,
\$599,662, against surplus over charges, \$115,424 in 1892-93.

Floating debt (net) April 30, 1894, is given \$487,752; to be provided
for locomotives, \$43,767.

ANNUAL REPORT.—Company's report for 1892-93 was in V. 57, p. 2977, 992.

Total.....\$2,980,576 \$3,197,036 \$3,253,311 Charges (incl. imp'ts in 1890-91)... 3,079,920 2,610,418 2,763,545

Balance St. L. & S. F. proper. def.\$99,344sur.\$586,618sur.\$489,766 A. & P. and Wich. & West. int. ..... 650,129 627,679 564,918

Atchison System-Southern California. See Supplement of September, 1894.

Atlanta & Charlotte Air Line,—Owns from Charlotte, N. C., to Atlanta, Ga., 269 miles. Formed February 27, 1877, after foreclosure. R. & W. P. Ter. Redrantation,—Under Terminal Reorganization plan, modified Feb. 20, 1894, the bonds of Atlanta & Charlotte were left undisturbed, but it was suggested that the rental might have to be modified so that stock should receive smaller dividends until the 7 per cent bonds can be refunded (at maturity) at a lower rate of interest. See V. 58, p. 385; also Southern Ry. mortgage, V. 59, p. 787. Southern Ry. consol. 5s for \$1,700,000 can be used only to acquire a like amount of this company's stock.

DIVIDENDS have been—From 1881 to 1889, inclusive, 5 per cent yearly; in 1890, 5½; in 1891, 6; in 1892, 6; in 1893, 6 p. c.; 1894, 6 p. c.

Atlanta & Florida.—Owns from Atlanta southerly to Fort Valley Ga., on Central Railroad of Georgia, 105 miles. Sold at auction May 2, 1893, for taxes due the State. Receiver was discharged, but in October, 1894, W. B. Thomas, of Augusta, was appointed receiver. There are said to be claims amounting to \$147,000. Reorganization pending. Stock, \$1,115,000; par \$25. Mortgage trustee Central Trust Co. In year ending June 30, 1892, gross earnings were \$103,324; deficit under operating expenses, \$229. 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, control was acquired by the Central RR. of Georgia through lease of the Georgia Railroad, etc.

RR. of Georgia through lease of the Georgia Railroad, etc.

Dividends begun in 1855 were for many years 8 percent per annum. From Jan. 1, 1884, to July 3, 1894, 6 per cent yearly.

EARNINGS.—3 months, 1894.......Gross, \$107,261; net, \$34,425 July 1 to Sept. 30. 1893......Gross, 97,630; net, 29,706 ANNUAL REPORT.—Fiscal year ends June 30. For 1893-94, gross \$479,768; net, \$180,176. 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,57 miles; with branches,&c. of 40 miles, of which 14 leased. Consolidation in 1889. Controlled by Philadelphia & Reading RR. Stock, common, \$1,200,000; preferred, \$1,000,000; (par, \$50), of which \$1,198,600 common and \$952,300 preferred owned by Phila. & Reading, and deposited as part security for their collateral 5s of 1892. Dividended as part security for their collateral 5s of 1892. Dividended as part security for their collateral 5s of 1892. Dividended as part security for their collateral 5s of 1892. Dividended as part security 3p. c.; in 1892 about 78 p. c.; in 1893 about 83 p. c. Trustee of mortgage, Guarantee Trust & Safe Dep. Co. of Phil. In year ending Nov. 30, 1893, gross eurnings were \$813,241; net, \$206,133; interest charges and rentals, \$124,993; balance, surplus, \$81,140, against surplus of \$88,664 in 1891-92.

plus of \$88,664 in 1891-92.

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. Road was sold April 3, 1894, to B. Newgass & Co. of London for \$1,100,000. Operated by A. B. Thom, Receiver, pending organization of a new company. Under reorganization plan, bondholders paying an assessment of 25 p. c. 10 receive 25 per cent in new 5 p. c. bonds, 60 per cent in preferred and 40 per cent in common stock for old bonds. See plan V. 58, p. 815. Stock, \$5,754,890; par, \$100; car trusts, \$313,960 June 30, 1892.

EARNINGS.—In year 1892-93 gross, \$576,812; net over taxes, \$13,600; —permanent improvements, \$43,656; deficit for year, \$30,056. (Y 56, p. 164; V. 58, p. 512, 594, 815.)

Atlantic & North Carolina.—See SUPPLEMENT of Sept., 1894. EARNINGS.—For year ending June 30, 1894, gross, \$146,478; net, \$65,829: charges, \$33,821; balance, surplus, \$35,008; paid dividends, \$35,950.

Atlantic Tennessee & Ohio.—Owns road from Charlotte, N. C., to Statesville, N. C., 44 miles. Leased for 99 years from Oct. 1, 1881, to Charlotte Col. & Augusta for interest on bonds and 4 p. c. on stock. Operated under temporary arrangement by Southern Railway Co. Stock.—\$400,000; par \$50. Under the Richmond Terminal reorganization plan of Feb. 20, 1894, the first mortgage 6s are not disturbed, but the stock is reserved for future negotiations.

Augusta & Savannah.—Owns from Millen to Augusta, Ga., 53 miles. Leased in perpetuity to Central of Georgia for \$73,000 per annum. Lessee is in receivers' hands, and June, 1893, dividend was not paid. Dec., 1893, dividend was paid April 9, 1894. 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.

EARNINGS.—For year ending June 30, 1893, gross were \$254,945; net, \$91,688. In year 1890-91 gross, \$232,405; net, \$72,310.

LATEST EARNINGS.—9 mos. (1893.4 gross, \$165,304. pet \$46,667

Latest Earnings—9 mos. { 1893-4, gross, \$165,304; net, \$46,667. July 1 to Mar. 31, { 1892-3, gross, \$208,024; net, \$85,498.

N

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

| RAILROADS.  | Miles      | Date         | Size, or |                       | IN   | FEREST             | OR DIVIDENDS.                                | Bonds-Principal, When Due.     |
|---|------------|--------------|----------|-----------------------|--|--------------------|--|--------------------------------|
| For explanation of column headings, &c., see notes on first page of tables.                                 |            | of           | Par      | Amount<br>Outstanding | Rate per<br>Cent.                          | When<br>Payable    | Where Payable, and by<br>Whom.               | Stocks-Last<br>Dividend.       |
| Austin & Northwestern-1st mort.g., gu. p &i. e*&r   | 103        | 1891         | \$1,000  | \$1,920,000           | 5 g.                                       |                    | 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  |                    | Phila., F. Ins. Tr. &S. Dep.                 |                                |
| Baltimore & Annap. S. L1st M. (4p.c. aft. Jan. 1, '97) g.   | 28         | 1894         |          | 500,000               | 3 4 g.                                     | J. & J.<br>M. & S. |  | Jan. 1, 1944                   |
| Baltimore Chesapeake & Atlan.—1st mort., goldc*   |            | 1894         |          | 1,250,000             | 5 g.                                       | M. & D.            | *******                                      | Sept., 1934                    |
| Balt. & Lehigh RR.—See text.<br>Baltimore & Lehigh Ry.—Mort., \$250,000; no bonds                           |            | 1930 1       |          | 250,000               | 6  |                    |  |                                |
| Ballimore & Ohio—Stock (see remarks)  |            | ****         | 100      |                       | See text.                                  | M. & N.            | Balt. Office, Cent. Bldg.                    | Nov. 15, 1894                  |
| 1st and 2d pref. stock, cum., \$3,000,000 is 1st pref   |            |              | 100      | 5,000,000             |  |                    |  | July 2, 1894                   |
| Loan due in 1880, extended, payable at will   | 379        |              | 500 &c.  |                       | 4  | J. & J.            | do do  | At will.                       |
| Loan, 1853, extended in 1885, gold  | 379        |              | 500 &c.  |                       | 4 g.                                       | A. & O.            |  | 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                       |                                |
| Mortgage 1872, sink. fund £12,000 semi-annually   | 421        | 1872         | £100     | 9,301,512             | 6 g.                                       | M. & S.            |  | Mch. 1, 1902                   |
| Mortgage 1874, sink. fund £9,000 semi-annually.   | 421        | 1874         | £200     | 9,634,504             | 6 g.                                       | M. & N.<br>J. & J. | London, J.S. Morgan & Co                     |                                |
| Bond to City Baltimore (payable \$40,000 yearly).   | 379<br>511 | 1875<br>1887 | 1.000    | 240,000               | 5 g.                                       | F. & A.            | Baltimore, Office.<br>N. Y., Union Trust Co. | July, '95-1900<br>Feb. 1, 1988 |
| Consolidated mortgage (for \$29,600,000) gold.c*<br>Loan, 1877 (s. f. dr'n at 100) (B. & O. &Ch.bds.col'l)c |            | 1877         | £200     | 6,857,312             | 5 g.                                       | J. & D.            | London, J.S. Morgan&Co                       | June 1, 1988                   |
| N. W. Virginia RR. 1st M. (ext. in 1888) assum.c)   | (          | 1855         | \$1,000  | 140,000               | 6 8.                                       |                    | Baltimore, B. & O. RR.                       |                                |
| B. & O. loan 1879 (Parkersb'g Br. bonds collat.)  | 104 }      | 1879         | 1,000    | 3,000,000             | 6  |                    | 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            | 412 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.            |  | June 1, 1913                   |
| Pittsburg & Connellsville 1st mortgage  | 149        | 1868         | 1,000    | 4,000,000             | 7  |                    | Baltimore, B. & O. RR.                       |                                |
| Consol. mort., gold, guar. (s. f. £7,200 per yr.)   | 149        | 1876         | £200     | 6,567,880             | 6 g.                                       |                    | Lond'n, J.S. Morgan&Co.                      |                                |
| B. &O. loan, '85,g. (Pitts. & Conn.bds. as col.). c* ar   |            | 1885         | \$1,000  | 10,000,000            | 5 g.                                       | F. & A.<br>J. & D. | N. Y., Union Trust Co.<br>New York.          | Feb. 1, 1925                   |
| 1st Terminal mortgage, gold (see text)e*  |            | 1894<br>1887 | 1,000    | 8,500,000<br>750,000  | 4 <sup>1</sup> 2 g.<br>4 <sup>1</sup> 2 g. |                    | Balt'me, Merc. Trust Co.                     | June 1, 1934                   |
| Car trust loan, gold (\$250,000 pd. yearly Jan. 1).c<br>Equipment trust (\$100,000 paid yearly April 1)     | ****       | 1889         | 1,000    | 500,000               | 5 5.                                       | A & O              | Phila., Fin'ce Co. of Pa.                    | 1895 to 1899                   |
| Equip. trust, Ser.B.,\$200,000 due y'rly Nov. 1.c*  | 222        | 1890         | 1.000    | 1,200,000             | 5  | M. & N.            |  | Nv. 1, 95-1900                 |
| v i (Schuyl, R. East Side RR. 1st M., g. (guar.)  | 10         | 1886         | 1,000    | 4,500,000             | 5 g.                                       | J. & D.            |  | Dec. 1, 1935                   |
| Ord Mananachala Diran DD 1at M a anon at  | 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, guarcar  | 512        | 1889         | 1,000    | 350,000               | 5 g.                                       | M. & N.            | N.Y., Drexel-M.; & Balt.                     | May 1, 1939                    |
| Akron & Chie. June. 1stm., gold, mt. gu.  | 73         | 1890         | 1,000    | 1,500,000             | 5 g.                                       | M. & N.            | N. Y., Merc. Trust Co.                       | Nov. 1, 1930                   |
| 3   Bait.Beit.1st M.10r \$6,000,000,g., int.gu.c^   | 8          | 1890         | 1,000    | 6,000,000             |  |                    | N.Y., Brown Bros. & Balt                     |                                |
| ¬¬¬ ( 2d mortgage, \$2,500,000, gold  |            | 1894         |          | Sep.'94,none          | 412  | A. & O.            |  | Apr. 1, 1944                   |

Augusta Southern.—Owns from Augusta to Sandersville, Ga., 80 miles (narrow gauge), and Sandersville & Tennille RR., 4 miles. The Au. So. was a reorganization in May, 1893, of the Augusta Gibson & Sandersville. Under the new reorganization plan there will be issued \$400,000 new first mortgage 5 per cent bonds to standard gauge the road and retire the \$60,000 prior lien bonds outstanding; new preferred stock for \$350,000 to go to A. G. & S. bondholders; and new common \$400,000. EARNINGS for 11 months ending March 31, 1894, gross, \$68,655; net, \$17,439; extraordinary expenses, \$9,000. President, James U. Jackson, Augusta, Ga.

Austin & Northwestern.—Owns from Austin to Llano, Texas, 99 miles; branch, Fairland to Marble Falls, etc., 6 miles; total, 105 miles, all standard gauge. Stock authorized and outstanding \$1,016,000; par \$100, of which the Southern Pacific Company owns \$1,008,000. The land grant was 600,000 acres. Morraage trustee Atlantic Trust Co. The 5 per cents are for \$20,000 per mile and have principal and interest guaranteed by the Southern Pacific Company.

EARNINGS.—9 months. (1894.......gross, \$180,110; net, \$64,279 Jan. 1 to Sept. 30. (1893......gross, 166,002; net, 51,168 For year 1893 gross \$254,986, against \$304,266 in 1892; net \$103,482 against \$130,561; other income, \$13,851; interest and taxes, \$102,704; balance, surplus, \$14,629. (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 1893 \$219,174. In 1892, \$258,632; surplus over fixed charges, \$228,625, out of which paid dividends (10 per cent) \$140,625. Stock authorized, \$2,000,000 outstanding, \$1,535,000 (par \$50), of which Pennsylvania RR. Jan. 1, 1894, owned \$706,250. Dividends are paid F&A. (V. 56, p. 625.)

Baltimore & Annapolis Short Line.—Owns road from Baltimore to Annapolis, Md., 28 miles. Formerly Annapolis & B. S. L., sold in foreclosure in 1894. STOCK.—Common, \$400,000; pre'd, \$500,000. Mortgage is for \$600,000, bonds for \$100,000 being reserved.

Baltimore Chesapeake & Atlantic Ry.—Owns Claiborne to Ocean City, Md., 89 miles; from Claiborne to Baltimore, 42 miles, transfer is made by water. History.—A reorganization in 1894 of the Baltimore & Eastern Shore, which was sold Aug. 29, 1894 (V. 59, p. 371), the Maryland Steamboat Co., Eastern Shore S. B. Co. and Choptank S. B. Co. Fifteen boats are owned.

STOCKS AND BONDS.—Preferred is \$1,500,000, entitled to 5 per cent; common, \$1,000,000. First mortgage is for \$1,250,000 40 year gold bonds. Atlantic Trust Company, New York, is trustee. President, John E. Searles, New York. (V. 59, p. 152, 371.)

Baltimore & Lehigh Railroad.—As to Maryland end see Baltimore & Lehigh Railway below. Pennsylvania division, Delta to York, Pa., 34 miles, was sold Aug. 6, 1894, to Warren F. Walworth, but in Nov. was still in the receiver's hands. See also York Southern.—(V. 59, p. 228.)

Baltimore & Lehigh Railway.—Road from Baltimore to South Delta, Md., 44 miles. A reorganization July 31, 1894, of the Maryland end of the Baltimore & Lehigh Railroad, sold in foreclosure in June, 1894. Capital stock is \$\$50,000; par \$100. Mortgage is to Mercantile Trust & Deposit Company of Baltimore, for \$250,000, at 6 per cent, and is not represented by bonds.

EARNINGS.—Aug. & Sept. \ 1894......gross, \$31,509; net, \$10,213 2 months. \ 1893......gross, 30,387; net, 4,059 President, John Wilson Brown, Baltimore, Md.

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 and St. Louis, the total mileage leased, owned and operated (excluding the Balt. & Ohio Southwestern) being in July, 1894, 2,065 miles, of which 756 miles are west and 1,309 miles east of the Ohio River. The "Blue Line" (see Central RR. of N J.) enables it to reach New York, near which, on Staten Island, it has freight terminals. See S. I. Rapid Transit. Also operates the Valley RR. of Virginia, 62 miles, and Fairmont Morgan-own & Pittsburg. V. 57, p. 255. Controls the Valley of Ohio, and is interested in the West Virginia & Pittsburg (see that co.)

Interested in the West Virginia & Pittsburg (see that co.)

HISTORY, LEASES, &C.—Chartered in Maryland Feb. 28, 1827, and in Virginia March 8, 1827. First section opened May 24, 1830. The Telegraph Co's. stock was sold to Western Union for \$5,000,000 Western Union stock at par and a rental of \$60,000 per year for fifty years. 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. Also owns a controlling interest in the B. & O. S. W., which see. For contract with Akron & Chicago Junction and Baltimore Belt roads see V. 51, p. 344.

CAPITAL STOCK.—See application for listing in N. Y. in V. 54, p. 368, 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 purchase of Pittsburg & West. RR. stock and about \$5,000,000 for improvements.

DIVIDENDS ON COMMON STOCK.—In 1880, 9; in 1881 to 1885, inclusive, 19; in 1886, 8; in 1887, 4; then none until 1891, when paid 20 p. c. in stock Dec. 31; in 1892, 334 p. c. cash; in 1893, 5 p. c.; in 1894, May,  $2^{1}_{2}$  p. c.; Nov., 2 p. c. See V. 59, p. 696.

May, 2½ p. c.; Nov., 2 p. c. See V. 59, p. 696.

Bonds.—In addition to bonds given above as outstanding the B. & O. sinking funds held June 30, 1894, consols of 1887 to the amount of \$5,830,000 (interest on which is paid in consols themselves) and other first-class interest-bring bonds to the amount of \$5,152,368.

The loan of 1883 is secured by first mortgage on the road from Canton, Md., to Delaware State line, 52 miles, and by pledge of first mortgage bonds of Balt. & Phila. RR., Delaware State line to Junction near Philadelphia, and Landenberg, etc., branches, 56 miles; total, 108 mil s.

Philadelphia, and Landenberg, etc., branches, 56 miles; total, 108 mil s.

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 consols unissued are reserved to retire priorbonds not held by sink, funds. Mort, abstract V. 46, p. 804. The terminal mortgage of June 1, 1894 (trustee, Mercantile Trust Co. of N. Y.), covers certain lands and terminal properties used by the company in Baltimore, Cumberland, Brunswick and Benwood, Md., and at Phila. and Pittsburg, Pa. It is also secured by deposit thereunder of certain stocks and bonds of the Metropolitan Southern RR., Schuylkill River East Side RR., Washington & Western Maryland R. R., and Georgtown Barge Dock Elevator & Ry, companies, amounting to par value of \$4,773,250. See abstract in V. 59, p. 71. The mortgage provides for a present issue of \$8,500,000 gold 4½ per cent bonds and an additional issue of \$6,500,000.

Guaranties.—In addition to the bonds given in the table, the com-

An actional issue of \$0.500,000.

Guarantes. In addition to the bonds given in the table, the company guarantees the following bonds. See statement for this co. 
B. & O. Southwestern 1st 4½s. 
do 1st consols.

Staten Island R. T. 2d 5s. 
Win. & Potomac, \$147,250 1st 6s. 
Columbus & Cin. Midland 4½s. 
Pitts. Clev. & Tol., as to int., 1st 6s. 
West Va. & Pitts., as to int., 1st 5s.

Valley of Va., \$413,000 1st 6s. West Va. & Pitts., as to int., 1st 5s. GENERAL FINANCES, &C.—This company operates one of the leading trunk lines to Chicago, as well as a line to Cincinnati and St. Louis. After having paid dividends for many years the company passed the November, 1887, and subsequent dividends on common stock. In 1892 cash dividends were resumed. Special loans and bills payable were \$4,119,655 July 1, 1894. For offsets see Chronicle of November 24, 1894. The terminal bonds (see mortgage above) for \$8,500,000 were sold in London in June, 1894. The mortgage provides for the lease by the B. & O. of certain real estate and terminals in Baltimore, Phila. Pittsubrg, etc., at an aggregate annual rental of \$375,000. V. 59, p. 72. By consolidation of the B. & O. Southwestern and Ohio & Mississippi, Nov. 1, 1893, the B. & O. gained a direct line to St. Louis.

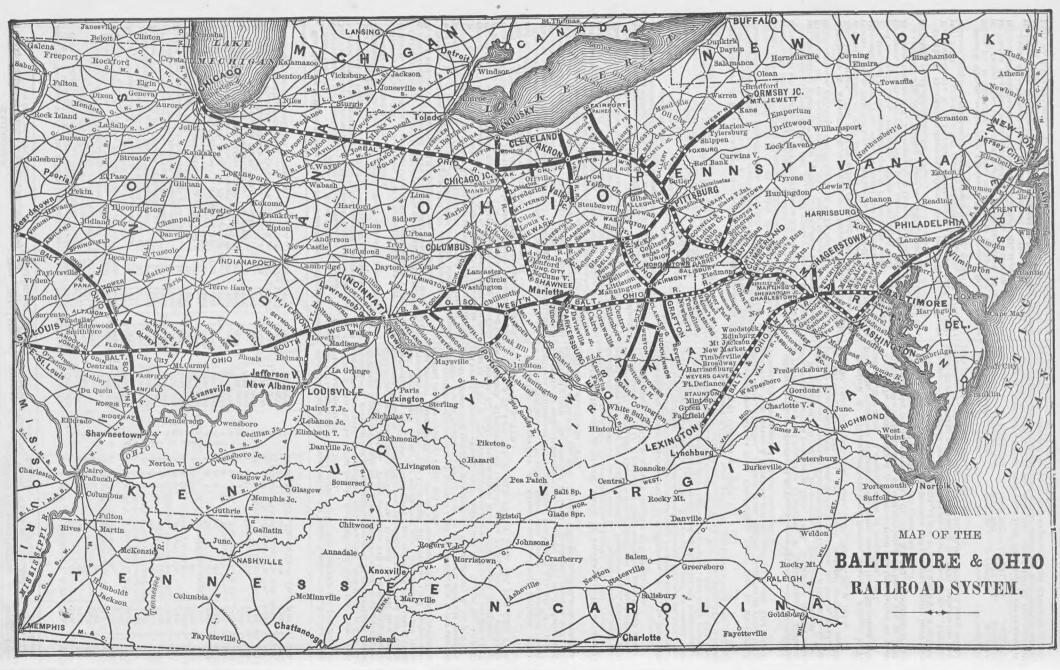
EARNINGS.—4 mos., \$1894.....gross, \$8,212,656; net, \$2,820,00 July 1 to Oct. 31. \$1893.....gross, 8,972,014; net, 3,372,456

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at Baltimore on the third Monday of November. Report for 1893-94 was given in full in CHRONICLE of Nov. 24, 1894. In year 1893-94 \$4,724,156 spent for maintenance of way and of equipment was

|   |   | charged to operating expenses. |
|---|---|--------------------------------|
| 1893.   | 1894.   | Year ending June 30—           |
| \$26,214,807<br>19,041,982  | \$22,502,662<br>15,560,689  | Gross earnings                 |
| \$7,172,825<br>2,251,377  | \$6,941,973<br>1,982,858  | Net earnings                   |
| \$9,424,202<br>213,537<br>6,697,225<br>300,000<br>(21 <sub>2</sub> ) 624,922<br>759,711 | \$8,924,831<br>205,001<br>6,522,581<br>300,000<br>2 <sup>1</sup> <sub>2</sub> ) 624,935<br>7 60,347 | Total net income               |
| \$828,807   | \$511,967   | Leaving a balance of           |

| Washington Branch 656,561 205,001 769  |   |
|--|---|
| Washington Branch 656,561 205,001 769  |   |
| Midland Division     347,300     75,732     372       Central Ohlo Division     1,069,428     166,658     1,326       Lake Erie Division     706,093     126,400     946 | $\begin{array}{cccc} ,766 & \$4,093,078 \\ ,779 & 145,744 \\ ,388 & 213,537 \\ ,325 & 640,393 \\ ,092 & 961,571 \\ ,396 & 40,627 \\ ,526 & 34,613 \\ ,853 & 240,043 \\ ,262 & 189,480 \\ \end{array}$ |
| Chicago Division 2,870,546def.815,198 3,288  |   |
| Akron Division 388,458 def.69,274 375  | 789 50,685  |

...\$22,502,662 \$6,941,973 \$26,214,807 \$7,172,825 -(V. 57, p. 21, 255, 763, 808, **878, 892**, 893, **895**, 1122; V. 58, p. 681, 725, 1108; V. 59, p. 70, 71, 291, 696, 880.)



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

| RAILROADS.  | Miles  | Date  | Size, or  | Amount   | INT   | TEREST   | OR DIVIDENDS.                            | Bonds-Princi  |
|---|--|---|---|--|---|--|--|---|
| For explanation of column headings, &c., see notes on first page of tables.   | of   | of<br>Bonds   | Par<br>Value.   |  | Rate per cent.  | When<br>Payable  | Where payable, and by Whom.              | pal, When Due<br>Stocks—Last<br>Dividend,   |
| Ball. & Ohio Southwest.—Cin, & Balt. 1st mortgage. B. & O. S. W. RR., 1st M., gold (guar. p. &i., end.). o* Ohio & Miss., 1st con. M., s.f. (\$112,000 are 6s) o* 2d consol. mort. (sink. fund), no drawing | 909<br>112<br>90<br>92<br>95<br>77<br>77<br>10<br>149<br>149<br>102<br>102<br>64<br>67<br>67 | 1869<br>1889<br>1868<br>1871<br>1874<br>'87-'91<br>1893<br>1892<br>1871<br>1871<br>1889<br>1893<br>1893<br>1899<br>1893<br>1896<br>1891<br>1889<br>1891<br>1889<br>1891<br>1889<br>1893<br>1897<br>1897 | \$1,000 | 17,450,000<br>1,500,000<br>1,500,000<br>3,000,000<br>3,000,000<br>1,504,000<br>925,000<br>100,000<br>200,000<br>5,500,000<br>5,000,000 | 4-2 g. 7 7 6 g. g. g. 6 6 7 7 g. g. g. g. 6 6 5 5 g. g. 6 6 5 5 5 6 5 5 g. g. 6 4 4 6 6 6 6 4 4 4 6 6 6 6 6 4 4 4 6 6 6 6 6 6 4 4 6 | J. & J. J. & J. J. & J. J. & M. & N. Various J. & J. | do d | Jan. 1, 1999 Jan. 1, 1898 Apr. 1, 1911 Nov. 1, 1903 July 1, 1993 July 1, 1943 July 1, 1944 July 1, 1941 July 1, 1925 Jan. 1, 1944 Apr. 2, 1913 Apr. 1, 1893 June 1, 1942 July 1, 1933 June 1, 1944 July 1, 1933 July 1, 1934 July 1, 1935 July 1, 1935 July 1, 1935 July 1, 1936 July 1, 1936 July 1, 1936 July 1, 1899 Jan. 1, 1944 July 1, 1899 Jan. 1, 1946 July 1, 1899 Jan. 1, 1946 Dec. 1, 1899 |

Baltimore & Ohio Southwestern-(See Map of Baltimore & Ohio).

| Road Owned— | Miles. | Road Owned— | Miles. | Road Owned— | Road Owned—

HISTORY, ETC.—This railway co. was a consolidation on Nov. 1, 1893 f the B. & O. S. W. RR. and the Ohio & Miss. per plan in V. 56, p. 504.

HISTORY, ETC.—This railway co, was a consolidation on Nov. 1, 1893 of the B. & O. S. W. RR. and the Ohio & Miss. per plan in V. 56, p. 504'.

CAPITAL STOCK.—Stock is \$30,000,000, of which \$20,000,000 is 7 p. c. non-cumulative preferred. The \$10,000,000 common is held by the B. & O. and carries control. All the stock has been issued.

BONDS.—Abstract of first mortgage of 1889 (guaranteed by B. & O.) was in V. 51, p. 245. Of the \$37,500,000 first consols. also guaranteed principal and int. by B. & O., \$11,000,000 are reserved to retire at maturity the B. & O. S. W. firsts; \$1,500,000 to retire a like amount of B, & O. S. W. Terminal firsts; \$20,500,000 were to be issued in exchange for Ohio & Mississippi bonds of the several issues and the preferred stock; and \$4,500,000 will be available for improving the Ohio & Mississippi and for other purposes. The total may be increased by issue of four per cent bonds for terminals, double tracks, equipment, etc. Of the first consols \$9,080,000 were reported outstanding in April, 1894, of which \$6,615,980 were issued for exchange of old securities and \$2,464,020 for improvements, etc.

The income mortgage 5 per cent gold bonds (Farmers' Loan & T. Co., trustee) are non-cumulative. Series A (\$8,750,000) are prior to B (\$10,000,000) for principal and interest. In August, 1894, \$5,81,000 series A had been listed on N. Y. Stock Exchange; numbers A 8,000 to \$,169, inclusive (not listed), are reserved for old securities.

Ohio & Miss. general mortgage bonds were all deposited for exchange, but bonds of the other issues to a considerable aggregate still remain outstanding—exact amount unknown. These other issues were originally as follows: 1st consols, \$6,613,000; 2d consols, \$3,213,000; \$7,000,000. For terms of exchange see Sept., 1893, Supplem't. Earnings.—From July 1 to Oct. 31, 1894 (4 months), earnings of consolidated company were, gross. \$2,286,256, against earns. of both

EARNINGS.—From July 1 to Oct. 31, 1894 (4 months), earnings of consolidated company were, gross, \$2,286,256, against earns. of both companies in 1893 of \$2,300,463; net, \$926,553, against \$898,526. The combined results of before consolidation are given below:

| mano oomione   | od rooming or our | ore compositioner | or are Stient or | 20 11 1     |
|----------------|-------------------|-------------------|------------------|-------------|
| Years—         | Gross earns.      | Net.              | Charges, &c.     | Bal., surp. |
|                | \$6,958,597       | \$2,207,246       |                  |             |
|                | 6,877,146         | 1,961,265         | \$1,741,257      | \$220,008   |
| 1890-91        | 6,435,646         | 1,928,916         | 1,714,654        | 214,262     |
| 1889-90        | 6,510,762         | 2,047,711         | 1,472,185        | *575,526    |
| -(V. 55, p. 29 | 97, 542, 639, 87  | 9, 893, 899;      | V. 56, p 332, 41 | 4.440.464.  |
| 504, 580, 669  | , 1057; V. 57, p. | 341, 721, 763     | : V. 58. p. 382  | . 635, 637, |
| 650.)          |                   |                   |                  | ,,          |

Baltimore & Potomac.—Ownsfrom Baltimore, Md., to South End Long Bridge, Va., and branch, 44 miles; and from Bowie to Pope's Creek, 49 miles; total, 93 miles—including tunnel in City of Baltimore; leases branch 4 miles; total 97 miles. Controlled by Penn. 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 ending Oct. 31, 1893, gross earnings, \$1,945,571; net (including \$300 of "other income"), \$396,647; interest on bonds, \$420,000; int on equipment, \$51,853; other charges, incl. \$65,452 for improvements, \$97,494; deficit for year, \$172,700.

Bangor & Arostok,—Owns from Brownville to Monticello, Me., 105 miles. The road is being extended toward Presque Isle, a total distance of 200 miles. It operates under 999-year lease (terms V. 56, p. 204) the Bangor & Piscata. RR., Oldtown to Greenville (Moosehead Lake) 77 m., with its leased line to the Katahdin Iron Wks., 17 miles, and has assumed Bangor & Piscata RR. tonce Total operated in Sept., 1894, 199 miles. Stock authorized and outstanding—Common, \$1,050,000; preferred, 5 p. c., non-cum., \$1,100,000—par \$100. Mortgage trustee is N. Y. Guaranty & Indemnity Co. V. 56, p. 204. EARNINGS.—In year ending June 30, 1893, gross, \$184,581; net, \$67,092; rents and taxes, \$52,887.

Bath & Hammondsport.—Owns road from Bath, N. Y., t. Hammondsport, N. Y., 10 miles. Chartered in 1872. STOCK, \$100,000 par, \$100. EARNINGS.—For year 1893 gross, \$35,560; net. \$19,609 balance, surplus over interest and charges for year, \$4,287.

Beech Creek.—(See Map adjoining N. Y. Central.)—ROAD—Jersey Shore, Pa., to Mahaffey, 113 miles; branches, to Philipsburg, to mines, &c., 37 miles; total, 150 miles; trackage to Williamsport, 16 miles, and to Patton 20 miles; total operated, 186 miles. Extension about 100 miles southwest to Pitts. McKeesport & Yough. RR. is proposed.

Lease, &c.—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. Carries mostly coal and coke: in 1892-93, 2,985,127 tons: in 1891-92, 2,799,089 tons. The operating expenses are relatively low

since the trains carry extraordinarily heavy loads of freight, the average per train in 1893-94 being 528 tons. Average rate per ton per mile 0.42c, against 0.48c, in 1892-93.

age per train in 1893-94 being 528 tons. Average rate per ton per mile 0'42c. against 0'48c. in 1892-93.

STOCK AND BONDS.—The bonds are endorsed with the New York Central's guaranty of principal and interest. See V. 52, p. 570. In June, 1892, stockholders authorized the issue of \$1.00,000 new second 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 south-westerly direction about 70 miles, reaching undeveloped coal fields. In September, 1894, \$500,000 of these 5 per cents and \$500,000 of stock had been issued to pay for extensions, etc. Car trusts (5 per cents) June, 1894, \$259,500. The Clearfield Bituminous Coal Corporation has capital stock, \$825,000. Bonds authorized, \$825,000; retired by sinking fund to October, 1894, \$21,900.

DIVIDENDS—On preferred, 1886 to 1888, inclusive, 5 p. c. per annum; in 1889, 24; in January, 1890, 5 p. c; in 1891 stock all made common, and dividends of 4 per cent guaranteed. See guaranty V. 52, p. 570.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 779, showing gross earnings \$1,125,533; net \$329,807; premiums, \$25,000; first charges, \$332,972; dividend, \$220,000; balnee, deficit, \$198,165. In 1892-93 gross, \$1,347,200; net, \$729,969. —(V. 55, p. 21, 542, 551; V. 56, p. 331; V. 57, p. 639, 720, 723; V. 58, p. 344; V. 59, p. 779.)

Bellaire Zanesville & Cincinnati,—Owns Bellaire, O., to

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, I mile; total operated, 112 miles. The road is being made standard gauge. Reorganized in 1889. Stock is: Common, \$832,000; preferred, \$795,910; par \$50. In year 1893 gross, \$103,498; net, \$14,971, agst. \$13,754 in 1892.

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 \$1,249,000 4 per cents of 1885-7 are guaranteed by the United Companies, and their guaranty assumed by the Penn. RR. under its lease. In 1893, net, \$301,959, agst. \$216,141 in 1892; interest on bonds, \$143,680, agst. \$160,248; interest on rolling stock, \$17,865, agst. \$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. Old lease to Housatonic is suspended but not canceled.

Birmingham Sheffield & Tennessee River,—Road—Sheffield to Parrish, Ala., and branches, 119 miles. E. A. Hopkins, of Philadelphila, was appointed receiver in June, 1893. Extension from Parrish to Birmingham, 40 miles, is proposed. STOCK—\$3,275,000; par, \$100. Mortgage trustee is Knickerbooker Tr. Co. Earnings—In year 1892-93 gross, \$233,891; net, \$43,026; interest on bonds, \$148,750. In 1891-92 gross, \$227,311; net, \$87,650. Matured coupons unpaid June 30, 1893, \$440,069; car trusts, \$222,763. 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, 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, 10p.c. in 1883 and 3½ p. c. in 1886.

Bonds.—New bonds for \$5,000,000 were authorized in Sept. 1893; of these, \$2,000,000 to retire bonds maturing in 1895, balance for construction. V. 57, p. 547. In July, 1894, \$3,627,000 had been issued. Bills payable Sept. 30, 1894, \$480,500.

| EARNINGS           | Gross       | Net       | Fixed     | Balance,  |
|--------------------|-------------|-----------|-----------|-----------|
| July 1 to Sep. 30. | earns.      | earn'gs.  | charges.  | surplus.  |
| 1894               | \$2,330,354 | \$862,962 | \$172,618 | \$690,344 |
| 1893               | 2.557.740   | 589.702   | 131.465   | 458.237   |

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 in V. 59, p. 191, stated that of the \$528,028 spent during the year for 3d an 14th tracks, elimination of grade crossings and improvements, \$328,028 were charged to operating expenses and \$200,000 carried forward to debit of 3d and 4th tracks.

TORONTO Guelph R Galt CHARLOTTE Somerset WATER T. Kendall Albion Wellingto St. Catharines

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Kilbuck

Carrollton

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Friendship

Angelica

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Wellsville

Carrollton

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Red House

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Kittannin
Rosst Belsena Phillipsburg Osceola Milesburg Bellefonte Butler Spring Ms. E Callery Jc Rochester Alleghens S: Milroy 9 Freeport Mansfield Birming name Petersburg Lewistown Huntington Millers T. PITTSBURG

Blairsville Blairsville Br.

R. Hollidaysburgh Mines Brooks Mills Bloomfield o-Mt. Union Roaring Sprs. Greensburg Latrobe Johnstown Ore Hill o wickly MAP OF THE Washington Mt.Pleasant BUFFALO, ROCHESTER Everson . Connellsville Somerset Brownsville AND Rockwood o Berlin PITTSBURG R'Y Uniontown Waynesburgh Myersdale Fairchance Bridgeport Smithfield W.Salisbury Cumberland

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

| RAILROADS.   | Miles    | Date         | Size, or      |                       | IN                | TEREST          | OR DIVIDENDS.                  | Bonds-Prine                               |
|--|----------|--------------|---------------|-----------------------|-------------------|-----------------|--------------------------------|---|
| For explanation of column headings, &c., see notes<br>on first page of tables. |          | of<br>Bonds  | Par<br>Value. | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where Payable, and by<br>Whom. | pal, When Due<br>Stocks—Last<br>Dividend. |
| Berkshire-Stock 6 p. c. (rental N. Y. N. H. & Hart.)                           | 21       |              | \$100         | \$600,000             | See text.         | QJ.             | Stockbridge Treasurer.         | Oct., 1, 189                              |
| Birm. Shef. & Tenn. Riv.—1st M., \$25,000 p.m., g.c*                           |          | 1889         | 1,000         | 2,975,000             |                   | A. & O.         | In default.                    | Apr. 1, 192                               |
| Boston & Albany-Stock (\$30,000,000 authorized)                                | 389      |              | 100           | 25,000,000            | 8 per an.         | QM.             | Poston, Of. Kneeland St.       | Sept. 29, 189                             |
| Bonds of 1875 not mortgagee&r  |          | 1875         | 1,000         | 1,990,000             | 6                 | J. & J.         | do do                          | July 1, 189                               |
| Bonds (not mort.) issued to State for its stockr                               |          | 1882         |               | 3,858,000             | 5                 | A. & O.         | do do                          | Apr. 1, 190                               |
| Bonds (not mortgage) for \$5,000,000   |          | 1893         |               | 3,627,000             |                   | A. & O.         |                                | Oct. 1, 191                               |
| Pittsfield & North Adams (leased) stock  | 19       |              | 100           |                       | 5 per an.         |                 |                                | July 2, 189                               |
| Ware River RR. stock, 7 p. c. rental 999 years                                 | 49       |              | 100           | 750,000               | 7 per an.         | J. & J.         | do do                          | July 3, 189                               |
| Boston & Lowell—Stock)   |          |              | 100           | 6,329,400             | See text.         | J. & J.         | Boston, at Office.             | July 2, 189                               |
| Bonds, not mortgage  |          | 1875         |               | 500,000               |                   | M. & S.         |                                | Mch. 1, 189                               |
| Bonds, do  |          | 1876         |               | 750,000               |                   | J. & J.         | do do                          | July 1, 189                               |
| Bonds, do  | MILL     | 1879         |               | 620,000               |                   | J. & J.         | do do                          | July 1, 189                               |
| Bonds, do Boston & Maine gives   |          | 1883         |               | 250,000               |                   | M. & N.         | do do                          | May 1, 190                                |
| Bonds, do a rental guarantee   |          | 1885-9       |               | 3,675,000             |                   | Various         |                                | 1905-6-7-9                                |
| Bonds, do c* for 99 years.   |          | 1892         | 1,000         | 1,000,000             |                   | A. & O.         | do do                          | Apr. 1, 193                               |
| Bonds, do c*   |          | 1893         | 1,000         | 1,000,000             |                   | F. & A.         |                                | Feb. 1, 191                               |
| L.&L. and S.&L. bonds.   |          |              |               | 426,900               |                   | A. & O.         |                                | Oct.1897&'S                               |
| Nash. &Low plain b'ds  |          | 1880         |               | 100,000               |                   | J. & J.         |                                | July 1, 190                               |
| Boston & Maine-Stock, common   |          |              | 100           | 18,739,200            | See text          |                 |                                | Nov. 15, 189                              |
| Preferred stock, 6 per cent, non-cumulative                                    |          |              | 100           | 3,149,800             |                   |                 |                                | Sept. 1, 189                              |
| Imp'nt bonds (\$1,000,000 due Feb., 1905) s. f                                 |          | 1885-7       | 1,000         | 1,500,000             | 4                 | F. & A.         |                                | Feb.,1905&'                               |
| Improvement bonds  |          | 1887         | 1,000         | 1,919,000             |                   | F. & A.         |                                | Feb. 1, 193                               |
| Bonds (not mortgage) for imp. & refc&r   |          | 1892         | 1000&c.       | 2,500,000             | 4                 | F. & A.         | do do                          | Aug. 1, 194                               |
| Ronds not mortgage gold  | 7 15.5-7 | 1894         | 1.000         | 6,000,000             | 412 g.            | J. & J.         |                                | Jan. 1. 194                               |
| Eastern RR.certs.of indebt.1stM., g.,s.f.,notdrn.c                             | 119      | 1876         | \$&£          | 8,822,780             | 6 g.              |                 | Bost.; Lond., Baring Br.       | Sept. 1, 190                              |
| Portsmouth Great Falls & Conn. 1st mortgagec                                   | 73       | 1877         | 500&c.        | 998,000               |                   | J. & D.         |                                | June 1, 19                                |
| Boston & Prov Stock, 10 p. c. guar. 99 yrs., Old Col.                          | 68       | F 10 20 17 1 | 100           | 4,000,000             |                   |                 | Boston, Of., Sears Bldg.       | Oct. 1, 189                               |
| Boads, not mortgagee*  |          | '88-'93      | 1,000         | 2,170,000             | 4                 | J. & J.         | do do                          | Tuly 1 10                                 |
| Boston Revere Beach & Lynn-Stock   |          |              | 100           |                       | See text.         |                 |                                | July 1, 191<br>July 2, 189                |
| 1st mortgagec  |          | 1877         | 1,000         | 350,000               |                   |                 | Boston, Of. Atlantic Av.       | July 15,189                               |
| Boston Winthrop & Shore 1st mort assumed                                       | 8        | 1886         | 1,000         | 289,000               |                   | M. & S.         | do do                          | Sept. 1, 190                              |
| Brooklyn Bath & West End—SEE STREET R'Y DEP                                    |          |              | 1,000         | 200,000               | 0                 | It. 00 D.       | uo uo                          | popu, 1, 190                              |
| Total graduate to the contract of the principal in a part                      | MILIM    | DIAT.        |               |                       |                   | 100             |                                |   |

| the state of the s |   |   |
|--|---|---|
| Year ending June 30— 1892.<br>Gross earnings   | 1893.<br>\$10,169,875<br>7,750,089              | 1894.<br>\$9,190,276<br>6,720,288               |
| Net earnings       \$2,460,133         Interest paid       \$517,067         Rentals       78,000         Dividends (8 per cent)       1,800,000   | \$2,419,786<br>\$312,900<br>78,000<br>2,000,000 | \$2,469,988<br>\$381,410<br>78,000<br>2,000,000 |
| Balance, surplus   | \$28,886  | \$10,578  |

-(V. 56, p. 247, 754; V. 57, p. 216, **296**, 547, 809; V. 58, p. 224, 817, 902; V. 59, p. 151, **191**, 835.)

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

STOCK AND BONDS.—Stock authorized, \$6,529,400. In January, 1894, \$400,000 of 4s due 1913 were issued, and in February \$200,000 stock and \$200,000 more 4s of 1913 were issued for improvements and elevator at Mystic Wharf. (V. 54, p. 78.)

Boston & Maine.-Road-The system includes the following:

|                                    | Other pranches leased                |
|------------------------------------|--------------------------------------|
| Boston, Mass., to Portland, Me.116 |                                      |
| Boston to N. H. State Line 41      | Total operated July 1, 18941, 293    |
| Conway Junc., Me., to North        | Double track273                      |
| Conway, N. H 73                    | Controls Me. Cent. (which see) . 822 |
| Sundry branches140                 | Portland & Rochester 55              |
| Lines leased. Miles.               |                                      |
| Boston to Sherbrooke, Can290       | York Harbor & Beach 11               |
| The leased lines include: Boston   | & Lowell, Central of Mass., Nashua   |

Lowell, Northern of N. H., Woreester Nashua & Rochester, Connecticut River, 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. In January, 1893, authority to acquire the Concord & Montreal was sought from the Massachusetts Legislature, See V. 56, p. 205, 463, 668. From Jan. 1, 1893, the Connecticut River Road was leased for 99 years. See V. 56, p. 245. In October, 1892, Mr. McLeod became President, and in May, 1893, resigned. An agreement with N. Y. N. H. & H. regarding division of territory was made in '93. (V. 56, p. 464.)

STOCK.—Common stock authorized, \$21,819,300; preferred stock \$3,149,800; outstanding in July, 1894, 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. and \$376,200 held by B. & M. June 30, 1894, draw no dividends.

DIVIDENDS.—On preferred in full to date.

DIVIDENDS.—On preferred in full to date.

On common ('83' '84' '85' '86' '87' '88' '89' '90' '91' '92' '93' '94' since '82,P.C.\ 8 8 8 9'\frac{1}{2} 10 9 9 9'\frac{1}{2} 9 8 8 6' BONDS.—In Dec., '93, \$6,000,000 4'\frac{1}{2} p. cts. were sold to fund floating debt and to retire \$2,000,000 of 7 per cents due Jan. 1, 1894. See also leased lines, Boston & Lowell, Connectic ut River and St. Johnsbury & Lake Champlain, for bonds sold by them in December, 1893. West Amesbury Branch RR. (formerly leased) was purchased in 1893-94 for \$100,000 in B. & M. 4 p. c. bonds.

In November, 1894, the floating debt had all been paid off. Charlestown land mortgages are \$597,300. Jointly with Maine Central guarantees \$300,000 Portland Union Ry. Station bonds.

LATEST EARNINGS.—For 3 months ending Sept. 30 earnings were:

LATEST EARNINGS .- For 3 months ending Sept. 30 earnings were:  $\begin{array}{c} Charges. & Bal., surp. \\ \$1,058,684 & \$856,235 \\ 1,053,524 & 526,349 \end{array}$ 

ANNUAL REPORT.—Fiscal year changed to end June 30. Annual meeting second Wednesday in October. Annual report 1893-94, was in V. 59, p. 598.

| Year Ending June 30. Miles operated Passenger department Freight department Mails, express, etc. | \$8,463,143<br>7,987,851   | 1894.<br>1,293<br>\$7,894,968<br>7,260,587<br>806,721 |
|--|----------------------------|---|
| Total  | \$17,225,325<br>11,736,497 | \$15.962,276<br>10,860,580                            |
| Not comings  | Ø5 400 000                 | ØE 101 000  |

| Total net, includ. other income. Interest Rentals Taxes Dividends | 6,092,719<br>1,101,650<br>2,167,413<br>726,136<br>1,580,155 | 5,754,570<br>1,213,391<br>2,311,370<br>822,018<br>1,321,031 |
|---|---|---|
| Sinking fund  | 80,413  | 67,282  |
| Balance, surplus  | \$436,952   | \$19,478  |

-(V. 56, p. 82, 205, 245, 289, 463, 464, 668, 835; V. 57, p. **341**, 635, 638, 853, 938; V. 58, p. 305, 866; V. 59, p. 331, **598**, 878.)

Boston & Providence.—Owns Boston, Mass., to Providence, R. I., 44 miles; branches, 20 miles; leases to North Attlevorough, 4 miles. Leased for 99 years, April 1, 1888, to Old Colony RR.; rental, 10 per cent yearly on stock. Old Colony to July 1, 1892, had invested \$1,671,938 in road on lease improvement account.

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 Div., East Boston to Winthrop, 5 miles, with branches 3 miles. Notes payable (net) June, 30, 1894, \$89,635. Dividends: From 1888 to 1891 inclusive, 7 p. c. per ann.; in 1892, 5½; in '93, 5 p. c.; in '94, Jan., 2½ p. c.; July, 2 p. c.

EARNINGS.—In year ending June 30, 1894, gross, \$301,383; net, \$95,521; interest, \$38,342; taxes, \$14,679; dividends, \$42,500. In 1892-93, gross, \$317,471; net, \$96,258. (V. 56, p. 289, 754; V. 57, p. 299.)

Brooklyn & Brighton Beach.—Owns double-track road from Atlantic Ave. corner Franklin Ave., Brooklyn, to Brighton Beach, L. I., 7½ miles. Sold in foreclosure in Oct., 1887. Connection is to be made with Kings Co. Elevated by extension along Franklin Ave. Stock iscommon, \$500,000; pref., \$500,000. Stock assessed 3½ p. c. in 1893. In year 1893-94 gross earnings were \$91,183, against \$98,713 in 1893. net, \$\$8,587, against \$19,150; interest and other charges, \$42.915. "terminal property," \$32,577; b.lance, deficit, for year, \$66,905. Total deficit June 30, 1894, \$269,652. On July 1, 1894, loans and bills payable were \$325,350. Mar., 1894, coupons were paid May 1; Sent., 1894, coupons paid at Cen. Tr. Co. Pres., Gen. J. Jourdan, Brooklyn.—(V. 55, p. 506; V. 57, p. 426; V. 59, p. 421.)

Brooklyn Bath & West End .- SEE STREET R'Y DEPARTMENT.

Brooklyn Elevated.—Owns from Fulton Ferry and Brooklyn Bridge to East New York, 5.73 miles; Broadway and Lexington Avenue to Broadway Ferry, 2.78 miles, and Myrtle Avenue to Adams Street and Brooklyn Bridge, 4.82 m.; branch to Greenwood, 3.58 m.; Seaside & B. B. E. RR. to Cypress Hills, 1.4 m., and to 65th St., 1.8 m.; total, 20.11 m. HISTORY.—In October, 1890, consolidated with the Union Elevated. STOCK.—Stock is \$13,283,600 (par \$100).

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 6s at 105—no bonds drawn. Union Elevated first mortgage is for \$7,000,000; the second for \$2,500,000; trustee of both, Central Trust Co. 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-lith Street and \$1,000,000 for those south of it. V. 55, p. 722.

Loans and bills payable June 30, 1894, \$300,000; receivable, \$275,496.

EARNINGS.—3 months, \$1894, gross, \$380,990; net,\$134,900

July 1 to Sept 30. \$1893, gross, \$34,846; net, 131,115

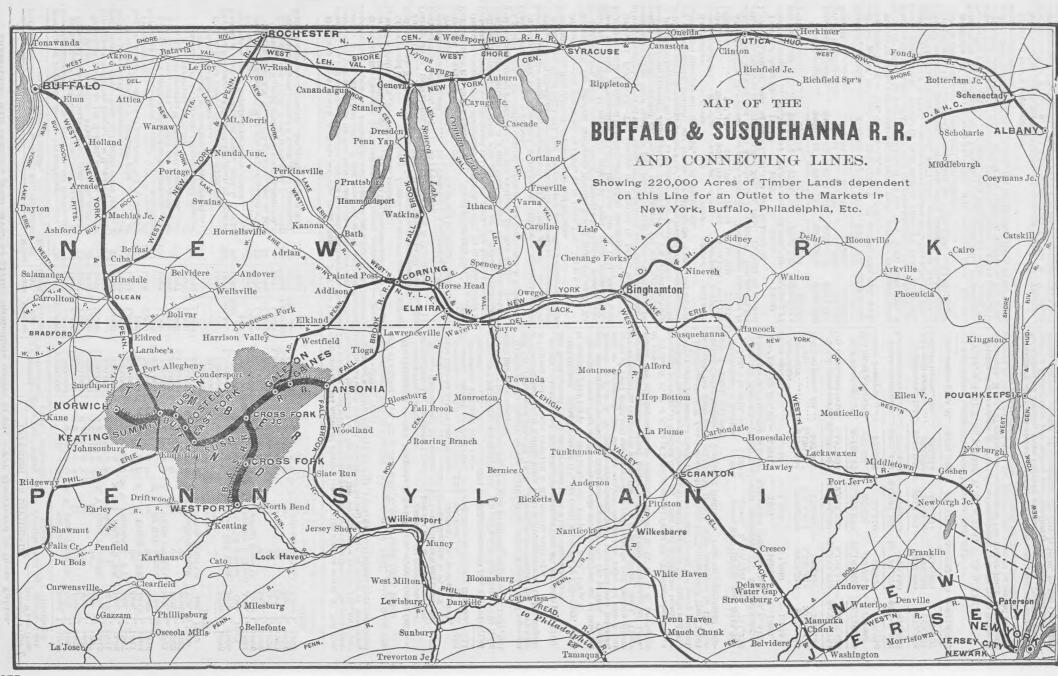
Annual Report.—Fiscal year ends June 30. Annual statement for 1893-94, with balance sheet, was in V. 59, p. 370, showing:

Net. Oth. income. Int., taxes, &c. Surplus. \$678,600 \$5,917 \$811,135 dt.\$126,618 843,970 11,447 744,309 111,108 794,799 9,327 661,374 142,752 Year. Gross. 1893-94...\$1,755,262 1892-93... 1,935,683 1891-92... 1,825,327 -(V. 57, p. 342, **594**, 595; V. 58, p. 42, 307, 864; V. 59, p. 115, 370.)

Brooklyn & Rockaway Beach.—Owns road from East New York (Brooklyn) to Canarsie Landing, Jamaica Bay, 3½ miles (of which 3 miles double track), and operates ferry to Rockaway Beach. Rails 50-56 pounds steel. Does a large summer excursion business, running 42 trains daily each way. Stock is \$150,000; par, \$50. DIVIDENDS.—In 1890 and 1891, each 5 per cent; 1892, 6 per cent; 1893, 10 per cent. In 1893-94 gross earnings were \$68,333; net, \$20,104; fixed charges and taxes, \$19,328; surplus for year, \$776. In 1892-93 gross, \$75,966: net, \$30,878. (V. 59, p. 600.)

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 Creek.—Owns 6 miles of terminal road in Buffalo, N. Y. In January, 1890, leased for term of charter less one day, to the Lehigh Valley and the N. Y. Lake Erie & Western, which together own entire capital stock of \$250,000.



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

| For explanation of column heading, &c., see notes on first page of tables.  | RAILROADS.   | Miles | Date                                    | Size, or | 35                    |                   |   | OR DIVIDENDS.            | Bonds-Prine                                |
|---|--|-------|---|----------|-----------------------|-------------------|---|--------------------------|--|
| Sept.   1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,  | For explanation of column heading, &c., see notes on first page of tables. | of    | of                                      | Par      | Amount<br>Outstanding | Bate Per<br>Cent. | When<br>Payable                                 | When Payable, and by     | pal, When Due.<br>Stocks—Last<br>Dividend. |
| 2d mortgage, gold, sinking fund, not drawne*  | Brooklyn & Brighton Beach—1st mortgagee                                    | 712   |   |          |                       |                   |   |                          | Sept. 1, 1927                              |
| Union El., 1st M., \$550,000 p. m., gold, assumed.e* 2d M., line, non-cum, \$185,000 per mile, gold.e* 11 1887 1,000 2,668,000   Seaside & B'klyn B. 1st M. gold, guar, p. &idx Brooklyn & Rochaway Beach.—1st M., \$350,000, g. c's Bufflo Oreek.—1st mortgage r Consol. mortgage for \$1,000,000 gold e* 6 1891 1,000 2,380,000   Suff. Roch. & Pitts.—Stock (7 p. c. rent. N.Y. L. E.&W.) 142 1876 1,000 2,380,000   Sa. & P. 1st M., gold, Rochester to Salamanca e* 100 12,000,000   Sa. & P. 1st M., gold, Rochester to Salamanca e* 100 12,000,000   Sa. & P. car trusts, \$675,000 are gold e* 272 1887 1,000   Salflood & Susquehanna—1st mort, gold, s. f. c* &r Bufflood & Southw.—1st M., gold, int.guar. by Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., gold, int.guar. py Eric. e* 8ufflood & Southw.—1st M., g., guar., red. at 105 5 1880 1,000   Salflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1882 1,000   Salflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &r Surlington Oedar Rapids & Northern—Stock 1889 1,000   Surflood & Susquehanna—1st mort, gold, s. f. c* &  | 2d mortgage gold sinking fund not drown                                    | 0     |   |          |                       |                   |   |                          | Oct. 1, 1924                               |
| 2d M., mc., non-cum., \$185,000 per mile, gold. c* Seaside & B'klyn B. 1st M. gold, guar, p. &i ckr 4 1892 1,000 1,500,000 5 5 g. J. & J. N. Y., Cent. Trust Co. Brooklyn & Rockaveay Beach.—1st M., \$350,000, g.c* laft. B 1891 1,000 250,000 1 5 g. J. & J. N. Y., L. Eric & W. RR. Jan. J. 1, 100 250,000 1 5 g. J. & J. N. Y., L. Eric & W. RR. Jan. J. & J. N. Y., L. Eric & W. RR. J. & J. N. Y., L. Eric & W. RR. Jan. J. & D. N. G. M. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. L. Eric & W. RR. Jan. J. & D. N. Y. Jan. J. & D. Jan. J. & D. N. Y. Jan. J. & D. Ja     | Union El 1st M \$550 000 n m gold assumed ex                               |       |   |          |                       |                   |   |                          | July 1, 1915                               |
| Seaside & B'klyn B. 1st M. gold, guar. p. &icer   4   1892   1,000   1,500/000   5 g. J. & J.   3 g. 1891   1,000   300,000   5 g. J. & J.   3 g. 1891   1,000   300,000   6 g. M. & N. Y. Cent. Trust Co. Brooklyn, N. Y.   580,000   7 g. M. & N. Y. L. Erie & W. RR.   1,000   250,000   5 g. J. & J.   5 g      | 2d M inc non-cum \$185,000 per mile gold at                                |       |   |          |                       |                   |   |                          | May 1, 1937                                |
| 37   38   38   38   38   38   38   38   | Reside & R'thon R 1st M gold guar n & i asm                                |       |   |          |                       |                   |   |                          | Jan. 1, 1927                               |
| Suff. Brad. & Pitts.—Gen. M. (10,000 acres land) p.       26       1865       1,000       580,000       7       3.4       J. & J. N. Y. L. Erie & W. R. N. J. L. J. N. Y. L. Erie & W. R. N. J. L. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. L. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. A. J. N. Y. J. Erie & W. R. J. J. N. Y. J. Erie & W. R. J. J. N. Y. J. Erie & W. R.   | Brooklyn & Rockgray Reach _1st M \$250 000 c o*                            | 210   |   |          |                       | o g.              | J. & J.   |                          | July 1, 1942                               |
| Staffalo Oreck—Ist mortgage for \$1,000,000 gold c. c. c. dold  | Rouff Brad & Pitte _(lan M /10 000 agree land) r                           | 0.6   |   |          |                       |                   |   |                          | May 1, 1931                                |
| Solution   Consol.   mortgage for \$1,000,000 gold   color      | Ruffalo Creek—1st mortgage   | 6     |   |          |                       |                   |   | N. Y. L. Erie & W. RR.   |  |
| 142   1876   1,000   1,000   2,380,000   7 per an. J. & D.   3,000,000   7 per an. J. & D.      | Consol mortgage for \$1,000,000 gold                                       |       |   |          |                       |                   |   |                          | Jan. 1, 1907                               |
| Ist mortgage  | Buff N V & Erie—Stock (7 n c rent N V I. E &W)                             | 1/12  | 21296.03                                |          |                       | og.               |   |                          | Jan. 1, 1941                               |
| 334     | 1st mortgage   | 140   |   |          |                       | 7 per an.         | J. & D.   | N. Y. L. Erie & W. RR.   | June 1, 1894                               |
| K. & P. 1st M., gold, Rochester to Salamanea  | Buff Roch & Pitte -Stock langer 6 n e non-oum                              |       | 100000000000000000000000000000000000000 |          |                       | 7 per an.         |   | do do                    | June 1, 191                                |
| R. & P. consol. mort., \$20,000 per mile, gold, g. c* R. & P. lat general M. (\$10,000,000) gold c* R. & P., car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort., gold, guar. c* Perry Railroad 1st mortgage, guaranteed R. & P. car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort, gold, guar. c* Perry Railroad 1st mortgage, guaranteed R. & P. car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort, gold, guar. c* Perry Railroad 1st mortgage, guaranteed R. & P. car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort, gold, guar. c* Lincoln Park & Charlotte 1st mort, gold (assumed) Lincoln Park & Charlotte 1st mort, gol                    | R & P 1st M gold Rochester to Salamanca a*                                 |       |   |          | 1,000,000             |                   |   | N. Y., 36 Wall Street.   |  |
| B. R. & P. 1st general M. (\$10,000,000) gold c* R. & P. car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort, gold, guar. c* 11 1889 1,000 20,000 Real estate mortgage  | R. & P. consol mort. \$20,000 per mile gold g o*                           |       |   |          |                       | 6 g.              | F. & A.   | N. Y., Union Trust Co.   |  |
| R. & P., car trusts, \$675,000 are gold c* Lincoln Park & Charlotte 1st mort, gold, guar. c* Perry Railroad 1st mortgage, guaranteed  | B. R. & P. 1st general M. (\$10,000,000) gold, g.                          | 979   |   |          |                       | o g.              | J. & D.   |                          |  |
| Lincoln Park & Charlotte Istmort, gold, guar .e*   11   1889   1,000   20,000   350,000   20,000   314,5    | R. & P. car trusts \$675,000 are gold                                      |       |   |          |                       | 5 0 g.            |   |                          |  |
| Perry Railroad 1st mortgage, guaranteed   | Lincoln Park & Charlotte 1st mort gold guar o*                             |       |   |          |                       |                   |   | N. Y., Gallatin Bank.    |  |
| Real estate mortgage.  B. R. & P. Car trusts, (Series II.) \$220,000.  Sulfalo & Southw.—1st M., gold, int.guar. by Erie. c* Sulfalo & Susquehanna—1st mort., gold, s. f. c* &r 75 1893 500 &c. 100 100 &c. 100 46,500,000 130,000 15 g. J. & J. N. Y., First Nat. Bank. July 1, 19 0ct, 1913 4 g. Set text. Set Example & N. Y., Corn Exch. Bank. Sulfalo & Susquehanna—1st mort., gold, s. f. c* &r 75 1893 500 &c. 100 6,500,000 100 &c. 100 5,500,000 100 &c. 100 0. | Perry Railroad 1st mortgage guaranteed                                     |       | 200 200 200                             | 4.5      |                       |                   | J. & J.   | N. Y., Union Trust Co.   |  |
| B. R. & P. car trusts, (Series II.) \$220,000   | Real estate mortgage   |       | 100000000000000000000000000000000000000 |          |                       |                   | 0.000 10 77 77 77 78 78 78 78 78 78 78 78 78 78 | *********                | 1902                                       |
| 3uffalo & 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. O. N. Y., H. Fisk & Sons. Southwestern Surfington Oedar Rapids & Northern—Stock.       100       5,500,000       5 g. A. & O. N. Y., H. Fisk & Sons. Soc. Soc. Soc. Soc. Soc. Soc. Soc. Soc   |  |       |   | 1        |                       |                   |   | *********                |  |
| Ratfalo & Susquehanna—1st mort., gold, s. f. c*kr       75       1893       500 &c.       1,078,000       5       5       A. & O.       N. Y., H. Fisk & Sons.       Oct., 191         Ist mortgage       369       1876       100 &c.       6,500,000       5       5       A. & O.       N. Y., H. Fisk & Sons.       Aug. 1, 18         Ist mortgage       1879       1,000       584,000       5       N. Y., Corn Exch. Bank.       Aug. 1, 18         Ced. Rap. I. F. & N. W., 1st M. g., guar., red. at 105       1880       1,000       584,000       6       g.       N. Y., Corn Exch. Bank.       Oct., 191         Consol.1st M., gold, guar. (See text) \$4,000,000.       1881       1,000       1,905,000       5       g. A. & O.       A. & O.       A. & O.       Oct., 191         B.C.R. &N. W., 1st M. & col. trust, gold (assumed)       12       1881       1,000 &c.       1,000 &c.       5,500,000       5       g. A. & O.       A. & O.       Oct., 191         Aug. 1, 18       1.000 &c.       1,000 &c.       1,905,000       5       g. A. & O.       A. & O.       A. & O.       Oct., 11       Oct., 191         Aug. 1, 18       1.000 &c.       1,905,000       5       g. A. & O.       A. & O.       Oct., 11       Oct., 11       Oct., 11   | Suffalo & Southw -1st M. gold int guar by Erie c*                          |       |   |          |                       |                   | T   | N N N N N N N N          | June 1, 189                                |
| 100   5,500,000   5   5   5   5   5   5   5   5   5   | Ruffalo & Susanehanna—1st mort gold s f c*&r                               | 75    |   |          |                       | o g.              | J. & J.   | N. Y., First Nat. Bank.  |  |
| 1st mortgage  | Burlington Cedar Rapids & Northern-Stock                                   |       |   |          |                       | goo tost          | A. & U.   | N. 1., H. FISK & Sons.   |  |
| Iowa City & West, 1st M., g., int. gu., red. at 105.6° &r       73       1879       1,000       584,000       7 g. M. & S.       M. & S.       4 do do do Oct. 1, 19         Ced. Rap. I. F. & N. W., 1st M. g., guar, red. at 105       55       1880       1,000       825,000       6 g. A. & O.       4 do do do Oct. 1, 19         Consol.1st M., gold, guar. (See text) \$4,000,000. c.       1881       1,000 do do Oct. 1, 19       5 g. A. & O.       5 g. A. & O.       4 do do Oct. 1, 19         B.C.R. & N. con. 1st M. & col. trust, gold       c* &r       All 1884       1,000 do Oct. 1, 19       5 g. A. & O.       5 g. A. & O.       A. & O.         Winneapolis & St. Louis, 1st mort., gold (assumed)       12       1877       500 &c.       150,000       7 g. J. & D.       N.Y. Continental Trust.       June 1, 19   | 1st mortgagee*&r   |       |   |          |                       | see text.         | T. & A.   | N. Y., Corn Exen. Bank.  |  |
| Ced. Rap. I. F. & N. W., 1st M. g., guar, red. at 105   | Iowa City & West. 1st M. g. int. gu. red at 105 c*&r                       |       |   |          |                       | 5 7 7             | J. & D.   |                          |  |
| Consol.1stM., gold, guar. (See text) $\$4,000,000$ 1881 1,000 1,905 100 5 g. A. & O. do do do Oct. 1, 18 Apr. 1, 1894 1,000 5 g. A. & O. do do do Apr. 1, 1894 1,000 5 g. A. & O. do do do North 1, 1894 1,000 5 g. A. & O. do N.Y. Continental Trust. June 1, 1897 500 & C. 150,000 7 g. J. & D. N.Y. Continental Trust. June 1, 1897 1, 1998 1,000 1        | Ced. Rap. I. F. & N. W., 1st M. g. guar, red at 105                        |       |   |          |                       |                   |   |                          |  |
| B.C.R.&N. con. 1st M. & col. trust, gold  | Consol. 1st M., gold, guar, (See text) \$4,000,000 c                       | 00    |   |          | 1 005 000             | o g.              |   |                          |  |
| Minneapolis & St. Louis, 1st mort., gold (assumed) 12 1877 500 &c. 150,000 7 g. J. & D. N.Y. Continental Trust. June 1, 18  | B.C.R.&N. con, 1st M. & col, trust, gold. c*&r                             | A11   |   |          | 5 941 000             | 5 %               | A. & O.   | do do                    |  |
|   | Minneapolis & St. Louis, 1st mort., gold (assumed)                         | 12    |   |          |                       | 7 %               | T & D   | N V Continental Emusi    |  |
|   | Butte Anaconda & Pacific.—1st mort., \$3,000,000.                          |       | 1893                                    |          | (?)                   | 5 g.              | (?)   | M. I. Continental Trust. | June 1, 192<br>1923                        |

Buffalo New York & Erie.—Owns from Buffalo, N. Y., to Corning, N. Y., 142 miles. Leased in 1863 to the Erie Railway Co. for 490 years, and new 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.)—Operates from Buffalo and Rochester, N. Y., to the bituminous coal regions around Walston, Pa., 336 miles in all, including:

Trackage—
Erie—Mt. Jewett to Clarion J. 20
Buffalo Creek RR. into Buffalo. 4

Total (TSee this Co.)......336 Buffalo Creek RR. into Buffalo. 4 Total (¶See this Co.)......336
ORGANIZATION, ETC.—Successor in March, 1887, to the Rochester & Pittsburg, which was foreclosed in October, 1885. In April, 1890, 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 affords connection with the Beech Creek at Clearfield, and outlet for coal to seaboard. See C. & M. On June 1st, 1893, the proprietary line, the Johnsonburg & Bradford RR., was opened, replacing Eric trackage.

DIVIDENDS.—On preferred, in 1892, 5; in 1893, Feb., 1½ p.c..
BONDS.—Of the general mortgage (trustee Union Trust Co. of N. Y.)

DIVIDENDS.—On preferred, in 1892, 5; in 1893, Feb., 14 p. c.

BONDS.—Of the general mortgage (trustee Union Trust Co. of N. Y.)
for \$10,000,000, there were \$6,000,000 reserved for prior bonds. The
general mortgage 4s cover 22 miles of road built since 1887.
There are also outstanding \$5,000 incomes due in 1921, for which
\$3,000 consols. (included in table) are held by the trustee.

GENERAL FINANCES.—The change in control in 1890, mentioned
above, greatly improved this company's business, and large expenditures have since been made to put road in first class condition. In
year 1892-93 \$1,000,000 general 5s were issued for new equipment,
new road from Howard Junction to Mount Jewett, Pa. [Johnsonburg
& Bradford Railroad, 20 miles to replace Eric trackage], etc. During
1893-94 general mortgage 5s for \$147,000 were issued for construction
on Johnsonburg branch; car trusts for \$130,000 were also issued.
Loans and bills payable Sept. 30, 1894, \$866,482.

EARNINGS—Gross Net Other Fixed Balance.

ANNUAL REPORT.—Fiscal year ends June 30. The armual meeting is held at New York on the third Monday in November. The report for 1893-94 in full was in CHRONICLE of Nov. 24, 1894. In 1893-94 carried 1,894,595 tons of coal, against 1,924,275 tons in 1892-93.

| Year end. June 30—                              | 1891.     | 1892.       | 1893.       | 1894.                                   |
|---|-----------|-------------|-------------|---|
| Gross earnings\$                                | 2,511,484 | \$2,947,106 | \$3,308,740 | \$2,780,237                             |
| Net earnings                                    | \$628,974 | \$756,726   | \$857,235   | \$629,811                               |
| Other income                                    | 30,674    | 52,555      | 45,724      | 39,588                                  |
| Total receipts                                  | \$659,648 | \$809,281   | \$902,959   | \$669,399                               |
| Interest on bonds Int. on floating debt Rentals | \$496,357 | \$518,781   | \$554,247   | \$594,368                               |
|   | 15,841    | 23,709      | 24,030      | 30,126                                  |
|   | 72,984    | 73,195      | 72,981      | 123,932                                 |
| 70-1  |           |             |             | 470000000000000000000000000000000000000 |

Balance, surplus.... \$74,465 \$193,595 \$251,701 def.\$79,027 -(V. 56, p. 207, 247, 502, 668, 752, 972; V, 57, p. 300, 809, 825, 852, 855, 893; V. 58, p. 224, 774; V. 59, p. 332, 780.)

855, 893; V. 58, p. 224, 774; V. 59, p. 332, 780.)

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, 1893, \$133,042, against \$144,516 in 1892; surplus over interest \$37,022, against \$48,375; dividends, \$33,028. 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; none since.

Buffalo & Sussuchanna.—(See Man.)—Owns from Keating

Buffalo & Susquehanna.—(See Map.)—Owns from Keating Summit, on the Western New York & Pennsylvania RR., to Ansonia, Pa., on the Fall Brook RR., 62 miles, with branches 13 miles; total, 75 miles 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 connecting lines, as shown by accompanying map.

CAPITAL STOCK is \$2,000,000.

Bonds.—Morgage is for \$2,000,000 (Mercantile Trust Co., Trustee). See abstract in V. 57, p. 639, and application to the N. Y. Stock Exchange in V. 58, p. 1036. Bonds cannot be issued to exceed \$15,000 per mile of road completed and equipped. The mortgage is also a lien

on about 89,394 acres of timber lands, estimated as worth \$1,700,000. The sinking fund will retire each year that proportion of the outstanding bonds indicated by the years the bonds have yet to run, purchasable in the open market, or subject to call at par in order of numbers, beginning with the highest. In July, 1894, \$47,000 bonds were redeemed by the circuit of the subject to the subject t beginning with the hi by the sinking fund.

EARNINGS.—For 12 months ending Sept. 30, 1894, gross, \$302,779 net, \$142,608. (V. 57, p. 547, 639; V. 58, p. 1034, 1035. 1036.)

#### Burlington Cedar Rapids & Northern.-Operates as follows:

State Line to Albert Lea, Minn.
(leased)
Branches owned to Postville,
Riverside, Holland and Davenort
enport
204
of which 1,085 miles are steel rails.
Total operated Jan. 1,1894.1,134
of which 1,085 miles are steel rails.
An extension was being built from
Forest City to Estherville, Ia., of which 46 miles completed in 1892, but
Work has been stopped.
HISTORY.—Successor to the Purlington Codes Paris

HISTORY.—Successor to the Burlington Cedar Rapids & Minnesota RR. Co., foreclosed June 22, 1876. Leases in perpetuity the Iowa City & Western and Cedar Rapids Iowa Falls & Northwestern, Cedar Rapids & Clinton and Chicago Decorah & Minnesota railways.

& Clinton and Chicago Decorah & Minnesota railways.

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.; in 1894, Feb., 1½ p. c.; Aug., 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 of 1881 \$825,000 are reserved to retire the 6s and certain others are deposited as collateral under the B. C. R. & N. consol. mort. There are also 5 per cents issued under a \$10,000,000 mortgage of 1884, which are all deposited as security under B. C. R. & N. mortgage of 1934.

Of the B. C. R. & N. 5s of 1884 (Central Trust Co. Truston) begans

of 1934.

Of the B. C. R. & N. 5s of 1884 (Central Trust Co., Trustee), bonds are reserved to retire, if deemed best, all prior and divisional bonds. For extensions bonds may be issued at \$15,000 per mile for single and \$7.500 per mile for second track, the total author, issued not being limited.

Minicapolis & 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, 1894, \$44,000.

EARNINGS.—9 months, 1894.....gross, \$2,670,635; net, \$648,589
Jan. 1 to Sept. 30. 1893......gross, 2,919,733; net, 721,256
ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting sheld on last Tuesday in May. Report for 1893 was in V. 58, p. 813. Year ending Dec. 31- 1890. 1891. 1892.

| Miles operated  Earnings—                         | 1,046     | 1,083                    | 1,090                    | 1,134                    |
|---|-----------|--------------------------|--------------------------|--------------------------|
| Passenger   | \$716,484 | \$798,708                | \$938,514                | \$973,815                |
| Freight   | 2,430,457 | 2,928,628                | 3,249,818                | 3,084,481                |
| Mail, express, &c                                 | 157,041   | 159,003                  | 166,457                  | 166,458                  |
| Total gross earns. S                              |           | \$3,886,339<br>2,613,643 | \$4,354,789<br>3,193,141 | \$4,224,754<br>3,078,435 |
| Net earnings P.c. op.exp.to earns. Other receipts | \$816,147 | \$1,272,696              | \$1,161,648              | \$1,146,319              |
|   | (75·29)   | (67.25)                  | (73·32)                  | (72·86)                  |
|   | 105,256   | 24,410                   | 22,922                   | 36,946                   |
| Total net income                                  |           | \$1,297,106              | \$1,184,570              | \$1,183,268              |
| Interest on debt                                  |           | 778,055                  | 788,180                  | 810,680                  |
| Surplus over int                                  | \$145,924 | \$519,051                | \$396,390                | \$372,588                |
| Add cash assets                                   | 235,990   | 328,896                  | 332,259                  | 323,281                  |
| Deduct impts., &c                                 | 150,314   | 632,871                  | 811,634                  | 279,197                  |
| Cash assets Dec. 31.                              | \$231,600 | \$215,076                | *def.\$82,985            | sr.\$416,672             |

\*Add sale of bonds \$514,000; balance, \$431,015. -(V. 54, p. 641; V. 55, p. 1036; V. 56, p. 791; V. 58, p. 813.)

Butte Anaconda & Pacific.—Completed in 1893 from Butte to Anaconda, Mont., 27 miles. Extension to the Bitter Root River com-menced in Oct. 1894. Bonds for \$2,000.000 were to be issued at once and balance at \$40,000 per mile Operated by Great Northern.

Calgary & Edmonton.—Owns 297 miles of road operated by Canadian Pacific, from Calgary on the Canadian Pacific, north erly to Edmonton, 190 miles, and southerly to Fort Maclead, 107 miles. Leased at cost of operating till July 1, 1896, to the Canadian Pacific, which at that date has the privilege of retiring the first mort-

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

| RAILROADS.  | Miles | Date         | Size, or       |                           | INI               | TEREST               | OR DIVIDENDS.                | Bonds-Principal, When Due.   |
|---|-------|--------------|----------------|---------------------------|-------------------|----------------------|------------------------------|------------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                    | of    | of<br>Bonds  | Par<br>Value.  | Amount                    | Rate per<br>Cent. | When<br>Payable      | Where Payable, and by Whom.  | Stocks—Last<br>Dividend.     |
| Calgary & Edmonton-1st M., red. at 110, July 1,'96  | 300   | 1890         | £100           | £1,140,400                | 6 g.              | J. & J.              | London.                      | July 1, 1910                 |
| Oalifornia Pacific—Stock  | 114   | 1867         | \$100<br>1,000 | \$12,000,000<br>2,232,000 | Alor              | T & T                | N.Y., S.Pac.Co., 23 Br'd.    | Jan. 1, 1912                 |
| 2d M., gold, gu.p.&i., end. by Cen. Pac., ext. in '91   |       | 1871         | 1,000          | 1,595,000                 | 4100.             | J. & J.              | do do                        | Jan. 1, 1911                 |
| 3d M., gold, guar. by Cent. Pac. (\$1,000,000 are 3s)   | 114   | 1875         | 500            | 2,998,500                 | 39. & 69.         | J. & J.              | do do                        | July 1, 1905                 |
| Cambria & Clearfield-Stock, \$2,150,000 auth  | 50    |              |                | 1,280,550                 |                   |                      |                              |                              |
| 1st M. (\$2,000,000) golde*  Camden & Atlantic—Stock (\$880,250 of it pref.)                      | 80    | 1891         | 1,000          | 1,279,000                 | 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                 |                   |                      | Phila., Of., 233 S.4th St.   | Sept. 15, 1894               |
| 2d mortgage   | 79    | 1879         | 1,000          | 497,000                   | 6                 | A. & O.              |                              | Oct. 1, 1899                 |
| Consol.mort. (\$650,000 are 5s; balance 6s coupon).   | 79    | 1881         | 1,000          | 1,000,000                 |                   | J. & J.              |                              | July 1, 1911                 |
| Debenture certificates  | 12    | 1893<br>1891 | 1.000          | 385,000<br>100,000        |                   | J.30 & D.<br>J. & J. |                              | Dec. 31, 1903                |
| Oamden & Burlington County—Stock  | 31    |              | 25             |                           | 6 per an.         |                      |                              | July 1, 1911                 |
| 1st mort., guar. p. & i. by Pa. RR. Co  | 31    | 1867         | 500 &c.        | 350,000                   |                   | F. & A.              |                              | July, 1894<br>Feb. 1, 1897   |
| Camden County-1st M & on n &i Phila & R.c*  |       | 1890         | 1,000          | 100,000                   |                   | A. & O.              |                              | Apr. 1, 1920                 |
| Oamden County—Ist M., g., gu., p. & i. Phila. & R,c* Oanada Atlantic—Stock (\$1,000,000 is pref.) |       |              | 2,000          | 3,000,000                 | 0 8.              | 20 00                | a made parter                | mpr. 1, 1000                 |
| 1st mortgage, golde*  | 142   | 1889         | 1.000          | 3,450,000                 | 5 g.              | J. & J.              |                              | Jan. 5, 1909                 |
| Oanada Southern-Stock   | 456   |              | 100            | 15,000,000                | See text.         | F. & A.              | N. Y., Gr'd Cent. Depot.     | Aug. 1, 1894                 |
| 1st mortgage for \$14,000,000   | 404   | 1878         | 1,000          | 13,923,707                | 5                 | J. & J.              | N. Y., Union Trust Co.       | Jan. 1, 1908                 |
| _20 mortgage for \$6,000,000c&r   | 404   | 1883         | 1,000&c        | 5,650,000                 | 5                 | M. & S.              |                              | Mch. 1, 1913                 |
| Oanadian Pacific—Stock (See text)   |       |              | 100            |                           |                   |                      | N. Y., 59 Wall St. & Lon.    | Aug. 17, 1894                |
| Pref. stock for \$8,000,000, non-cum. (See text)r   |       |              | 04000          | £1,320,000                |                   |                      | London, Co.'s Office.        | Apr. 2, 1894                 |
| Can. Cent.RR.1st and 2d morts., 1st M.s.f., dr. at 105  |       | '82-'83      | £100&c         |                           | 5 & 6             | Various              |                              | 1899 & 1910                  |
| Quebec Prov. due on Q. M. O. & O. and N. S. RR. Can. Pacific, land mort, gold (redeem at 110)     |       |              | 500 &c.        | 7,000,000                 | 5<br>5 g.         | A. & O.              | do<br>Montreal.N.Y.or Lond'n | 1902 & 1904<br>Oct. 1, 1931  |
| 1st mortgage debenture sterling   | 2.856 |              | £100 &c        | 34,998,633                |                   |                      | London, Baring B. & Co.      | Tuly 1 1015                  |
| 1st mort, on Algoma Branch, golde*&r  |       |              | £100 &c        |                           |                   | J. & J.              |                              | July 1, 1915<br>July 1, 1937 |
| Land grant bonds, int, gu, by Can, Gov'tc*&r  | 100   |              |                | \$15,000,000              |                   | J. & J.              |                              | July 1, 1938                 |
| Consolidated perpetual debenture stock  |       | 1889         |                | 39.819.675                | 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               |                   |                      | N. Y., 59 Wall & London      | June 1, 1934                 |
| Atlantic & Northwest-1st mort. gold, guarc*&r   | 325   | 1887         | £100 &c        | £1,330,000                | 5 g.              | J. & J.              | London, Baring B. & Co.      | Jan. 1, 1937                 |
| North Shore Railway—1st mortgage  |       |              | 2775           | £99,600                   |                   | A. & O.              |                              | 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                |

gage bonds at 110. The amount requisite in addition to the Government subsidy (of £16,000 per annum for 20 years for transportation of Government freight) to provide the interest on the bonds to July 1, 1896, has been deposited in trust, to be used for that purpose, it having been derived from land sales. The land grant was 1,920,000 acres, of which 605,000 acres are held by the Government against the subsidy and by the Canadian Pacific Railway under the lease. See V. 54, p. 847. Stock \$1,000,000; par \$100.

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, 8600,000 per annum. Capital stock, \$12,000,000; par, \$100. In 1893 gross earnings, \$1,359,455; net, \$638,936, against \$691,739 in 1892; taxes, etc., \$48,297; rental, \$600,000; loss to lessee, \$9,361. Lessor's account, rental, \$600,000; paid interest, etc., \$351,396; surplus to lessor, \$248,604.

Cambria & Clearfield.—In operation from Cresson to Glen Campbell Junction, 48 miles; branches, 49 miles; total, 97 miles Stock—authorized, \$2,150,000 (par \$50); paid in \$1,280,550 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 1893 gross earnings \$256,224, against \$150,-140 in 1892; net, \$57,460, against \$31,764.

Camden & Atlantic.—Owns Camden, N. J., to Atlantic City, and branch, 62 miles; Atlantic City to Longport, 6 miles; Chelsea Branch RR., 1 mile; ferries, 2 miles; operates Philadelphia Marlbon & Medford Railroad—Haddonfield to Medford, 12 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. There are other bonds and mortgages outstanding, \$88,300.

DIVIDENDS since 1880: On common, in 1880,  $3^{1}_{2}$  per cent in preferred scrip, and none since; on preferred, in 1880,  $3^{1}_{2}$  in scrip; in 1882, 4; in 1884, 7; in 1887, 5; in 1888,  $2^{1}_{2}$ ; in 1889, 3; in 1894, Feb., 4 p. c. Sept.,  $2^{1}_{2}$  p. c.

EARNINGS.-From Jan. 1 to Sept. 30 (9 months),

Camden & Burlington County,—Owns from Camden, N. J., to Pemberton. N. J., 23 miles; branch, Eurlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Operated by the Pennsylvania Railroad, which guarantees bon'ts, principal and interest, and 6 per centon stock Lease rental, \$44,415, yielding 6 per cent on stock and bonds. Stock, \$381,925; par\$25. Dividends in Jan. and July. In 1893 gross, \$269, 756; net, \$50,658, agst. \$70,939 in '92; profit to lessee in '93, \$6,243.

Camden County.—Owns from Mt. Ephraim to Spring Mills, N. J. 7 miles. Controlled by Philadelphia & Reading, \$51,950 of its \$100,000 capital stock being deposited under Reading's collateral trust deed of 1892.

Canada Atlantic.—Owns Ottawa, Canada, to Lacolle, Quebec, 133 miles, with bridge over St. Lawrence; trackage to St. Albans, 28 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, 248 miles, of which on the eastern end about 142 miles, Ottawa to Long Lake, was completed and in operation in Aug., 1894, and on the western end 40 miles was completed. 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, 1894, were, gross, \$586,171, against \$571,371 in 1893; net. \$185,045, against \$201,322; interest on bonds, \$172,500; balance, surplus, \$12,545. In 1891-92 gross, \$570,697. (V. 51, p. 493; V. 59, p. 696.)

Canada Southern.—(See Map New York Central & Hudson River Railroad.)—ROAD—Main line from Suspension Bridge station, including the Cantilever Bridge to Windsor, Ont., 226 miles; branches to Courtright, Ont., etc., 230 miles; total, 456 miles, of which 98 miles are nominally owned by proprietary companies. Double track, 98 miles.

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 provided for a re-apportionment every five years, and in December, 1892, it was agreed to give the Canada South-

ern 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 12 p. c. per annum on its capital stock. V. 55, p. 1078.

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, 3; in 1893, 3 per cent; in 1894, Feb., 1¾ per cent, of which ½ extra; Aug., 1¼ p. c.

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.

ANNUAL REPORT.—Report for 1893 in V. 58, p. 986, showed Canada Southern's share of net earnings as \$455,64\$, against \$380,712 in 1892; other income, \$7,320; balance income previous years, \$176,632; total, \$640,600; dividends \$450,000; total surplus Jan. 1, 1894, \$190,600. For latest earnings see Michigan Central.—(V. 55, p. 21, 1077, 1014, 1056; V. 57, p. 1082; V. 58, p. 986, 1072.

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 1,249 miles, and 2,232 miles of leased lines; 56 miles used jointly; 776 miles operated independently for account of owners, including the Calgary & Edmonton RR., making the whole system on January 1, 1894, 7,218 miles, of which 6,327 included in traffic returns and 215 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 each as a subsidy, also 25,000,000 acres of land, all to be fit for settlement. The Ontario Quebee, 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.—The Dominion Government guaranteed and paid 3 per cent dividends per annum on the stock from November, 1883, 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, for improv. and equip.; but only £1,320,000 of this stock was issued.

DIVIDENDS paid—On common in 1883, 2½ per cent; in 1884, 5; in 1885, 4; from 1886 to 1889 inclusive, 3 p. c. yearly; from 1890 to 1893, inclusive, 5 per cent yearly, but only 2 per cent of it from earnings; in 1894, Feb., 2½ p. c.; Aug., 2½ p. c. On preferred in April, 1894, at rate of 4 p. c. per annum. After 1894 dividends on common will be paid in April and October.

1894, åt rate of 4 p. c. per annum. After 1894 utvidends of common will be paid in April and October.

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.

As to consolidated debenture stock see V. 49, p. 116. V. 58, p. 596. 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. consols it owned Jan. 1, 1894, \$14,600,000.

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. 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, is paid out of rental under 990 year lease.

Lands unsold Dec. 31, 1893, were 15,792,388 acres of Candian Pacific stands of the page and page and Manitoba South Western grant.

Lands.—Lands unsold Dec.31, 1893, were 15,792,388 acres of Canadian Pacific grant and 1,093,086 acres of Manitoba South Western grant Total sales in 1893, from both grants, were 107,348 acres for \$352,847 against 392,467 acres for \$1,355,618 in 1892; net from town sites \$15,244, against \$344,552. See V. 56, p. 838.

GENERAL FINANCES.—In addition to 3 per cent dividend guaranteed by Government till August, 1893, 2 per cent yearly was 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 1893 issued \$4,866,667 consol. debenture stock. As to preferred stock, see a preceding paragraph.

EARNINGS.—9 months, 1894...Gross, \$13,086,983; net, \$4,008,961 Jan. 1 to Sept. 30. 1893...Gross, 15,115,214; net, 5,296,779 ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Montreal on the second Wednesday in May. The report for 1893 in full was in V. 58, p. 593, 596.

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

| PAILROADS.  | Miles | Date       | Size, or     | TRADE IS             | INT               | EREST              |                            | bonds-Principal. When Due  |                          |
|---|-------|------------|--------------|----------------------|-------------------|--------------------|----------------------------|----------------------------|--------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                              | of    |            | of Par       | Par                  | ar Outstanding    |                    | When<br>Payable            | Where Payable, and by      | Stocks—Last<br>Dividend. |
| Canadian Pacific—(Concluded)—   | 201   | Palvij     | 27.00        | *********            |                   | - 0 -              |                            |                            |                          |
| Ontario & Quebec stock guaranteed in perpetuity   | 334   | ****       | \$100        |                      | 6 per an.         |                    | Montreal and London.       | June 1, 189                |                          |
| Ont. & Que. deben., interest guar. in perpetuity  | 100   | 1883       | 00.00        | \$4,007,381          | 0                 |                    | London, Morton, Rose.      | Irredeemabl                |                          |
| Toronto Grey & Bruce, 1st M., gold, int. as rental.<br>New Brunswick Ry, 1st M., gold, int. from rental. c* | 190   | 1884       | £100<br>£100 | £719,000<br>£600,000 | 4 g.              | J. & J.<br>F. & A. |                            | July 26, 288               |                          |
| Perpetual consol. debent. stock, int. guar  |       | 1000 G (C) |              | £791,707             | 5 g.              | F. & A.<br>J. & J. |                            | Aug. 1, 193                |                          |
| Dape Fear & Yadkin Val.—1st M., series A, gold.c*&r   | 150   | 1886       | \$1,000      | \$1,500,000          | 6 ~               | J. & D.            |                            | Irredeemabl                |                          |
| 1st M., Ser. "B," gold (2d on 233 m.)   | 73    | 1886       | 1.000        | 734,000              | 6 g.<br>6 g.      | J. & D.            |                            | June 1, 19:<br>June 1, 19: |                          |
| 1st ., series C, gold (2d mort. on 225 miles.).c*&r   |       | 1886       | 1,000        | 820,000              | 6 g.              | J. & D.            |                            | June 1, 19                 |                          |
| Consolidated mortgage \$15,000 per mile, gold.c*&n  |       | 1889       | 1,000        | 1,868,700            | 6 g.              | A. & O.            |                            | Oct. 1, 19                 |                          |
| S. Car. Pac. (leased) 1st M. State line to Bennettsv.   |       |            | 100 &c.      | 104,600              | 6 8.              |                    | N. Y., 4th N. Bank, &c.    | Oct. 1, 19                 |                          |
| Jarolina Central—Stock  | 276   | Mac Colors | 22.2         | 1,200,000            | 20.00             | A. & O.            | II. I., 4th IV. Bank, &c.  | 000. 1, 13                 |                          |
| 1st mortgage, gold, (Wilm. to Shelby, 240 m.) c*  | 240   | 1881       | 1.000        | 2,000,000            | 6 g.              | J. & J.            | See text.                  | July 1, 19                 |                          |
| 2d and 3d mortgages, gold, income, non-cumul  |       | 1881       | 1,000        | 2,700,000            | 6 g.              | J. & J.            |                            | 1910 & 191                 |                          |
| Carolina Cumb. Gap & Chic.—1st M., golde*&1   | 25    | 1882       | 1,000        | 375,000              | 6 g.              | M. & N.            |                            | Nov. 1, 19                 |                          |
| Carson & Colorado-1st M. for \$3,500,000,g.,s.f.e*&1  | 300   | 1892       | 1,000        | 2,000,000            | 4 g.              |                    | July, '94, coup. not paid  | July 1, 19                 |                          |
| Oarthage & Adir1st M. \$1,600,000 ggu.p.&i.e*&1   | 43    | 1892       | 1,000        | 1,100,000            | 4 g.              | J. & D.            |                            | Dec. 1, 198                |                          |
| Carthage Water. & Sack. Har1st M. g., gu. p. &i.end.  |       | 1891       | 30           | 300,000              |                   |                    | N.Y., Grand Cent. Stat'n   | July 1, 19                 |                          |
| Oatasauqua & Fogelsville—Debs. ext., g., 88' & '93.   |       | 1878       | 1,000        | 135,000              | 6 g.              | J. & J.            |                            | July 1, 18                 |                          |
| Oatawissa-Pref. stocks, 7 p. c. gu. P. & R. See text  | 98    |            | 50           | 3,200,000            |                   | M. & N.            | Philadelphia Co.'s office  |                            |                          |
| Mortgage bonds  | 93    |            | 500 &c.      | 1,300,000            | 7                 |                    | Phila., Phila. & Read. Co. | Feb. 1, 19                 |                          |
| 1st mort., assumed by Philadelphia & Read   |       | 1882       | 500          | 230,500              | 6                 |                    | Phila., Phil. & Read. Co.  | Aug. 1, 19                 |                          |
| Uatskill Mountain—First mortgage  | 16    | 1885       |              | 50,000               | 5                 | F. & A             | C'skill, N.Y., Tan. NI Bk. | Aug. 1, 19                 |                          |
| 1st income bonds  |       | 1885       |              | 238,000              | 6                 | F. & A             | Dividend paid in 1893.     | Aug. 1, 19                 |                          |
| Oayuga & Susq.—Stock, 9 p. c. rental D. L. & W  |       |            | 30           |                      | 9 per an.         |                    | New York, 52 Wall St.      | July 2, 18                 |                          |
| Oedar Falls & Minn.—Bonds on 2d div. sink. fund.c   |       | 1866       | 500 &c.      | 1,377,000            | 7                 | J. & J             | Last paid July, 1887.      | Jan. 2, 19                 |                          |
| Oent. Br. U. P1st M. Atch. & P. P. RR., gold  | 100   | 1865       | 1,000        | 1,600,000            | 6 g.              | M. & N             | Nov., '93, coup. last pd.  | May 1, 18                  |                          |
| Fund int. (mort.) bds. (coup. held in trust) gold.  |       | 1879       | 1,000        | 630,000              | 7 g.              | M. & N             | Nov., '93, coup. last pd.  | May 1, 18                  |                          |
| 2d mortgage (Government subsidy)  | 100   | '66-7-8    |              | 1,600,000            |                   |                    | U.S. Treas., at maturity.  | 1896, '97, '9              |                          |
| Oentral Massachusetts-1st mortgage  | 99    | 1886       | 1,000        | 2,000,000            |                   |                    | Boston Office & Int. Tr.   | Oct. 1, 19                 |                          |
| Gentral N.Y.& Western-1st mort. \$1,000,000, g. c   |       | 1892       | 1,000        | 242,000              | 5 g.              |                    | New York, 15 Wall St.      | Jan. 1, 19                 |                          |
| Central Ohio—Stock (\$411,550 of this is preferred)   | 300   | 1000       | 50           |                      |                   |                    | Balt., at B. & O. office.  | July 31, 189               |                          |
| Con. 1st M. (for \$2,850,000) now 1st lien, gold  | 137   | 1886       | 1,000        | 2,500,000            | 41 <sub>2</sub> g | M. & S             | N. Y., Union Trust Co.     | Sept. 1, 19                |                          |

| Year ending Dec. 31.       1891.         Miles operated December 31.       5,766         Passenger earnings.       \$5,459,788         Freight       12,665,544         Mail, expr'ssand miscellaneous       2,115,760 | 0 13,330,540 12,673,075                                |
|--|--|
| Total earnings\$20,241,09<br>Operating expenses12,231,430<br>Per ct. of oper, exp. to earn'gs. 60·43   | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ |
| Net earnings         \$8,009,66           Fixed charges         \$4,664,49           Supplementary dividends         1,300,00  | 3 \$5,102,018 \$5,338,597                              |

Balance, surplus...... \$2,045,166 \$2.018.330 To surplus for 1893 as above add interest on loans and deposits \$209,863. Total surplus December 31, 1893, \$7,261,732.

\$209,863. Total surplus December 31, 1893, \$7,261,732.

-(V. 56, p. 205, 245, 331, 414; V. 56, p. 578, 621, 710, 792, 810, 833, 837, 972; V. 57, p. 255, 375, 721; V. 58, p. 593, 594, 596, 619.)

Cape Fear & Yadkin Valley.—In operation from Wilmington, N. C., to Mount Airy, 248 miles; branches to Bennettsville, etc., 90 m.; total, 33\* miles, of which 10 m. leased. Mostly 50-pound steel. On Mar. 31, 1894, Gen. John Gill was appointed receiver.

BONDHOLDERS' COMMITTEE.—W. H. Blackford, W. H. Perot, John A. Tompkins, Frank T. Redwood, Basil B. Gordon and J. W. Middendorf; depositaries, Mercantile Trust & Deposit Co. of Baltimore or Farmers' Loan & Trust Co. N. Y. V. 58, p. 1034.

STOCK authorized, \$3,000,000; outstanding, \$1,972,900, of which July 1, 1892, North State Improvement Co. held \$1,608,000.

July 1, 1892, North State 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, held the \$1,868,700 consols outstanding, and agreed not to draw interest upon them unless fully earned. December, 1893, coupons of first mortgage were purchased by Farmers L. & T. Co., acting as agents. V. 57, p. 979. June, 1894, coupons were not paid. The coupons have a prior lien under the mortgage.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 in V. 57, p. 1038, showing gross earnings \$549,355; net, \$195,446; obligatory interest charge, \$183,240. In 1891-92, gross, \$550,552; net, \$196,591. (V. 55, p. 1034; V. 57, p. 979, 1038; V. 58, p. 81, 178, 305, 594, 682, 1034.

\$196,591. (V. 55, p. 1034; V. 57, p. 979, 1038; V. 58, p. 81, 178, 505, 594, 682, 1034.

Carolina Central.—Owns from Wilmington, N. C., to Butherfordton, 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. July, 1894, coupon went to default. Bondholders' committee consists of W. H. Blackford, E. N. Rich, F. T. Redwood and J. Willcox Brown, of Baltimore, and A. J. Onderdonk and Charles W. Opdyke of New York. It is understood that no receiver is to be applied for. V. 59, p. 28 and 228.

In August, 1894, the Seaboard Air Line guaranteed 4 p. c. per annum for 5 years on the firsts, giving non-cum. 5 p. c. income scrip for the remaining 2 p. c. V. 59, p. 331, 600. Under this arrangement the overdue July, 1894, coupon was paid October 4, 1894. In year ending June 30, 1893, gross earnings were \$504,193; net, \$91,957; interest, rentals, &c., \$130,108; balance, deficit, \$38,151, against defict in 1891-92 of \$48,012. There are also \$150,000 Wilmington Railway Bridge 1st mort. bonds, guaranteed by Carolina Cent, Wil. Col. & Aug. and Wil. & Weldon. A consol mort. for \$250,000 upon the bridge was authorized in 1893 to retire the 1sts as they mature, etc. Bills payable June 30, 1893, \$238,065 - (V. 58, p. 1109; V. 59, p. 28, 228, 331, 600.)

Carolina Midland.—Owns road in operation from Allendale, S. C., to Severn, S. C., 55 miles. A consolidation in 1891 of the Barnwell and the Blockville Alston & Newberry RR. Cos. Bonds at \$12,000 per mile were authorized in August, 1891. In year 1892-93 gross earnings were \$60.871: net, \$8,072, against \$8,614 in 1891-92; fixed charges, \$33,102.

Carson & Colorado,—(3-foot gauge.)—From Mound House, Nev., to Candelaria, Nev., 158 miles; Junction, Nev., to Keeler, Cal., 142 miles; branches, 7 miles; total, 307 miles. Stock, \$6,300,000 authorized; \$4,380,000 issued. Reorganized in 1892. In 1892-93 gross, \$213, 409; net, \$74,959, against \$84,673 in 1891-92; interest, etc., \$107,702.

Carthage & Adirondack.—(See Map N. Y. Central.)—Owns from Carthage to Benson Mines, New York, 43 miles. The entire stock, \$500,000, is owned by the New York Central RR., which in April, 1893, leased the property in perpetuity and guaranteed its \$1,600,000 new 4 per cents, of which \$500,000 were reserved for improvements or extensions if desirable. In year 1892-93 gross earnings, \$133,080; net \$48,775, against \$48,273 in 1891-92. (V. 56, p. 502; V. 57, p. 218.)

Carthage Watertown & Sackett's Harbor.—(See Map N. Y. Central.)—Owns from Carthage to Sackett's Harbor, N. Y., 30 miles. Controlled by N. Y. Central, which owns \$477,600 of the stock and guarantees the bonds. Leased to R. W. & O. for 37½ p. c. of gross earnings. Rental 1893-94 \$54,790. Capital stock \$465,845 common and \$21,500 preferred.

Catasauqua & Fogelsville.—Road from Catasauqua, Pa., to Rittenhouse Gap, Pa., 27 miles. Opened in 1857, and in 1890 the Phila

delphia & Reading acquired control through ownersnip of a majority of the capital stock of \$426,900 (par, \$25.) Of the stock \$253,575, owned by P. & R., is deposited as part security for Reading coll. trust deed of 1892. Debentures due 1893 were extended at 6 p. c. till July 1, 1898, payable p. & i., in gold.

payable p. & 1., in gold.

Catawissa.—Owns from Tamanend, Pa., to Williamsport, Pa., 93 miles, and branch. 4 miles. Leased Nov. 1, 1872, for 999 years to Phil. & Reading. Rental, 30 per ct. of gross earnings and \$8,000 for organization expenses. Funded debt was assumed by lessees. There are also chattel mortgage 5s due 1900 \$24,500; 7 per cent construction bon is 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 1892-93 rental \$338,830.

Catskill Mountain Railway.—Owns narrow-gauge road from Catskill Mountain Railway.—Owns narrow-gauge road from Catskill, up the Catskill Mountain, to Palenville, N. Y., 16 miles; leases Cairo RR., Cairo Junction to Cairo, N. Y., 4 miles; total, 20 miles. Reorganization after foreclosure of June 15, 1885. Stock, \$39,00; par, \$100. Bonds.—There are also second incomes for \$15,260 6 p. c. First incomeshave one vote for each \$100. Earnings.—Year ending June 30, 1893, gross, \$49,462; net, \$21,893; surplus over charges, taxes, etc., \$14,205. In 1891-92 gross, \$45,489; net, \$19,341. From earnings of 1892 paid \$8,585 on first incomes in 1893.

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 function near Cedar

Cedar Falls & Minnesota,—Owns from junction near Cedar Falls, Iowa, to Minnesota,—Owns from junction near Cedar Falls, Iowa, to Minnesota State Line, 76 miles; of which 56 miles iron.

Lease.—Leased to Dubuque & Sioux City for 40 years from Jan. 1, 1867, at minimum rental of \$113,370 per annum. 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 1892-93 gross, \$118,346; deficit, after payment of taxes, \$16,436; rental, \$113,370; loss to lessee, \$129,806.

Central Branch Union Pacific.—Cwns from Atchison, Kan., to Waterville, Kan., 100 miles; leases Atchison Colorado & Pacific, 255 miles; Atchison Jewell County & Western, 33 miles.

ORGANIZATION.—United States subsidy was \$1,600,000. Controlled by Union Pacific, but leased to Missouri Pacific for 25 years from Sept., 30, 1885; rental, net earnings. Accounts payable Jan. 1, 1894, \$1,426,008; interest on Government loan accrued and unpaid Jan. 1, 1894, \$1,944,628. The November, 1893, interest on Central Branch 7s and Atchison & Pike's Peak 6s was paid in January, 1894. May, 1894, coupons remain unpaid. See Union Pacific.

STOCK.-\$1,000,000 (par, \$100), of which Un. Pac. owns \$874,200.

STOCK.—\$1,000,000 (par, \$100), of which Uh. Pac. Owns \$874,200. DIVIDENDS.—In 1885, 5 per cent; in 1886, 10; in 1887, 10. EARNINGS.—9 months, 1894, gross, \$298,613; net, \$109,224. Jan. 1 to Sept 30. \$1893, gross, \$358,058; net, \$126,887. In year 1893 gross on the 100 miles Atchison & Pike's Peak were \$484,620; net. \$143,619; other income, net, \$5,623; interest on bonds, \$140,100; U. S. charges, \$15,119; balance, deficit, \$5,977. In 1892 gross, \$609,509; net, \$243,733; surplus over charges, \$90,451. For earnings of leased lines see Atchison Colorado & Pacitic.

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 \$500,000 bonds has been authorized by Legislature.

authorized by Legislature.

Central New York & Western.—Road—Belfast, N. Y., to Perkinsville, 41 miles; branch to Hornellsville, 11 miles; Anglica, N. Y., to Olean (narrow gauge), 40 miles; total, 92 miles, of which only a part in operation. The narrow-gauge division is being made standard. Successor in December, 1892, to Lackawanna & Southwestern, sold in foreclosure in 1892. V. 55, p. 977. Stock authorized, \$1,000,000. Bonds for \$108,000 are in treasury. Bills payable June 30, 1894, \$71,839; open accounts, \$39,102.

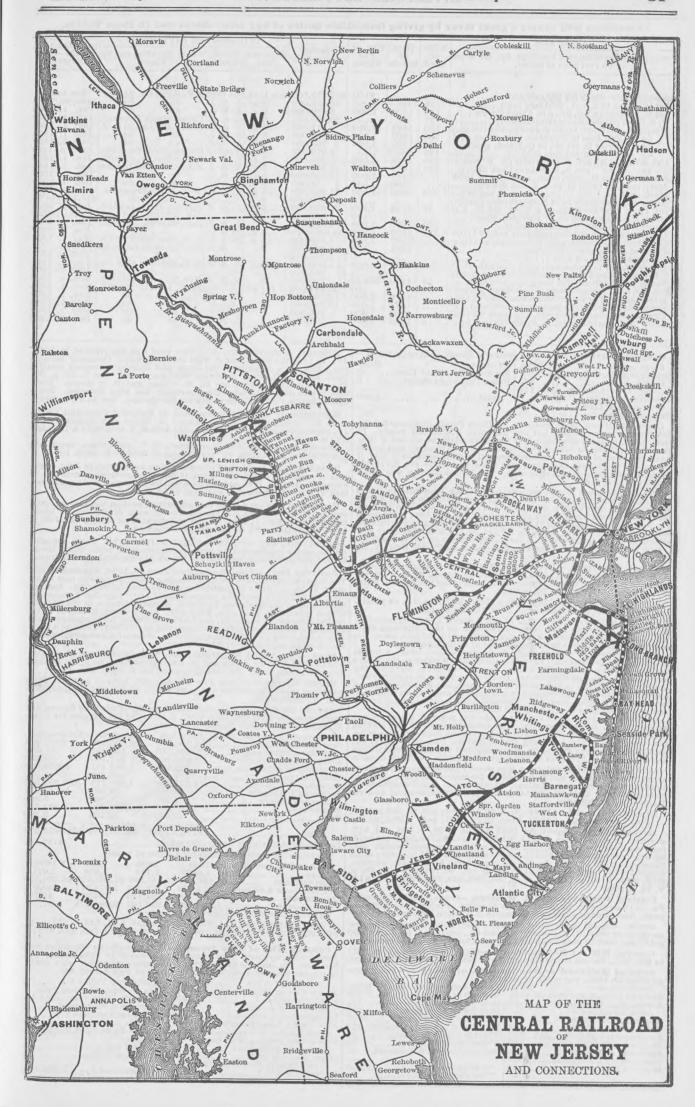
Earnings —For year ending June 30, 1894, gross, \$64,833; net, \$4.260; deficit under interest and taxes, \$10,791. In 1892-93 gross, \$33,639; net, \$6,331. Balance sheet of June 30, 1894, (V. 59, p. 650.) Central Ohio.—Owns from Bellaire, Ohio, to Columbus, Ohio, 137

Central Ohio.—Owns from Bellaire, Ohio, to Columbus, Ohio, 137 miles, of which Newark to Columbus (33 miles double tracked) is owned jointly with Pittsburg Cin. Chie. & St. Louis; operates branch, 7 miles. Lease of Colorado & Cincinnati Midland was assumed by B. & O.

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 1892-93 being \$464,399, against \$474,092 in 1891-92.

DIVIDENDS on common stock since 1880 have been: In 1881, 6½; from 1882 to July 31, 1894, both inclusive, 6 per cent yearly.

EARNINGS.—In 1892-93 gross, \$1,326,854; net, \$240,043; interest \$112,500; taxes about \$21,000.



2;

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

| RAILROADS.   | Miles  | Date   | Size, or                         |  | INT                                   | TEREST   | OR DIVIDENDS.   | Bonds-Princi  |
|--|--|--|----------------------------------|--|---------------------------------------|--|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of   | f of ]   | Par<br>Value.                    | Amount<br>Outstanding  | Rate per<br>Cent.                     | When<br>Payable  | Where Payably, and by Whom.   |   |
| Oentral Pacific—Stock for \$68,000,000.  1st M., ser. A to I, incl., gold (see text).  1st M. S. Joaquin Val. Br., g. (s. f.) not drawn.  U. S. Loan (2d lien on certainterms).  West. Pac., old issue, 1st M. S. Jose east'ly 100 m.g do San Jose to Brighton, Cal., series A, g. do series B, 1st M., to Oakland, gold. do Government lien, gold.  Cal. & O. 1st M., ser. A, g. (exte'd) \ s. f. yearly, Do do ser. B, g. (exte'd) \ s. f. yearly, Land grant 1st M., gold, guar., extended in 1890.  Mort. gold 6s, 1936, ld. gr. s. f., not drawn. Mort. gold, 5s, 1939, ld. gr., guar., s. f., not dr'n. c. Notes due land grant fund (\$500,000 due yearly.)  Cent. Pa. & West'n.—Wilkesb. & West., 1st M., g.o'  Oentral RR. & Banking Oo. of Georgia—Stock.  General mortgage "tripartite" bonds. Collateral trust bonds, gold, redeemable at 110.c' Collateral trust bonds, gold, redeemable at 110.c' Corts. of debt, payable at option.  Equipment notes on July 1, 1893.  Ocean SS. Co. 1st mortgage, gold, guaranteed.  Hoboken Wharf notes, including int to maturity Savannah & Atlantic 1st mortgage, assumedc' gent. RR. of N. Jersey—Stock (\$30,000,000 outhor).  Bonds, secured by consolidated mortgage of 1874 Consolidated mortgage (now first mortgage).  Convert. debentures, convert. into stock till 1907 Long Br. & Sea Shore, 1st m., Sandy Hk to L. Br. c' | 123<br>244<br>123<br>296<br>296<br><br>1,360<br>31<br>620<br>311<br> | 1870<br>1865<br>1869<br>1869<br>1865-9<br>1868<br>1872<br>1886<br>1886<br>1872<br>1890<br>1890<br>1890<br>1874<br>1874<br>1874<br>1874 | 1,000<br>1,000<br>1,000<br>1,000 | 25,883,000 6,080,000 25,885,000 1,859,000 765,000 1,970,000 5,982,000 4,358,000 11,000,000 1,500,000 620,000 7,500,000 4,999,000 4,800,000 1,262,612 1,000,000 22,497,000 22,497,000 3,836,000 465,000 | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | J. & J. A. & O. J. & D. J. & D. J. & J. & J. & J. J. & J. & J. & J. J. & J | do do United States Treasury. N.Y., S.Pac.Co., 23 Br'd. do do do United States Treasury. N.Y., S.Pac.Co., 23 Br'd. N.Y., S.Pac.Co., 23 Br'd. N.Y., S.Pac.Co., 24 Br'd. N.Y., S.Pac.Co., 25 Br'd. N.Y., S.Pac.Co., 26 London do do N. Y. & San Francisco. New York. July, 94, int. to be adj'd Jan., '92, div. last paid Jan., '92, coup. last paid N. Y., Security & Tr. Co Jan., '92, coup. last paid N.Y., Security & Tr. Co Mar., '92, coup. last paid N.Y., Liberty & Tr. Co do | 1895,'96,'76c' Oct. 1, 190 1895 to 189 Dec. 1, 189 July 1, 189 July 1, 189 Jan. 1, 191 Jan. 1, 191 Oct. 1, 190 Oct. 1, 193 Apr. 1, 193 Apr. 1, 193 Apr. 1, 193 Jan. 1, 191 Jan. 1, 191 Jan. 1, 192 Jan. 1, 189 Apr. 1, 193 May 1, 193 1893 to 189 July 1, 192 1895 to 189 Mch. 1, 192 |

Central Pacific .- (See Map of Southern Pacific.)-Line of ROAD .-Lines owned—San Francisco, Cal., to near Ogden, Utah. 872
Lathrop, Cal., to Goshen, Cal. 146
Roseville Junction, Cal., to Oregon State Line 296
Branches to San Jose, etc. 35 Trackage— Northern Ry., Main Line.... Union Paific into Ogden..... 

LEASE.—In March, 1885, leased to Southern Pacific Company for the net income over charges, but not less than \$1,360,000 yearly. In Dec., 1893, under a provision that its terms might be altered if they proved inequitable to either party, the lease was so changed that henceforth the Central Pacific stockholders will receive dividends only if earned. It is claimed that since the lease was made the dividends have not been earned more than once. The amended lease was given in full in V. 58, p. 819.

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. July 1, 1894, principal due Government on C. P. loan was \$25,885,120; interest, \$32,036,488; on Western Pacific loan, principal, \$1,970,560; interest, \$2,900,335. Par value of securities in U. S. sinking fund Jan. 1,1894, \$5,176,500. There are considerable claims against the U. S. for transportation on non-aided lines. Plar for readjustment of Government claims see Pacific RRs., V. 59, p. 153.

London Committee.—On October 16, 1894, G. Frederick Banbury, A. P. Compton, John B. Akroyd, Daniel Marks, Joseph Price, W. Newshead and R. D. Peebles were appointed to protect the interests of European security holders. (V. 59, p. 696.)

head and R. D. Peebles were appointed to protect the interests of European security holders. (V. 59, p. 696.)

DIVIDENDS—From Feb., 1888, to Feb., 1893, inclusive, 2 p. ct. yearly. In Sept. 1893, 1 p. c.; none since. See "Lease" above.

Bonds—Of the first mortgage is of 1895-8, Series A to D. aggregating \$6,378,000, cover the road from Sacramento to the California State line, 140 miles, and Series B to I, aggregating \$19,505,000, cover the road from the State line to five miles west of Ogden, 598 miles. The 5 per cents of 1898 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 is of 1900 carry Southern Pacific guaranty of principal and interest.

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, 1894, exclusive of the land grant fund—which see below—were \$8,572,622, including \$2,035,000 So. Pac. of N. M. 1st 6s; \$2,926,350 Southern Pacific Co. Steamship first 6s; \$1,788,000 Guatemala Central &R. first gold 6s; also other securities and \$120 in cash.

Land Grant.—Total land grant was about 12,000,000 acres, of when about 2,828,000 acres had been sold to December 31, 1893. Sales in 1893, 39,259 acres; cancellations, 45,008 acres. Land contracts on hand January 1, 1894, \$1,028,147; cash, \$1,126,080; notes of Central Pacific RR., \$1,000,000.

EARNINGS.—9months, \$1894, gross, \$9,618,686; net, \$3,583,261.

Jan. 1 to Sept. 30. (1893, gross, 10.797,692; net 4,334,724.

Pacific RR., \$1,000,000.

EARNINGS.—9 months, 1894, gross, \$9,618,686; net, \$3,583,261.

Jan. 1 to Sept. 30. \$1893, gross, 10,797,693; net, 4,334,764.

ANNUAL REPORT.—Report for 1893 was in V. 58, p. 796, 814, 817, showing gross earnings of \$14,261,224; net, \$5,739,336; net profit for year under lease, \$784,717; deficit under guaranteed rental, paid by So. Pacific, \$575,283; total to lessor under lease, \$1,360,000; other income, net, \$11,011; dividends paid (2 per cent), \$1,345,510; surplus, \$25,501 In 1892, gross, \$14,612,990; net, \$5,707,579. (V. 56, p. 922, 929; V. 57, p. 1122; V. 58, p. 263, 365, 549, 715, 796, 814, 817; V. 59, p. 696.)

Central Pennsylvania & Western —Owns from Wetcontern

Central Pennsylvania & Western.—Owns from Watsontown Pa., to Orangeville, Pa., and branch 31 miles. Projected to Williamsport. Successor in 1893 to Wilkesbarre & Western foreclosed.

Stock.—Capital stock is \$5,620,650; par, \$50. Bonds.—The first mortgage of 1893 (N. Y. Security & Trust Co., trustee.) is for \$5,000,000 gold 5 per cent 50-year bonds and provides for the proposed extension.

gold 5 per cent 50-year bonds and provides for the proposed extension.

Central RR. of Pennsylvania.—Owns Bellefonte (Penn. RR).

Mill Hall, Pa. (on Beech Creek RR.) 27 miles. Opened in Dec., 1893.

Central Railroad & Banking Co. of Georgia.—The system on June 30, 1893, was made up as follows:

Lines owned—

Milles.

Sav'n to Atlanta and branch. 312
Savannah & Atlantic RR. 18
Lines leased, etc.—

Augusta & Savannah | 53
Eatonton Branch RR. 22
Southwest'n & Branches,gu. | 332
Mobile & Girard | 122
Southwest'n & Branches,gu. | 332
Mobile & Girard | 122
Montgomery & Eufaula | 80
Macon & Northern | 105

Macon & Northern | 105

Grand total 2,660

| See statements for each co. Acon & Northern 105 Grand total 2,660 See statements for each co.

Total system proper 1,666 Ocean SS. Co., est. equiv. of 300

HISTORY, RECEIVERSHIP, &C.—This road was was opened in 1843<sup>\*</sup> 46. In 1888 the Richmond & West Point Terminal Company became the holder of a majority of the stock and thereby exercised control until April, 1892, when receivers were appointed. See V. 57, p. 59. The permanent receivers are H. M. Comer and R. S. Hayes. Foreclosure sale under the tripartite mortgage has been deferred. Reorganization may preclude necessity for foreclosure. See V. 58, p. 263.

BONDHOLDERS' COMMITTEE composed of Frederick Cromwell, Chairman, 32 Nassau street, N. Y., Edward N. Glbbs and Adrian Iselin, Jr., request deposits of tripartite bonds with N. Y. Guaranty & Inde mnity Co.

Henry P. Talmadge, 68 William Street, N. Y., and others, consciously committee of holders of "certificates of debt." V. 58, p. 103

a

REORGANIZATION.—Plan of reorganization as reported in July, 1894,
was given in V. 59, p. 28. Plan of the Thomas-Ryan committee is
expected shortly. It is said the road will be managed in close connection with the Southern Railway—see V. 59, p. 835.

COUPONS IN DEFAULT.—For the last coupon paid on the several loans see the table above and the statements for each of the leased lines. Interest due Nov. 1, 1894, on the collateral trust bonds, and July 1, 1894, on the Ocean SS. bonds was paid when due.

Guaranties, Etc.—See Supplement of July, 1894. There are also rentals under leases, making aggregate charges in Sept., 1892, about \$2,500,000 per annum, exclusive of int. on floating debt and car trusts.

FLOATING DEBT.—Total floating debt June 30, 1893, was \$5,803,025. The items to be funded were in November, 1892, as follows (see statement V. 55, p. 805): Tripartite bonds overdue, \$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, \$237,935; additions and improvement 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 Southern Railway Co., \$220,000 in its own name and \$4,000,000 in the name of the Central Trust Co., New York. For suit as to stock see V. 55, p. 422, 938.

LATEST EARNINGS.—From July 1 to Mar. 31, 1894 (9 months), from combined roads, steamships and bank, gross, \$6,035,834; net, \$1,667,751. V.58, p. 990.

ANNUAL REPORT.—Fiscal year ends June 30. Following figures are from report for 1892-93, (See V. 57, p. 851.) Of the surplus for 1892-93, \$493,187 was spent for improvements.

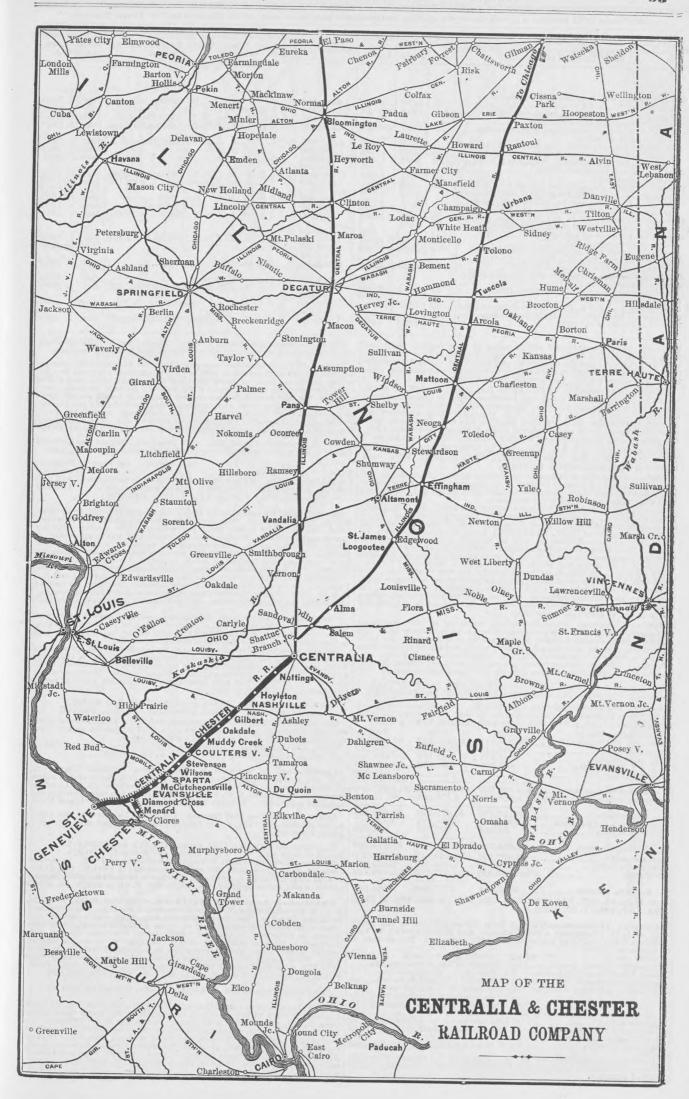
| and the state of t | 10 1 CHICKON |             |                 |
|--|--------------|-------------|-----------------|
| Year ending June 30, 1893.   | Earnings.    | Expenses.   | Net or deficit. |
| Central Railroad   | 82,588,410   | \$1,866,136 | \$722,274       |
| Augusta & Savannah   | 254,945      | 163,257     | 91,688          |
| Southwestern, Georgia  |              | 957,769     | 59,000          |
| Montgomery & Eufaula   |              | 283,151     | def.28,020      |
| Mobile & Girard  |              | 196,393     | 11,532          |
| Savannah & Western   |              | 1,568,715   | def.297,325     |
| Savannah & Atlantic  | 23,089       | 39,963      | def.16,874      |
| Macon & Northern   | 82,295       | 76,360      | 5,935           |
| Steamships   | 2,107,480    | 1,803,703   | 303,777         |
| Bank   |              | 12,406      | 3,286           |
|  |              |             |                 |

...\$7,823,126 \$6,967,853 net.\$855,273 Total ..... Loss on three auxiliary roads (355 miles).... \$112,201 The following shows earnings for a series of years:

The following shows earnings for a series of years: Year ending June 30 — 1889. 1890. 1891.  $\mathbb{T}$  1893. Mileage. 1,667 1,743 1,898 2,021 Gross earnings. \$5,844,465 \$6,847,997 \$7,065,823 \$6,256,569 Net, incl. bank & SS.earn. 2,421,270 2,176,391 1,978,971 743,072 Investments. 132,368 224,145 284,716 47,705 Fixed charges. 1,668,729 1,896,193 2,084,471  $\mathbb{T}$  No report for full year 1891-92 was issued. -(V.57, p. 21, 59, 105, 144, 375, 468, 595, 638, 851, 893; V. 58, p. 43, 263, 383, 512, 987, 988, 990, 1034; V. 59, p. 28, 277, 780, 835, 878.)

Central RR, of New Jersey,—(See Map)—ROAD—Operates from Jersey City, opposite New York City, westerly to Wilkesbarre and Scranton, Pa., and the neighboring anthracite coal fields; also southerly to the seashore resorts along the coast of New Jersey, etc.:

| erry to the seashore resorts arous th | to coast of from sersoy, even.      |
|---------------------------------------|-------------------------------------|
| Lines owned in fee. Miles.            | Nesquehoning Valley ¶ 17            |
| Jersey City to Phillipsburg 72        | Lenigh & Susquenanna, Phil-         |
| Sundry branches 84                    | lipsburg to Union June., etc. 1.168 |
| Entire stock owned.                   | Wilkesbarre & Scranton              |
| Long Branch & Seashore 6              | Lehigh & Lackawanna ¶ 35            |
| New York & Long Branch RR.,           | Other lines                         |
| Perth Amboy to Bay Head 38            |                                     |
| New Jersey South'n RR., Long          | Trackage—                           |
| Branch to Atsion, etc 78              | Union Coal RR 9                     |
| Other lines (no debt)130              | Pa. Pough. & Boston 2               |
| Leased (mostly for 999 yrs.) Miles.   |                                     |
| Ogden Mine RR. ¶ 10                   | Total operated Jan. 1, 1894, 666    |
| ¶ See this company. † See Lehigh      | Coal & Nav. in "Mise. Companies."   |



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666

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

| RAILROADS,  | 3/1100                | Doto   | Size, or   |   | INT                                     | TEREST   |   | Bonds—Principal, When Due.   |
|---|-----------------------|--|--|---|---|--|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  | Miles<br>of<br>Road.  | Date<br>of<br>Bonds                          | Don Alliot   | Amount<br>Outstanding                   | Rate per<br>Cent.                       | When<br>Payable  | Where Payable, and by Whom.   | Stocks—Last<br>Dividend.   |
| Oentral Raitroad of New Jersey—(Concluded)— N. J. So. 1st M., L. Br. to Atsion, etc. (assumed) .e* Cent. BR. of N.J., Gen. mort. for \$50,000,000,g., c&r Real estate bond and mortgages Lehigh Coal & Nav., mortgage, gold, assumed  | 78<br>All.            | 1879<br>1887<br>1867                         | \$600<br>500 &c.   | 207,100                                 | 5 g.                                    | Seetext.<br>Various  | N. Y., Liberty Nat. Bk. do do N. Y., 143 Liberty St. Phila., Leh.C.& Nav. Co. | July 15, 1899<br>July 1, 1987<br>Various date<br>Dec. 15, 1897   |
| Lengn Coal & Nav., mortgage, gont, assance.  Am. Dock& Imp.Co.1st M., gu., redeem. at 110e' N. Y. & Ug Br'h Ist M., red. in 1899 at 110, golde' Gen. M., for \$2,500,000, g.P. Amb. to B. Head.e' Ochtral of South Carolina—Stock. 1st mortgage, gold. Central Vermont—Consolidated RR. of Vt. 1st M. Gent. Vt. 1st consol. M. for \$15,000,000, gold.cx Malone & St. Lawrence, 1st mort., gold, guar. st. Lawrence & Adirondack, 1st M., gold, guar. ochriralia & Ohester—1st M., \$12,000 per m., gold. och | 38<br>38<br>40<br>185 | 1881<br>1882<br>1891<br>1881<br>1883<br>1892 | 1,000<br>1,000<br>1,000<br>50<br>1,000<br>100&c<br>1,000<br>1,000<br>1,000 | See text.<br>240,000<br>400,000         | 5 g g g g g g g g g g g g g g g g g g g | J. & D.<br>M. & S.<br>J. & J.<br>J. & J.<br>M. & S.<br>M. & S. | do do  N. Y., Cuyler, Morgan. Boston, Am. L. & Tr. Co. do do New York Agency. | July 1, 192;<br>Dec. 1, 193;<br>Sept. 1, 194;<br>July 1, 192;<br>June 30, 191;<br>Jan. 1, 194;<br>Sept. 1, 199;<br>Mch. 1, 198;<br>July 1, 191 |
| Okar. C. & Chie.—Old 1st M., g., (\$25,000 p. m.) & Charleston & Savannah—Stock   | 103                   | 1886<br>1886                                 | 1,000<br>1,000<br>1,000  | 1,500,000<br>2,000,000<br>192,000       | 7 g.                                    |  |   | Jan. 1, 193<br>Irredeemabl<br>Apr. 2, 193  |
| Obstricté Columbia & Augusta—See Southern Ry Obstriers—Stock 1st mortgage, guar. p. & i. by Penn. RR Obstraugay RR.—Stock. Chateaugay Ry—1st M, Lyon Mt. to Saranac Lak Obstraugay Southern—Receivers' certificates. 1st M, (\$15,000 p. m.) gold.  | e 23                  | 1871   | 1,000<br>1,000<br>1,000  | 500,000<br>95,000<br>200,000<br>145,000 | 6                                       | A. & O<br>F. & A   | ). Philadelphia, Penn. RR   | Aug. 1, 190  |

There are 261 miles of second and 29 miles of four tracks. With the Balt. & Ohio and the Phila. & Reading operates the "Blue Line" between Washington and the Southwest and New York, the B. & O. tracks being used to Philadelphia, the Reading to Bound Brook and the Central N. J. to Jersey City. See also Lehigh & Hudson.

History.—Chartered in 1849. From May, 1883, to Jan. 1, 1887, leased to Philadelphia & Reading. Receivers were in possession from Jan. 1, 1887, till January, 1888. Reorganized in 1887 without foreclosure—see plan V. 44, p. 714, 716. Operated from February to August, 1892, under lease by Port Reading RR. Co. Dividends were resumed August, 1889, and increased to 134 quarterly in August, 1890. Concerning onal properties see Lehigh & Wilkesb. in "Miscellaneous."

resumed August, 1889. and increased to 1% quarterly in August, 1891. Concerning coal properties see Lehigh & Wilkesb. in "Miscellaneous."

DIVIDENDS.—In 1883, 1½ per cent; in 1884, 4½; in 1889, 3; in 1890, 6; in 1891, 6½; from February, 1892, to Nov., 1894, both inclusive, 7 per cent, payable quarterly.

Bonds.—New Jersey Southern 6s carry the endorsed guaranty of the New York & Long Branch. Central N. J. general 5s are reserved to retire them at maturity. Total issue \$1,500,600, all but \$411,000 being held under the Central's general mortgage.

Of the general mort. of 1837 (see abstract of mort. V. 45, p. 402) 88, 399,100 on Jan. 1, 1894, were reserved for the prior Cent. N. J. bone's and also for the following: N. J. Southern 6s, \$411,000; Lehigh Coal & Navigation 6s of 1897, \$2,310,000; Long Branch & Seashore 7s \$197,000. All the old bonds, it will be noticed, mature within a few years. There were also in Aug.. 1894, \$1,640,900 general 5s available for other purposes. Interest on the general mortgage coupon bonds is payable J. & J.; on the reg. bonds Q.—J.; trustee is the Central Tr. Co. The N. Y. & Long Branch is leased jointly by the Central and the Penn. RR. at a guaranteed rental equal to interest on mortgage debt, 7. per cent dividends on stock and organization expenses. Its bonds are guaranteed principal and interest by the Central, which owns all its stock, and are so endorsed. Of the general 5s \$1,500,000 are reserved to retire the 5s of 1882.

General Firances, &c.—The earning capacity of this company increased largely after the recognization in 1882, but is 1000 the

are reserved to retire the 58 of 1882.

GENERAL FINANCES, &C.—The earning capacity of this company increased largely after the reorganization in 1898, but in 1894 the earnings were greatly affected by the business depression. In 1893 \$2,000 000 general mortgage 5 per cent bonds were sold for purchase of Tom's River & Waretown RR, for betterments, equipment, etc. In August, 1894, \$1,500,000 more general 58 had been issued for advances to Lehigh & Wilkesbarre Coal Co. and general purposes.

EARNINGS.—9 months, 1894, gross, \$9,059,103; net, \$3,027,313. January 1 to Sept. 30. 1893, gross, \$10,915,072; net, \$4,329,279.

ANNUAL REPORT—Fiscal year ends Dec. 31. Annual meeting is held on Friday next preceding second Monday in May. The report for 1893, in full, was in V. 58, p. 382, 390. (See also editorial, V. 58, p. 366.)

| Year ending Dec. 31. Passenger and freight. Anthracite coal Mail, express, etc. N. Y. & L. B. Division. Trackage | 1891.<br>\$6,906,211<br>7,004,145<br>291,411<br>451,920 | 1892.<br>\$7,310,422<br>6,556,993<br>351,132<br>497,689 | 1893.<br>\$6,966,198<br>6,788,543<br>472,709<br>485,233<br>255,273 |
|--|---|---|--|
| Total gross earnings\$ Operating expenses and taxes.   | 814,653,687   | \$14,716,236  | \$14,967,956   |
|  | 8,526,168   | 8,821,009   | 9,117,052  |
| Net earnings   | \$6,127,519   | \$5,895,227   | \$5,850,904  |
| Income from investments  | \$844,628   | \$856,774   | \$868,617  |
| Premium account  | 52,648  | 127,755   | 154,918  |
| Rentals paid   | \$7,024,795   | \$6,879,756   | \$6,874,439  |
|  | \$1,897,771   | \$1,839,442   | \$1,896,370  |
|  | 2,739,579   | 2,709,929   | 2,839,279  |
|  | 2)1,455,431   | (7)1,572,725  | (7)1,574,143   |
|  | 0000 014  | \$757 GGO   | \$564 647  |

Balance, surplus ..... \$932,014 \_(V. 56, p. 82, 247, \$13, 330, 333, 538; V. 57, p. 422, 894; V. 58, p. 366, 382, 390; V. 59, p. 291.)

Central Vermont.—Operates from Rouse's Point at the north end of Lake Champlain across Vermont and Massachusetts to New London, Conn., on Long Island Sound, with branches. The system is made up as follows:

| Road owned. Miles.                                | Leased Lines-Con'd. Miles.                         |
|---|--|
| Windsor to Rouse's Point 158                      | Malone & St. Lawrence-Ma-                          |
| Essex Junction to Burlington 8                    | lone, N. Y., to Canada line 12                     |
| Swanton Junction to Province. 11                  | Montreal Portland & Boston. 40                     |
| Montpelier to Willi'mst'wn,&c. 16                 | Montreal & Vermont June 23                         |
| 100   | New London & Northern ¶121                         |
| Total owned193                                    | Ogdensburg & Lake Champ. ¶.118<br>Rutland RR. ¶120 |
| Leased lines.—¶See these co's.                    |  |
| Addison RR  |  |
| Brattleboro & Whitehall 36                        | Stansteau Shenoru & Chambry 45                     |
| Burlington & Lamoille 34<br>Mississquoi Valley 28 | Total operated June 30, '93803                     |
|   |  |

HISTORY.—A consolidation in June 1892, of the Central Vermont, Vermont & Canada, Montpelier & White River and Consolidated Railroad of Vermont.

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

and consolidated of Vermont \$730,000 pret, and \$500,000 centhrol.

Bonds.—Of the consolidated morigage fours for \$15,000,000 [trustee American Loan & Trust Co. of Boston] \$7,000,000 are reserved for the retiren ent 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 own d. There are 6 per cent equipment bonds outstanding. No consols sold to June 30, 1894\*

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 as in V. 57, p 806; gross receipts, including steamer earnings, were:

Centralia & Chester.—(See Map.)—Chartered to build from Chester, Ill., to Altamont, Ill., with branch to a point opposite St. Genevieve. Potal distance, 140 miles, including sidings. The section between Sparta and Centralia, 46 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. The road was not turned over to the railroad company till Feb. 14, 1894, but the company states that "the earnings for 6 months ending Dec. 31, 1893, showed the operating expenses and all fixed charges, including int. on the mort., taxes, etc., and a small surplus on the stock."

Charleston Cincinnati & Chicago.—Completed in 1890 from Camden, S. C. to Marion, N. C., 171 miles. Also in operation in Tennessee from Allesons' Mills to North Carolina State line, 32 miles; and in Kentucky from Richardson to Whitehouse, 8 miles.

Tennessee portion of road was bought by bondholders at foreclosure sale in May, 1892, and the remainder of the property on May 2, 1893. See V. 56, p. 413, 752. Road turned over to purchasers in October, 1893, and in July, 1894, no new mortgage had been issued. Reorganization plan V. 57, p. 638. The new company will be called Ohio River & Charleston. See V. 59, p. 878.

EARNINGS.—9 months, \$\) 1894, gross, \$117,633; net, \$9.597.

Jan. 1 to Sept. 30. \$\) 1893, gross, \$109,172; def., \$46,400.

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.

Office, 310 Chestnut st, Philadelphia. John J. Collier, Secy and Compt.

—(V. 56, p. 413, 668, 752; V. 57, p. 638; V. 59, p. 878.)

Charleston & Savannah.—Owns from opposite Charleston, S. C., to Central RR. at Savannah, Ga., 115 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.

Bonds.—Interest on first incomes: for 1888, 1½ per cent, for 1889, 2; for 1890, 6; for 1891, 6; for 1892, 6; for 1893, 5 per cent; in 1894, April, 4 per cent.

April, 4 per cent.

EARNINGS.—9 months \ 1894, gross, \$473,213; net, \$129,275.

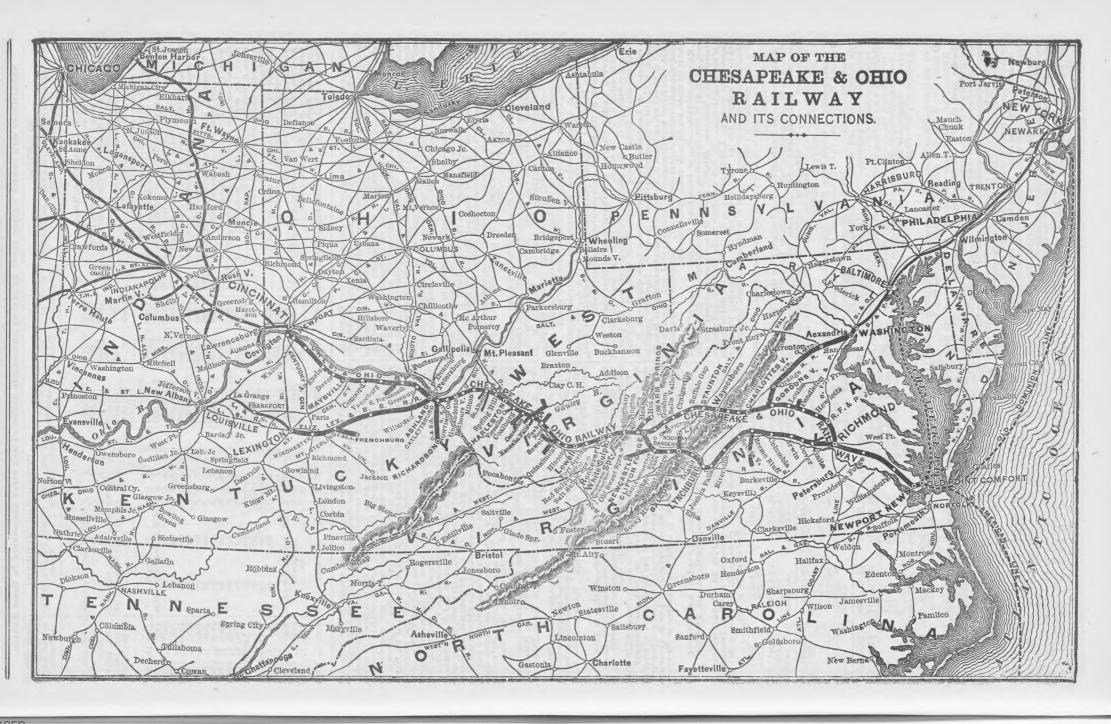
Jan. 1 to Sept. 30. \ 1893, gross, 481,866; net, 120,324.

For year 1893 gross \$631,973 against \$596,528 in 1892. In year t June 30, 1893, gross, \$625,397 against \$560,993 in 1891-92; net, \$135 073, against \$96,509; surplus over charges in 1892-93 \$32,033, against 616cit of \$39,450 in 1891-92.—(V. 54, p. 405; V. 56, p. 887; V. 58, p. 81

Charleston Sumter & Northern.—Operates from Pregnalis, S. C., to Gibson Station, N. C., on the Seaboard Air Line, 132 miles, and branches, 18 miles. Receiver appointed Jan., 1892, and receivers' certificates for \$300,000 authorized, of which \$192,000 issued. Reorganization in progress. In October, 1894, parties interested in the Wilmington & Weldon road had recured an inter-st in the Charleston Sumter & Northern. Mortgage trustee is Atlantic Trust Co. of New York. From Jan. 1 to Oct. 31, 1894 (10 months), gross earnings were \$134,571 agst. \$127,157 in 1893. In year ending June 30, 1893, gross, \$165,478; deficit from operating, \$1,981. (V. 54, p. 158, 403, 525.)

#### Charlotte Columbia & Augusta.—See Southern Railway.

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 1893 gross \$281,638, against \$277,967 in 1892; net, \$131,710, against \$120,412; surplus over rentals and fixed charges, \$65,882. 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; in 1894, April, 5 p. c.; Oct., 5 p. c.



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

| RAILROADS.   | Miles  | Date  | Size, or   |  | INT   | TEREST  | OR DIVIDENDS.   | Bonds—Principal, When Due.   |
|--|--|---|--|--|---|---|---|--|
| or explanation of column headings, &c., see notes<br>on first page of tables.  | of   | of<br>Bonds   | Par<br>Value.  | Amount<br>Outstanding  | Rate per<br>Cent.                             | When<br>Payable   | Where Payable, and by<br>Whom.  |  |
| natianooga Union—Receiver's certificates.  Union Railway mortgages. Chat. Union consol. mort. for \$600,000, goldo* Union Depot 1st M., guar. by Chat. Union, goldo* Union Depot 1st M., guar. by Chat. Union, goldo* lst & 2d mortgages (\$50,000 are 2ds).  herry Valley Sharon & Albany—1st mortgage. hester & Lenoir—Stock, com. (\$49,000 is pref.) Mortgage bonds, 5 p. c. to Jan. 1, '98, then 6 p. c. hes.e Nash.—1st M., \$25,000 p.m., g., s.f., not d'rn. o* hesapeake & Ohio—Purch. money funding. gold. o* Mortgage 6e, gold, series "A" See text | 29<br>29<br>29<br>428<br>503<br>75<br>256<br>256<br>22<br>1,174<br>109 | '85-'87<br>1888<br>1890<br>1877<br>1869<br><br>1887<br>1878<br>1881<br>1882<br>1890<br>1890<br>1890<br>1892<br>1892<br>1892<br>1898<br>1898<br>1898<br>1898<br>1898 | \$1,000<br>1,000<br>1,000<br>50<br>500<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,0 | 23,452,000<br>6,000,000<br>1,000,000<br>400,000<br>21,786,000<br>118,000<br>118,000<br>718,848<br>820,000<br>315,000<br>260,000<br>327,000 | 577 xx 95 95 95 95 95 95 95 95 95 95 95 95 95 | J. & J. J. J. 5D. 55  F. & A. J. & J. J. & J. J. & D. M. & N. J. & D. J. & D. J. & D. J. & J. M. & S. Various Various Various A. & O. Oct. 1. | do do Oct., '92, div. last paid. July, '92, coup. last pd.  In default. N.Y.,Drexel,Morg.& Co. do | July 1, 1918 1920 Oct., 1892 July, 1897 June 15, 1897 June 15, 1897 July 1, 1998 July 1, 1998 July 1, 1998 July 1, 1998 July 1, 1932 May 1, 1932 May 1, 1932 May 1, 1932 Mah. 1, 1981 June 1, 1982 Mch. 1, 1994 Mch. 1, 1994 Mch. 1, 1994 Wch. 1, 1994 Various. Various. Oct. 1, 1933 Oct. 1, 1933 |

Chateaugay RR.—Operates narrow-gauge road from Plattsburg, N. Y., on the Delaware & Hudson, to Saranac Lake, in the Adirondack Mountains, 73 miles. Of this it owns from Dannemora to Lyon Mt., 18 miles, and leases the Chateaugay Railway, Lyon Mt. to Saranac Lake, 39 miles, and the Plattsburg & Dannemora RR. (so-called), Plattsburg to Dannemora, 16 m. The latter road is leased from the State of N. Y. for one dollar and the free transportation of freight to the State's Prison at Dannemora. The Chateaugay Railway is leased for interest on its bonds. Built in interest of certain iron-mining company and to carry summer travel to the Adirondacks. In year 1892-93 gross earning, \$180,366; net, \$64,132; rentals and taxes, \$15,261; balance, surplus, \$48,871. Chateaugay Ry. has \$168,000 stock outstanding.

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, J. W. Burke was appointed receiver. Sale of road, set for Oct. 20, 1894, has been postponed. Receiver's certificates for \$255,000 have been authorized. Issued as in table, mainly for rolling stock and improvements. In year 1892-93 gross, \$86,308; net, \$1,656. (V. 54, p. 287, 485, 886; V. 55, p. 722; V. 56, p. 578, 710; V. 58, p. 292.)

Chattanooga Union.—Owns 43 miles of belt reilroad in Chattanooga Union.

722; V. 56, p. 578, 710; V. 58, p. 222.)

Chattanooga Union.—Owns 43 miles of belt railroad in Chattanooga, Tenn., connecting the ten lines entering that city. 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. Road to be sold under foreclosure of first mortgage on Nov. 15, 1894. Receiver's certificates have been issued.

gage on Nov. 15, 1894. Receiver's certificates have been issued.

Cheraw & Chester.—Owns narrow-gauge road from Chester to Lancaster, S. C., 29 miles. Formerly leased to C. C. & A., but not included in Richmond Terminal reorg, plan as amended Feb. 20, 1894. President W. H. Hardin was made receiver in January, 1894.

Cherry Valley Sharon & Albany.—Owns from Cherry Valley to Cobleskill, N. Y., 21 miles. In 1876 road was acquired (through Albany & Susq.) by D. & H. Canal Co., which now operates it. Operations included in Albany & Susq. reports. Stock, \$289,100; par, \$50.

Chester & Lenoir.—Narrow-gauge road from Chester, S. C., to Cenoir, N. C., 109 miles, of which 99 miles is owned. Formerly leased to C. C. & A., but not included in Richmond Terminal as amended Feb. 20, 1894. Receivers were appointed in January, 1894, but March 10 the road was again turned over to the company. Extension to Cranberry, about 60 miles, is said to be under consideration.

Reorganization.—Plan of June, 1894, provides for issue of (1.) new

about 60 miles, is said to be under consideration.

Reorganization.—Plan of June, 1894, provides for issue of (1.) new com. stock, \$172,700, in exchange for old com. at 50 p. c. (2.) New preferred 5 p. c. non cum., \$49,000, given for two years' interest due on 1st mortgage bonds. (3.) New mortgage bonds, \$400,000, at 5 p. c. for three years from Jan. 1, 1895, and 6 p. c. thereafter; \$350,000 to replace old bonds and \$50,000 to build road Newton to Hickory, 10 miles. Bondholders agreed to accept 2½ p. c. interest on bonds for coupon (3½ p. c.) due Jan. 1, 1895.

The above plan has been accepted by the stockholders and a majority of the bondholders.

Chesapeake & Nashville.—Road owned from College.

Chesapeake & Nashville.—Road owned from Gallatin to Scottsville, Ky., 36 miles, and branch, Gallatin to Hartsville, 12 miles, in progress. On December 8, 1890, Gen. John Echols was appointed receiver. See V. 51, p. 829. Stock, \$1,050,000; par, \$100. In year 1892-93 gross earnings on 36 miles, \$54,405; net, \$13,389, against \$11,761 in 1891-92; payments, \$4,942.

Chesapeake & Ohio .- (See Map.) - Operates from Newport News,

| Va., and Washington, D. C., to Cin                            | cinnati, Ohio, with branches.                  |
|---|--|
| Lines owned in fee- Miles.                                    | Lines contr'd by stock, etc. Miles             |
| Old Point Comfort and New-<br>port News via Charlottes-       | Bridges—Covington, Ky., to<br>Cincinnati, Ohio |
| ville to Ashland, Ky 519<br>Richmond via Lynchburg to         | Elizabethtown Lexington & Big Sandy RR         |
| Clifton Forge, Va 232   | Sundry branches 248                            |
| Lines controlled by stock, etc.—<br>Maysville & Big Sandy RR. | Leased 30                                      |
| Ashland, Ky., to Covington, 144                               | 1,363  |

Of the above mileage 19 miles is narrow-gauge road. Of the "leased" 21 miles is on E. L. & B. S. and 9 miles on Washington line. Historry, &c.—The former Chesapeake & Ohio was sold in fore-closure 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 town Lexington & Big Sandy and other roads were absorbed in 1892. In September, 1893, the Chesapeake & Ohio Steamship Co., controlled by this company, began operations. See below and V. 55, p. 1078.

On Jan. 1, 1894, the voting trust expired. The road is operated in harmony with the Cleveland Cincinnati Chicago & St. Louis.

Captral Stock.—Common stock is \$60, 469,100; 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 4'2 per cents in certain proportions. First preferred for \$45,700 and second preferred for \$57,600 only was outstanding July 1, 1894. See terms of exchange in V. 54, p. 642.

BONDS.—The series A bonds of 1878 cover, subject to the purchase money 6s, the main line from Richmond, Va., via Charlottesville to Ashland, Ky., 428 miles, and are equally secured with the Peninsular Extension 6s by first mortgage on extension to Newport News, 75 miles. The consolidated mortgage due in 1939 is for \$30,000,000 (trustee, Central Trust Company), 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 Cinchnati, all owned by the Ches. & O. RR. (See abstract, V. 49, p. 147.)

Richmond & Allegheny Division bonds cover the important freight route from Richmond via Lynchburg to Clifton Forge and branches. All carry 4 p. c. from January, 1894 (Mort. abstracts, 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. See full abstract of mortgage in V. 54, p. 642; V. 55, p. 335. In November, 1894, \$21,786,000, had been listed on New York Stock Exchange, \$2,112,000 having been sold in September.

The Elizabeth'n Lexington & Big Sandy first mortgage bonds, interest on which has been reduced to 5 per cent, have been endorsed with the control of the company was placed for five years in the hands of

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 funded debt during the year 1893-94 was increased \$2,564,353 for improvements, equipment, etc. June 30, 1894, the company reported \$1,952,595 bills payable issued to pay subscription to stock of new steamship line between Newport News and Liverpool and improvements, against which there were \$2,241,000 general 42s in Treasury. This line, formally opened Sept. 7, 1893, has wharves at Newport News and six new steamers.

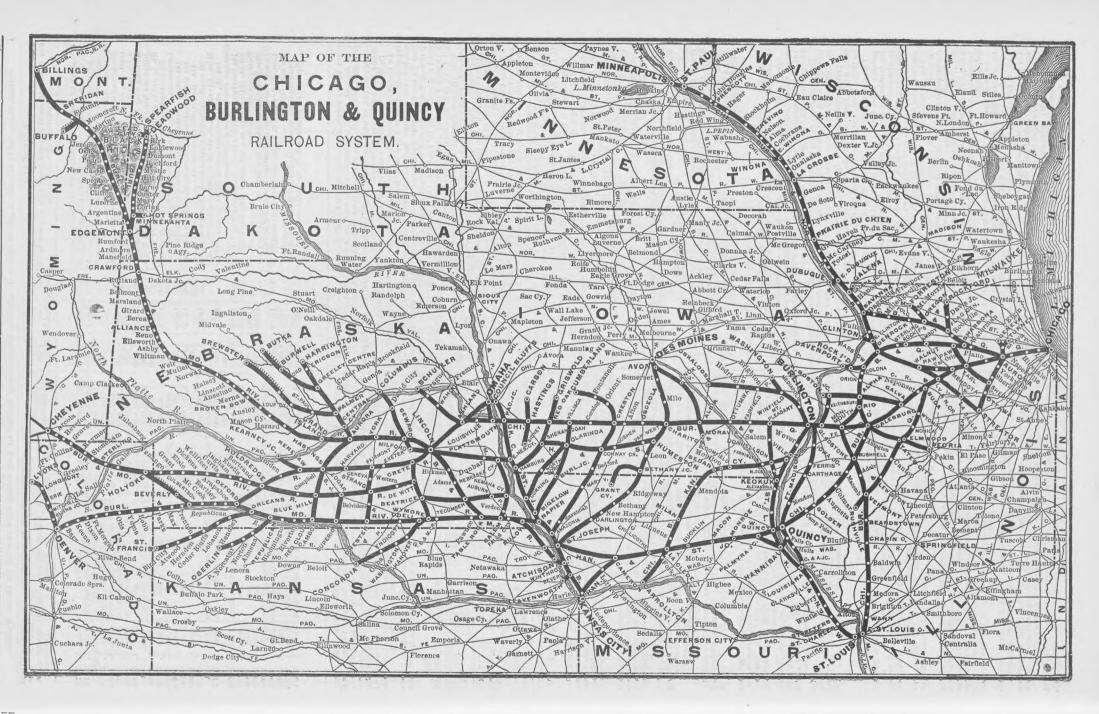
EARNINGS.—3 months, 1894, gross, \$2,534,145; net, \$894,054. July 1 to Sept. 30. 1893, gross, \$2,600,084; net, \$934,886.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Richmond on the Tuesday preceding the last Tuesday is October. Report for 1893-94 was given in full in V. 59, p. 331 and 332, and showed the following. See also editorial p. 309.

| Year ending June 30—  | 1892.        | 1893.            | 1894.       |
|---|--------------|------------------|-------------|
| Miles operated  | 1,078        | 1,277            | 1,363       |
| Passenger earnings  | \$1,913,187  | \$2,356,975      | \$2,011,977 |
| Freight   | 6,694,953    | 7,565,511        | 6,630,201   |
| Express, mail and miscel.   | 396,460      | 414,324          | 401,930     |
| Total earnings Oper, expenses and taxes. Per et, expenses to earns  | \$9,004,600  | \$10,336,810     | \$9,044,108 |
|   | 6,731,732    | 7,132,761        | 6,027,127   |
|   | (75)         | (69)             | (67)        |
| Net earnings  | \$2,272,868  | \$3,204,049      | \$3,016,981 |
| Other income  |              | 23,680           | 13,366      |
| Total net income Interest on bonds Rentals of tracks net Loss on grain elevator Discount and exch'ge, &c. | \$2,272,868  | \$3,227,729      | \$3,030,347 |
|   | \$1,798,095  | \$2,738,304      | \$2,948,112 |
|   | 10,916       | or.              | 2,622       |
|   | 8,165        | 14,411           | 9,789       |
|   | 64,372       | 47,374           | 50,964      |
| Balance   | 278, 297, 30 | 0, 422, 469, 938 |             |

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

HISTORY.—The Newport News & Mississippi Valley Co., formerly controlling and operating this company, in November, 1893, sold its interest to the Illinois Central on a deal made jointly with the Louis-ville & Nashville. See below. (V. 57, p. 1083). In December, 1893, preparatory to a transfer to the Central, Messrs. John Echols and St. John Boyle were appointed receivers of C. O. & S. W. In June, 1894, the courts decided that control of C. O. & S. W. by L. & N. would be unconstitutional; V. 59, p. 28. In 1891 purchased \$1,297,500 (60%) of



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

| RAILROADS.  | Miles   | Date   | Size, or  |   | 11/1  | THEFT  | OR DIVIDENDS.   | pal, When Due   |
|---|---|--|---|---|---|--|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |   | of   | Par   | Amount<br>Outstanding   | Rate per<br>Cent.   | When Payable   | Where Payable, and by   | Stocks-Last<br>Dividend.  |
| Ohesapeake Ohio & Southwestern—(Concluded.)— C. O. & S. W. 1st mort., gold (\$19,000 per mile).c. 2d mortgage (\$11,000 per mile).c. 2d mortgage & Alton—Common stock.  Preferred stock (7 per cent yearly not cumulative) Gen. M., Joliet to E. St. Louis & br., sterling 2d St. Louis & br., sterling 2d St. L. & C. St. Louis & br., sterling 2d St. L. & C. pref. stock, guaranteed. Joliet & Chic., 7 p.c. stock, perpet., guar. by C. & A. 2d mortgage, Bloomington to Godfrey, assumed Louisiana & Mo., guaranteed preferred stock 1st mort. bonds, assumed by Chic. & Alton 1st mort. interest guaranteed Chic. & Alton 2d mort, (interest guaranteed Chic. & Alton 1st M., gold, assumed, sink, fund, dr'n at 100.c. 2d M. (\$10,000 p. m.) red. after May 31, 1898 2d M. (\$10,000 p. m.) red. after May 31, 1898 2d M. (\$10,000 p. m.) red. after May 31, 1898 2d Chicago Burlington & Vorthern—Stock, see text Chicago Burlington & Quincy—Stock, see text Con. M. cov'ng Ch. Term. (now 1st lien) see text. Plain bonds 2d Sink, fund bonds (1st M. as coll.) not dr'n. c'st 2d Sink, fund bonds (1st M. as coll.) not dr'n. c'st 2d Sink, fund bonds (1st M. as coll.) not dr'n. c'st | 352<br>162<br>162<br>38<br>37<br>150<br>101<br>101<br>101<br>101<br>101<br>101<br>101<br>101<br>101 | 1881<br>1881<br><br>1873<br>1873<br>1876<br>1868<br>1870<br>1877<br>1877<br>1877<br>1886<br>1888<br>1886<br>1888<br>1873<br>1871<br>1875<br>1876 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 2,215,000<br>935,000<br>908,000<br>82,002,700<br>26,677,000<br>547,500<br>330,000 | 6 8 per an. 8 per an. 8 per an. 6 g. 6 g. 6 per an. 7 per an. 7 7 7 per an. 6 g | Semi-an Q.—M. Q.—M. J. & J. M. & N. J. & J. J. & J. J. & D. J. & D. D. F. & A. A. F. & A. A. F. & A. A. E. & A. M. & N. J. & D. J. & D. D. F. & A. Q. M. J. & D. J. & D. J. & D. J. & J. J | Aug., '93, coup. last p'd. New York City. \( \) N.Y., Cuyler, Morg'n \\ \{ \) & Co & Chic. Tr. Office \\ \) Lond'n, J. S. Morgand Co. N. Y., Cuyler, Morg. & Co. do N. Y., U. S. Trust Co. N. Y., Cuyler, Morg. & Co. do N. Y., Cuyler, Morg. & Co. N. Y., Cuyler, Morg. & Co N. Y., Cuyler, Morg. & Co N. Y., Cuyler, Morg. & Co N. Y., Ext. & T. Co. & Bost. do do do do do N. Y., Boston and Chic. N. Y., Bost on and Chic. N. Y., Bk of Com. & Bost. | Oct. 1, 191  Apr. 1, 192  June 1, 191  Dec. 1, 189  Feb. 1, 190  Sept. 15, 189  July 1, 190  Jan. 1, 189  June 1, 189 |

Ohio Valley stock, guaranteeing its \$2,162,000 bonds; V. 52, p. 321,71. In August, 1892, a controlling interest in Owensboro Falls of Rough & Green River RR. was purchased by Ches. O. & S. W. parties.

8ECURITIES. - Common stock, \$6,030,600, and preferred \$3,860,000 (8164,000 additional unissued).

In May, 1894, \$80,000 receivers' certificates were authorized.

In December, 1893, the Illinois Central pledged as part security for its collateral trust 4 per cent bonds of 1904 [first issue \$5,000.000] \$5,417,200 common and \$3,511,600 preferred stock, \$2,369,000 of the 2d 6e, \$470,000 equipment trust bonds, \$779,970 over-due compons of the 2d 6s and equipment bonds, and \$1,783,544 of floating debt formerly due by the C. & O. S. W. to C. P. Huntington and the Newport News Co.; also other securities and claims, making a total of all C. O. & S. W. securities so pledged of \$16,59,591.

The Illinois Central then sold all these securities to the Louisville & Nashville in return for \$5,000,000 of its "two-ten gold gations are paid. See terms of contract between L. & N. and Illinois Central, also list of C. O. & S. W. securities, in V. 59, p. 605. The courts have denied the right of the L. & N. to operate the C. O. & S. W. The Illinois Central loan is for \$12,750,000, and \$1,500,000 can be issued only to take up additional O. O. & S. W. 2d 6s and certain other bonds, and \$6,250,000 only for a like amount of Ohes. O. & S. W. irsts.

COUPONS.—Coupons due Feb. 1, 1894, on Paducah & Eliz. firsts and C. O. & S. W. irsts were bought by Speyer & Co., N. Y., for account of the Illinois Central RR. August, 1894, coupons on Pad. & E. Ists and C. O. & S. W. irsts were not paid. V. 59, p. 331.

EARNINGS.—9 mos. 1894, gross, \$1,524,812; net, \$514,176.

Jan. 1 to Sept. 30. \$1893, gross, \$1,716,763; net, \$601,105.

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

Jan. 1 to Sept. 30. 1893, gross, \$1,710,705; let, \$001,105.

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

Year— Gross carns. Net Other inc. Int., etc. Balance.
1892-93. \$2,410,208 \$847,822 ....
1891-92. 2,297,825 823,156 \$45,528 \$889,303 def. \$18,619
1890-91. 2,311,280 739,428

-(V. 57, p. 218, 510, 763, 1039, 1082, 1083, 1122; V. 58, p. 127, V. 59, p. 28, 381, 878.) Chicago & Alton.—Road—Operates from Chicago to St. Louis, Kansas City, etc., owning 542 miles and operating in all 843 miles, of

| which 110 miles double track.  |                             |
|--------------------------------|-----------------------------|
|                                | Lines Leased— Miles.        |
| Toliet to East St. Louis 244   | Joliet & Chicago—           |
| Dwight to Wash, and Lacon 80   | Chicago to Joliet 37        |
| St. L. Jack, & Chic. Division- | Louisiana & Missouri Riv.—  |
| Bloomington to Godfrey150      | Louisiana to Cedar City101  |
| Rood house to Quincy June 37   | Kan, City St. L. & Chicago— |
| Joliet to Coal City, etc 25    | Mexico to Kansas City162    |
| Other lines 6                  | Mississippi River Bridge 13 |
|                                |                             |

Total of all (70 lb. steel) ..... 843

HISTORY.—Reorganized in October, 1862, after foreclosure. In 1884 consolidated with the St. Louis Jacksonville & Chicago RR.

STOCK.—Stock for \$2,185,900 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 sold \$2,500,000 new stock to stockholders at 114 to retire \$2,929,000 7 per cent bonds due April 1, 1894. 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.

payment of 7 on common) also shares with common in any surplus. Drydends of 7 on common also shares with common in any surplus. Drydends since 1879—In 1880, preferred 7, common 6½; in 1881, both 8; in 1882, both 8; in 1884, both 10; from 1885 to Dec., 1894, both inclusive, both 8 (2 per cent quarterly.)

Leased Lines.—The Kansas City St. Louis & Ohicago is leased in perpetuity from Nov. 1, 1877, at rental of 35 per cent of gross earnings. Its bonds are held by the U. 8. 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 & Ohicago is leased from January 1, 1864, forthe term of the 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 1893. \$140,897, against \$161,468 in 1892. In Nov., 1894, a controlling interest in La. & Mo. River stock was purchased by Chicago & Alton. V. 59, 878.

terest in La. & Mo. River stock was purchased by Checky 159, p. 878.

As to progress of La. & Mo. River toward payment of dividends on unguaranteed stock, it may be said that after payment of the debt to the C. & A. [of which prin ipal and interest \$\phi^3\$ (295 remained unpaid Jan. 1, 1894) and the redemption of the \$\phi^5\$ (200 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. V. 59, p. 423.

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 very conservatively managed, no extensions having been built or new lines acquired of recent years. Since the year 1883 \$2,371,703 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 \$799,000 of bonds.

ANNUAL REPORT.—Fiscal year ends December 31. The annual meeting is held in Chicago the first Menday in April. Annual report for 1893 was in V. 58, p. 304, 323.

|   | Year ending Dec. 31— 1890.<br>Total gross earnings\$7,065,754            | \$7,590,881            | 1892.<br>\$7,730,610              | 1893.<br>\$7,566,639          |
|---|--|------------------------|-----------------------------------|-------------------------------|
|   | Net earnings\$2,683,754<br>Other receipts273,497<br>Prem's on new stock. | \$3,132,131<br>272,567 | \$2,922,811<br>272,866<br>305,917 | \$2,910,750<br>305,336<br>131 |
| , | Total receipts\$2,957,251  | \$3,404 698            | \$3,501,594                       | \$3,216,217                   |
| , | Rentals paid \$652,411   | \$674,722              | \$674,053                         | \$653,892                     |
|   | Construct., equip., &c. 184,271<br>Interest on debt 816,161              | 200,220<br>810,387     | 238,841<br>804,108                | 217,833<br>632,037            |
| 1 | Dividends 1,407,560  | 1,407,560              | 1,407,560                         | 1,582,386                     |
|   | Miscellaneous 189,227  | 88,742                 | 169,986                           | 57,342                        |

Balance......def.\$292,379 sr.\$223,067 sur.\$207,046 sur.\$72,727 - (V. 56, p. 329, 356; V. 57, p. 217, 468; V. 58, p. 82, 304, 323; V 59, p. 737, 780, 835, 878.)

59, p. 737, 780, 835, 878.)

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; outstanding in November, 1893, \$9,571,500, of which C. B. & Q. owned \$9,555,600. (See V. 50, p. 390.)

Bonds.—The C. B. & Q. and Chicago & Iowa give a traffic guarantee for 20 years from '85 of one-half of their net carnings 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.

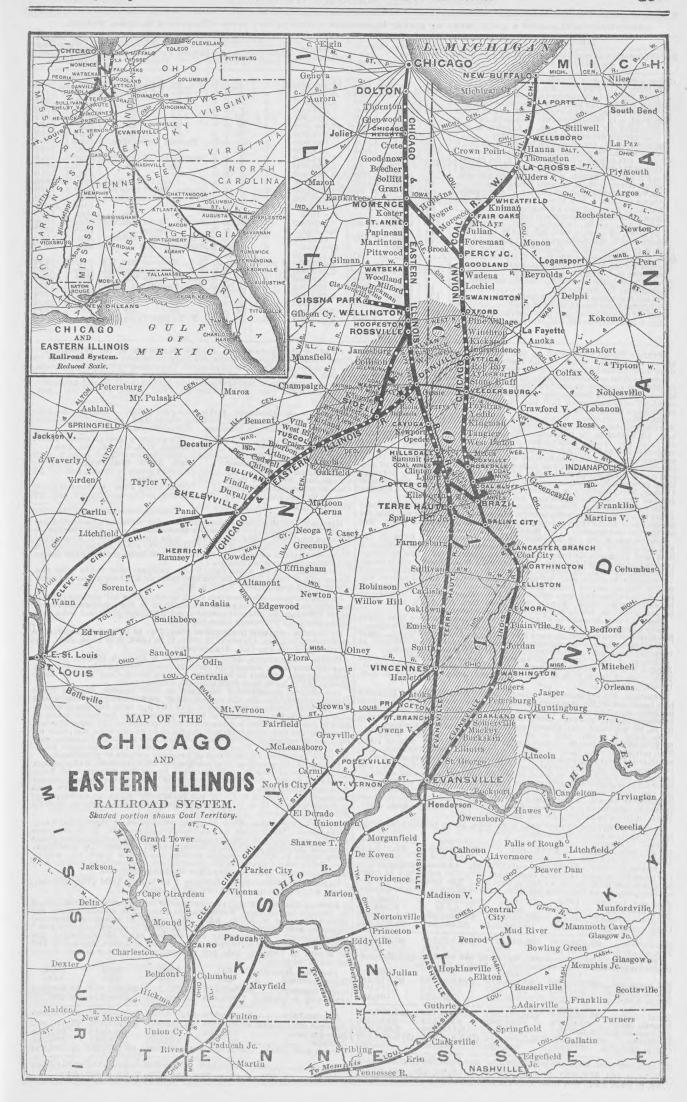
The equipment bonds were called for payment at 105 on Fed. 1, 1893, and holders given the privilege of retaining their bonds upon agreeing to 5 per cent interest and the waiving of the sinking fund provision.

EARNINGS.—9 months, (1894, gross \$1,301,549; net \$352,967.

January 1 to Sept. 30, (1893, gross \$1,301,549; net \$352,967.

In 1893 gross earnings were \$2,361,155; net, \$848,070; rentals, \$114,895; interest, \$681,994; taxes, \$89,128; halance, deficit for year, \$37,947. In 1892 gross, \$2,208,972; net, \$807,938. (V. 52, p. 641; V 55, p. 215.)

DIVIDENDS.—From 1881 to 1887 inclusive, 8; in 1888, 5; in 1899, 4; in 1890, 5; in 1891, 4<sup>1</sup>4; in 1892, 5; in 1893, 5; in 1894, March, 1<sup>1</sup>4 p. c.; June, 1<sup>1</sup>4 p. c.; Sept. 1<sup>1</sup>4 p. c.



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

| RAILROADS.  | Miles   | Date   | Size, or  |  | lNT   | TEREST  |  | Bonds—Principal, When Due   |
|---|---|--|---|--|---|---|--|---|
| For explanation of column headings, &c., see notes on first page of tables.   |   | of   | Par   | Amount<br>Outstanding  | Rate per<br>Cent.                           | When<br>Payable   | Where Payable, and by                    |   |
| Chicago Burlington & Quincy—(Concluded)— Ch. Burl. & Q. Iowa Div., s. f. 5s, drawn at 105. \ Iowa Div., s. f. mortgage 4s, drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Sink. fund 4s (for B. & S. W.) drawn at 100. c&r \ Ch. Burl. & Q. Debentures for Han. & St. Jo stk. c* \ Nebraska ext., \$20,000 p. m. (s. f., not dr'n).c* & \ Convertible debentures (See remarks). \ Omaha & S. W., 1st mortgage, guaranteed c* \ Nebraska Railway consolidated mort, guar o \ B. & Mo.RR. in Neb., 5 Land grant, s. f., dr. at 100 \ Con. M\$14000000 \(\) Exempt, not dr'n till 1908 \\ Burl. & Mo. RR. in Neb., s. f. for At. & Neb. RR. st'k. \ Quincy Alton & St. L. (leased) 1st mortgage c* \ Chicago & Iowa 1st and 2d mortgage c* \ Chicago & Iowa 1st and 2d mortgage c* \ Chicago & Iowa 1st and 2d mortgage c* \ Chicago & Iowa 1st and 2d mortgage \ Atch. & Neb., 1st M., At. to Lin., Neb., etc., guar. c* \ 2d mort. on Atch. & Neb. RR. (1st M. on bridge) \ Linc'n & N.W. RR. 1st M. guar., s.f.1 p.c., not dr'n. \ Ohic. & East. Illinois—Com. stock (\$15,000 p. mile). \ Preferred stock, 6 per cent (\$10,000 per mile). \ 1st mort. (s. f. \$20,000, no drawings) \ Consol. mortgage (for \$6,000,000), gold s. f \ Collateral trust bonds, sinking fund \ Collateral trust bonds, | 1,432<br>49<br>132<br>628<br>46<br>90<br>70<br>80<br>24<br>148<br>73<br><br>107<br>7<br>15<br>127 | \$1879<br>1881<br>1881<br>1883<br>1887<br>1890-2<br>1871<br>1877<br>\$1878<br>1878<br>1878 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>600 &c.<br>600 &c.<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1 | 15,263,900 669,000 349,000 7,894,000 5,000,000 8,40,000 1,078,000 See text. 8ee text. 600,000 8ee text. 6,197,800 2,989,000 103,000 2,788,000 42,000 | 4<br>5876664<br>556888877676<br>6776666699. | A. & O. M. & S. F. & A. M. & N. M. & N. M. & N. M. & S. J. & D. J. & J. J. | do d | 1900 & 1901<br>Oct. 1, 189<br>Mch. 1, 190<br>Dec. 1, 192<br>Jan. 1, 191<br>Feb. 1, 193<br>Oct. 1, 189<br>Dec. 1, 190<br>May 1, 192<br>Dec. 1, 193 |

SINKING FUNDS.—Included in the bonds outstanding in the table above are sundry bonds of the company which are 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 tottawa 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 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 Denner 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 west line, Red Willow County, Neb., westerly to Denver, Col., 248 miles. They have a sinking fund of 1 per cent 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

Burlington & Mo. in Nebraska consol. mortgage of 1878 is for \$14,000,000, of which \$1,018,000 reserved to retire in 1896 Omaha & \$5. W. and Nebraska Railway bonds, the only prior ilens. The mortcage covers 628 miles in Nebraska, including lines from Omaha via Oreopolis to Grand Island, Lincoln via Hastings to Amboy, and from Nemaha via Beatrice to Crete, etc. Of the consols outstanding all except the \$5,000,000 of exempt bonds are subject to call for the sinking fund at par, \$193,815 having been retired in 1893. The "exempt" bonds may be called after 1908. The subject to call for the sinking f

reasury Jan. 1, 1894.

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. On July 1, 1893, the company issued new capital stock for \$5,876,500, and the same amount of consolidated 78, due in 1903. The proceeds were used for new equipment, improvements, con struction, St. Louis terminals, bridge across the Missouri, and for the payment of \$3,542,550 Burlington & Missouri 78 due Oct. 1, 1893. The payment of the B. & M. 78 freed about \$6,635,000 of bonds drawing interest in the sinking fund; but in January, 1894, some of the bonds get free were sold. See V. 56, p. 164; V. 57, p. 105. In April, 1894, \$1,500,000 consol. 7s were sold, and in July \$1,000,000 more were issued to reimburse the company for construction in 1888. Burl. & Mo. Riger in Iowa 8s for \$62,500 fell due July 1, 1894.

LATEST EARNINGS.—From Jan. 1 to Sept. 30 (9 months) earnings including lines controlled, were:

Riqer in Iowa 8s for \$62,500 fell due July 1, 1894.

LATEST EARNINGS.—From Jan. 1 to Sept. 30 (9 months) earnings including lines controlled, were:
9 mos. Gross.
Net. Charges. Bal., surplus.
1894.—\$23,380,723 \$8,712,423 \$7,200,000 \$1,512,423
1893... 28,521,972 9,442,214 7,405,928 2,036,286
ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held the third Wednesday in May. Report for 1893 was published at much length in the CHRONICLE, V. 58, p. 549,554. The operations for the system proper, not including the lines controlled, have been as follows:
Year end. Dec. 31— 1890.
Miles operated. 5,216
To. grossearns.\$27,725,967 \$27,916,127 \$33,002,394 \$31,042,969
Oper. exp. & tax.18,749,699 18,549,257 22,469,011 21,224,504

Miles operated.

To. gross earns.\$27,725,90.
Oper. exp. & tax.18,749,699

18,549,20.

Net earnings...\$8,976,268
P. c. op. ex. to e.. 67.62
The company's income account, including the receipts and disbursements on account of lines controlled, has been as follows:
ments on account of lines controlled, has been as follows:
ments on account of lines controlled, has been as follows:
1890.
1891.
1892.
1893.
1893.
9,818,465
1,371,627
1,281,818
1,771,095
156,848
188,572

\$11,697,975 \$9,818,465 1,771,092 108,422

Total income. \$9,960,758 \$10,895,345 \$12,003,773 Rentals paid... \$206,078 \$230,280 \$314,573 Interest on debt 5,491,992 5,817,266 6,113,738 Dividends...(5) 3,819,630 (44 3,246,686 5) 3,819,922 Car. to sink'gf'd. 745,492 764,839 765,186 \$11,697,979 \$310,260 6,538,911 (5) 3,960,252 765,090

Balance, sur..def. \$302,434 sur.\$836,274 sur.\$990,354 sur.\$123,466 —(V. 56, p. 164, 646, 667, 669, 834; V. 57, p. 21, 22, 105, 342, 1122, V. 58, p. 549, 554, 733, 773; V. 59, p. 116, 629, 737.) sur.\$123,466

C. B. & Q. System—St. Louis Keokuk & N. W.—ROAD.— From Keokuk, Mo., to St. Louis, Mo., 170 miles, and branch Keokuk to Mt. Pleasant, 55 miles: total, 225 miles. Controlled by C. B. & Q. Stock. —Stock increased from \$8,000,000 to about \$20,000,000 in 1898. BONDS. – All of the \$8,000,000 bonds are held in the C. B. & Q. treasury. EARNINGS.—For year ending June 30, 1893, gross, \$1,767,266; net, \$558,536.

Chicago & Eastern Illinois.—(See Map.)—Operates double-track road from Chicago, Ill., to Terre Haute, Ind., and the bituminous coal fields, with various branches.

Lines owned in fee. Miles. Dolton to Shelbyville, Ill. 199 Rossville to Sidell, Ill. 199 Rossville to Sidell, Ill. 34 Momence to Ind. State line—Junc. Chic. & Ind. Coal Ry. 11 Chic. & Indiana Coal Div., Brazil to La Crosse, Ind., etc. 176 Double track.

Double track. 106 Total operated June 30, '94...516 HISTORY, LEASES, &C.—Reorganized under existing title September 1, 1877. On June 7, 1894, formally consolidated with the Chicago & Indiana Coal RR. See V. 58, p. 987. Also owns control of Evansyille Terre Haute & Chicago RR. and \$1,000,000 stock of the Chicago & Western Indiana—which see, having all the local traffic of the latter-road from Dolton into Chicago.

In January, 1890, a ten-year traffic contract was made with the Evansyille & Terre Haute for the operation of a through line between Chicago and Evansyille. V. 55, p. 995.

CAPITAL STOCK.—The common stock is entitled to all surplus after 6 per cent on the preferred stock. In addition to the amounts outstanding in the table, \$2,158,800 common and \$407,100 preferred were held in the company's treasury June 30, 1894.

DIVIDENDS.—On new preferred in 1888, 7½; in 1889, 6; in 1890, 6; in pref. stock; in 1891, 4½ cash; in 1892, 6; in 1893, 6; in 1894, Jan., 1½; April, 1½; July, 1½; Oct., 1½ per cent.

pret. Stock; in 1891, 449 cash; in 1892, 6; in 1893, 6; in 1894, Jan., 142; April, 142; July, 142; Oct., 142 per cent.

Bonds, Guaranties, &c.—The Chicago & Eastern Illinois guarantees the interest on Evansville Terre Haute & Chicago issums (see that company) and interest on \$150,000 Indiana Block Coal 1st 7s; some Block Coal 7s have been drawn for the sinking fund.

The general consolidated mortgage of 1887 (trustee, Central Trust Company) provides for the retirement of \$6,012,000 prior bonds and for issue of bonds on new road at \$18,000 pri mile for single track; also for bonds for equipment at \$7,000 pri mile for single track; also for bends for equipment at \$7,000 pri mile and for double track at \$8,000 per mile. These bonds are a first unitgage on 124 miles of road, including the line from Rossville via Sidell to Shelby ville, etc., also on equipment valued at \$2,355,000, and upon real estate in Chicago costing over \$1,200,000. They also cover 106 miles of double track from Danville to Dolton, Ill., and rest of property subject to prior liens.

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 have been assumed by the C. & E. I. Of the \$4,626,000 given as outstanding, \$89,000 were in C. & E. I. treasury June 30, 1894. During 1893-94 \$39,000 were insued. (V. 54, p. 964.)

GENERAL FINANCES.—This company owns most of the capital stock of the Brazil Block Coal Co., and carries all its coal. It carries also the coal of the Grape Creek region. It has bought within a few years terminal property in Chicago worth over \$1,200,000. In December, 1892, issued \$1,007.000 general consols for double track, etc., and in Nov., 1893, issued \$946,000 for construction (Rossville to Sidell, &c.) and equipment. Bills payable June 30, 1894, \$360,000.

LATEST EARNINGS.—From January 1 to Nov. 7, 1894 (10<sup>1</sup>4 months), gross, \$2,789,626, against \$3,894,287 in 1893.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in Chicago on the first Wednesday in June. The annual report for 1893-94 was in V. 59, p. 647. The policy of charging operating expenses with many items that might properly be called "construction" was continued. The company receives low rates for its freight, the rate per ton per mile in 1893-94 being 63-100 of a cent, against 59-100 of a cent in 1892-93; rate per passenger per mile was 1-61 cents, against 1-53 cents.

1892. 480 Year end. June 30. Miles operated..... 1891. 439 Gross earnings.....\$3,567,195 \$3,775,546 \$4,446,959 \$3,860,115 Oper. exp. & taxes... 1,946,499 2,503,523 2,990,314 2,409,710 Netearnings ......\$1,620,696 \$1,272,023 \$1,456,644 \$1,450,405 
 Net (incl. oth. income). \$1,620,096
 \$1,272,023
 \$1,450,644
 \$1,450,405

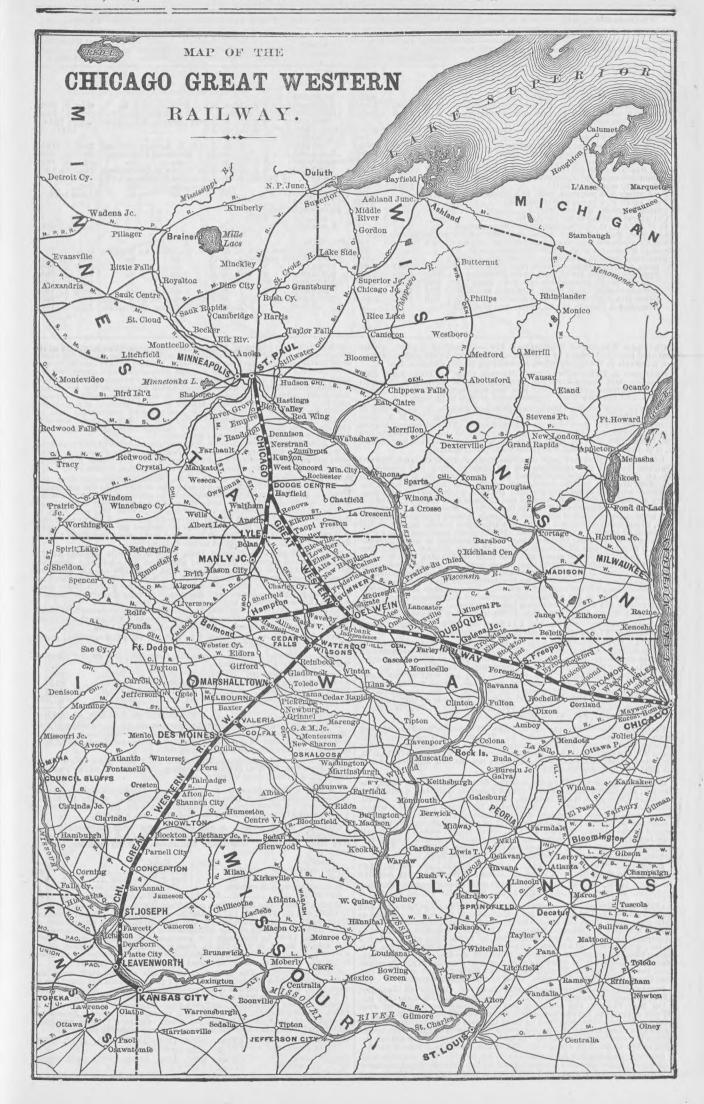
 Net (incl. oth. income). \$1,660,279
 \$1,340,987
 \$1,523,386
 \$1,576,092

 Interest paid
 204,226
 \$37,340
 913,016
 924,788

 Rentals
 204,226
 210,655
 221,071
 238,756

 Div. on pref. stock
 (6) 275,949
 (6) 283,986
 (6) 283,986
 (6) 283,986

Ralance...... sur. \$410,198 sur. \$9,006 sr.\$105,313 sr.\$107,634 -(V. 56, p. 81, 578; V. 57, p. 718, 894, 979; V. 58, p. 987, 647.)



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

| RAILROADS.   | Miles                               | Date  | Size, or   |  | INT                            | TEREST  |   | Bonds—Princi<br>pal, When Due   |
|--|-------------------------------------|---|--|--|--------------------------------|---|---|---|
| For explanation of column headings, &c., see notes on first page of tables.  |                                     | of<br>Bonds   | Par<br>Value.  | Amount<br>Outstanding  | Rate per<br>Cent.              | When<br>Payable   | Where Payable, and by   |   |
| Chicago Elevated Terminal—Stock Ohicago & Erve—Stock (all heid by Erie) 1st M., gold, interest guar. till principal is paid o* Income bonds for \$10,000,000 non-cumulative Terminal 1st mortgage, gold. Ohicago Fort Madison & Des Moines—1st mort.,gold Ohicago & Grand Trunk—Stock. Northwest Grand Trunk—Stock. Northwest Grand Trunk—Stock. 1st mortgage for \$6,000,000, \$& & | 666 327 327 815 EOUS 45 195 126 129 | 1890<br>1890<br>1898<br>1891<br>1880<br>1882<br>1894<br><br>COMPA<br>1867<br>1868<br>1868<br>1869<br>1872 | \$100 1,000 1,000 1,000 1,000 100 500&c 2100&c 100 100 100 100 100 100 100 100 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 | 2,823,150<br>See text.<br>See text.<br>11,131,800<br>7,444,190<br>20,808,345<br>387,*79<br>1,444,085<br>July'94 none | 5 g. 5 g. 6 6 5 g. 4 per an. 6 | J. & J. | N. Y., when earned. N.Y., Drexel, Morg. & Co.  (N. Y. Agency, Bk. of Montreal & London. do do N.Y., Lon. & Amsterdam London, R. Benson & Co. do | Oct. 22, 189<br>July 1, 189<br>Feb. 1, 189<br>Feb. 1, 189<br>July 1, 189<br>Jan. 1, 190 |

Chicago Elevated Terminal Ry.—Organized in 1892. elevated terminal tracks in Chicago aggregating 27:69 miles. dent, Joseph T. Torrence; office, Monadnock Block, Chicago, Ill.

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

HISTORY AND STOCK.—Reorganization per plan in V. 44, p. 369 of Chic. & Atlantic, sold in foreclosure August 12, 1890. The N. Y. Lake Erie & West. owns the entire stock of \$100,000. There were car trusts, June 30, 1894, for \$126,107, for which \$179,000 1st mort. bonds are reserved. The N. Y. L. E. & W. is in receivers' hand but interest on C. & E. tirst and terminal bonds has been paid regularly.

C. & E. first and terminal bonds has been paid regularly.

Bonds.—The first mortgage (trustees Central Trust Co. and Edward Daniels) bore 4 per cent interest till May 1, 1892, and thereafter 5p. ct. This interest is guaranteed by Eric. 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 necomes. 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 \$3,250,000, then 27½ 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, Oct. 1; for 1892-93, 2 per cent, Oct. 2.

LATEST EARNINGS.—From Jan. 1 to Sept. 30, 1894 (9 months), gross

none; for 1891-92, 3 per cent, Oct. 1; for 1892-93, 2 per cent, Oct. 2.

Latest Earnings.—From Jan. 1 to Sept. 30, 1894 (9 months), gross earnings were \$1,648 951, against \$2,365,098 in 1893.

Annual Report.—Fiscal year ends June 30. Gross earnings for year 1892-93 were \$2,916,901; net, \$402,540; other income, \$69,500; interest on bonds, including 2 per cent on incomes \$\$17,946; taxes, \$22,461; other payments, \$11,683; net deficit, \$440,050.

Un'er the arrangement with the Eric 27½ per cent of the gross earnings was applicable for interest on bonds, equal to interest on first mortgage bonds, and 2 per cent interest on the income bonds, payable October 2, 1893. See V. 57, p. 936. For year ending June 30, 1892, gross, \$2.886,583. (V. 52, p. 428, 493; V. 53 p. 795; V. 54, p. 203; V. 55, p. 331, 941; V. 57, p. 936; V. 59, p. 781.)

Chicago Fort Madison & Des Moiues.—Road completed from Fort Madison to Ottumwa, Ia., 71 miles, in December, 1892. Capital stock June 30, 1892—authorized, \$5,000,000: outstanding June 30, 1893, \$1,970,200 par, \$100; the funded debt was \$1,313,000. In year 1892-93 gross earnings, \$57,497; net, \$9,796, against \$18,243 in 1891 92; charges, \$46,638

in 1891 92; charges, \$46,638

Chteago & Grand Trunk.—Owns from Port Huron, Mich., to Elsdon, 326 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, but will not be issued to the public. Ou Jan. 1, 1894, bills payable were \$74,750; int. due Jan. 1, \$223,600; sundry outstanding accounts and wages, \$1,632,983. against which the company had cash \$187,803; "sundry assets," \$336,203, and outstanding traffic balance, \$355,126.

EARNINGS.—(9 months), \$1894......Gross, \$2,033,785; def. \$10,169
Jan. 1 to Sept. 30. \$1893.......Gross, \$2,033,785; def. \$10,169
In 1893 gross, \$4,181,733; net. \$843,425; deficit under charges, \$59,479. In 1892 gross, \$3,764,171; net, \$818,833. (V. 56, p. 621.)

fin 1893 gross, \$4,161,735; felt. \$59,5425; deficit under charges, \$59,479. In 1892 gross, \$3,764,171; net, \$318,833. (V. 56, p. 621.)

Chicago Great Western. — (See Map.)—Boad.—Operates and owns by deed the Chicago St. Paul & Kansas City Ry., which extends as follows: Main lines (all steel) Chicago to St. Paul and St. Joseph, 690 miles; Hayfield to Manley Junction, 47 miles; branches—Summer to Hampton, 64 miles; to coal mines, &c., in Iowa, 10½ miles; other, 4 miles; total owned, 815 miles; and leases—St. Paul to Minneapolis, 10½ miles; Chicago terminals, 10 miles; Dubuque to Aiken, 16 miles; Des Moines terminals, 2·70 miles; Leavenworth to Kansas City, 443 miles; total leased, 84 miles. The Chicago Great Western a so owns, in fee, Bee Creek to Beverly, 23 miles. Total operated, 922 miles.

Organization—Incorporated under laws of Illinois in January, 1892, to facilitate reorganization of the Chicago St. P. & Kan. City Ry. On Sept. 7, 1893, the company having become the owner of over 97 per cent of the 1st mortgage bonds and over 99 per cent of the general mortgage bonds, acquired by deed the title of the Chicago St. Paul & Kansas City Ry. (815 67 miles), subject to the mortgages, the bonds which it owns being kept alive. It had prior to that time acquired the title to the Leav. & St. Joseph Ry. (23 miles), which is unincumbered.

Securities.—See full particulars in V. 55, p. 856. The priority loan and equip. lease warrants were assumed by the Chicago Great Western. The 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 until default is made good, when the management again reverts to the company. 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 having a lien prior to preferred A can be created, but 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.

On June 30, '94, \$2,066,500 of debenture stock and \$79,800 preferred A was in the treasury; debenture stock outstanding on which dividends are payable in cash, \$5,714,750; on which dividends payable in deb. scrip, \$3,554,250; debenture scrip outstanding, \$1,999,814.

GENERAL FINANCES.—In April, 1894, debenture stockholders and preferred "A" stockholders were asked to subscribe in the amount of 12½ p. c. of their holdings of these stocks to additional debenture stock at 80 p. c. Stockholders so subscribing to receive their interest and dividends in cash; those not subscribing to receive their interest and dividends in cash; those not subscribing to receive int. and divs. in debenture scrip until 12½ p. c. of their holdings has b en so received. Debenture stock for \$1,999,814 was subscribed for at 80 p. c., which will realize \$1,551,397 (of which third and last instalment, \$328,133, is due Jan. 1, 1895, to be applied to the floating debt.

FLOATING DEBT.—On June 30, 1894, there were bills payable \$437,524: accounts payable, \$140,000; advanced by operating account, \$358,263. Against this the company had \$505,599 cash in hands of Fluance Committee, and there will be due Jan. 1, 1895, for debenture stock, as above,

LATEST EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross, \$3,031,818, against \$3,739,329 in 1893.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 as in V. 59, p 470, showing:

 Was in V. 33, p 4 volume
 1892.
 1893.
 1894.

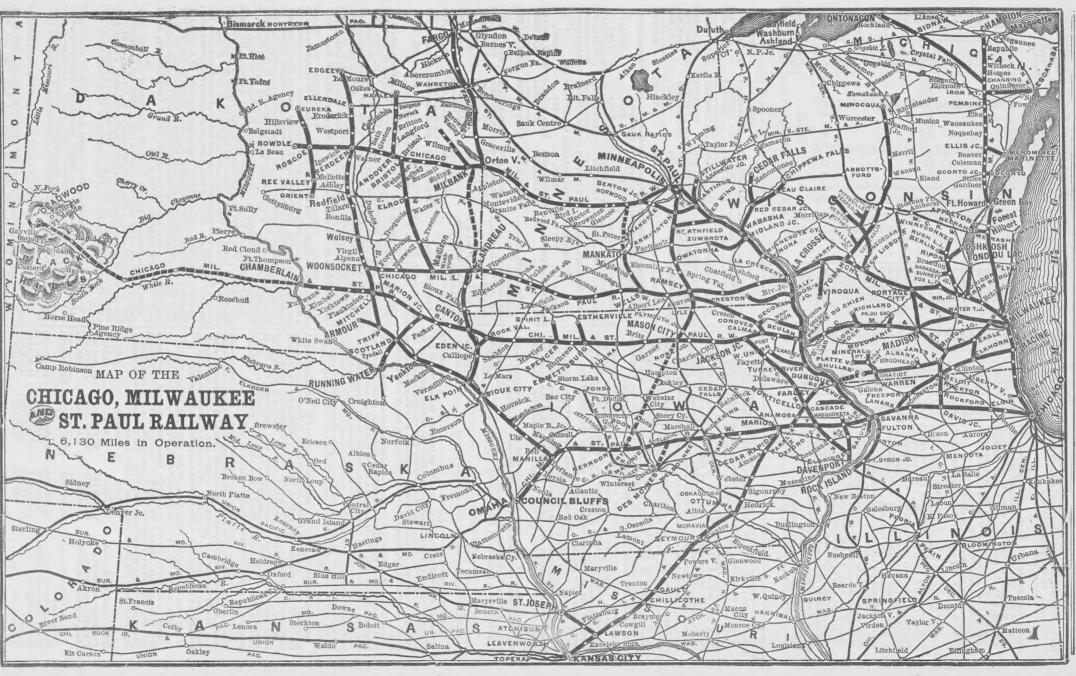
 Average mileage owned and oper'd rotal gross earnings.
 922
 922
 922

 Total gross earnings.
 \$5,024,740
 \$5,083,014
 \$4,011,710

 Operating expenses and taxes.
 3,764,677
 4,063,175
 3,002,897

Chlcago Kalamazoo & Saginaw.—Under construction from Kalamazoo, Mich., to Saginaw, Mich., 125 miles, of which 45 miles, Kalamazoo to Woodbury, in operation. In July, 1894, no securities were outstanding. In 1893 gross, \$53,514; net, \$18,450.

Chicago Milwaukee & St. Paul.—(See Map.)—Operates from Chicago westerly to Omaha, Neb., and Kansas, City. Mo., with extensive lines traversing Wisconsin, Minnesota and the Dakotas, includ-



a w w determe property of the same we will the

|   | Miles   | Date   | Size, or  |   | IN                             | FEREST   | OR DIVIDENDS.                            | Bonds-Princi   |
|---|---|--|---|---|--------------------------------|--|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  | of  | of<br>Bonds.   | Par   | Amount<br>Outstanding   | Rate<br>Per cent.              | When<br>Payable  | Where Payable, and by Whom.              | pal, When Due<br>Slocks - Last<br>Dividend.  |
| Chicago Milwaukee & St. Paul—(Concluded)— Chie. & Mil. 1st mort. (conv. into pref. stock). c* Chie. Mil. & St. P. prior lien consols, convert. Ch. Mil. & St. P. consol. M., conv. into pr. stock. c* I. & D. Ext. 1st M., convert. Into pref. stock. c* I. & D. Ext. 1st M., convert. Into pref. stock. c* S. W. Div. 1st mortgage Western Union RR. c* So. Minnesota Div. 1st mortgage c* Mineral Point Division 1st mortgage c* Mineral Point Division 1st mortgage c* do do do Lacrosse & Dav. Div. 1st mortgage c* Wisc. Val. RR. Co. 1st M., Tomah to Wausau, Wisc. Wis. Val. Div. 1st M. of 1880, s. f., not dr'n. c* Dub. Div. (Ch. Cl. D.&M.) 1st M., s. f., not dr'n. c* Chic. & Pac. Div. 1st M. (Chic. to Kittredge). c* Western Div. 1st mort, (see text) gold c* Chic. & Lake Superior Div. 1st mort, gold c* Chic. & Lake Superior Div. 1st mort, gold c* Dakota & Great Southern 1st mortgage, gold c* Dakota & Great Southern 1st mortgage, gold c* Dakota & Great Southern 1st mortgage, gold c* Dakota & Missourl River Div. 1st mortgage c* Dakota & Missourl River Div. 1st mortgage c* Milw. & North'n 1st mort., Schwarz, to Gr. Bay. c* Con. M. (\$17,000 p.m.), 1st M. north of Gr. Bay. c* Ch. & Gt. West. 1st M. gold c* City of Chicago purchase money M. Frirst mort. for \$30,000,000, gold c* &r | 83<br>1,435<br>1,435<br>2112<br>212<br>419<br>133<br>395<br>107<br>161<br>1207<br>1,117<br>525<br>All, 126<br>362<br>10<br>65 <sup>1</sup> <sub>2</sub> | 1873<br>1874<br>1875<br>1878<br>1880<br>1880<br>1880<br>1880<br>1880<br>1880<br>1880 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$2,393,000 186,000 11,299,000 3,505,000 4,000,000 7,432,000 2,540,000 1,106,500 2,516,000 2,316,000 4,755,000 1,250,000 1,250,000 1,250,000 1,250,000 1,250,000 1,250,000 4,745,000 4,745,000 4,745,000 1,600,000 See text. 2,155,000 3,93,000 2,936,000 3,930,000 6,000 See text. | 777766575576665555655554666555 | J. & J. J. & J | do d | July 1, 192 Jan. 1, 191 Jan. 1, 192 July 1, 192 July 1, 192 July 1, 191 July 1, 191 July 1, 191 Jan. 1, 191 July 1, 192 Jan. 1, 191 May 1, 198 |

North Dak., 352 miles; branches 162 miles; total, 1,117 miles.

Terminal five per cent bonds of 1884 cover terminal property of several hundred acres in Chicago and Milwaukee. 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.

The general mortgage of 1889 is for \$150,000,000, to the United States Trust Cc., of New York, as trustee, and covers the entire railway property and franchises of the company (therein described) subject to prior liens as below mentioned. It is agreed that the prior lien tends cannot be extended, but will be paid off at maturity. See V. 59, p. 724.

| Unlisted and in treasury of the company | 2,682,800                                 |
|---|---|
| Total given as outstanding              | \$20,488,800<br>111,065,200<br>18,446,000 |

Total authorized......\$150,000,000

The \$20,488,800 outstanding include \$6,000,000 issued to pay for 178 miles of sundry small branches on which the general mortgage is a first lien, and to retire the \$2,500,000 first mortgage bonds of Chicago Evanston & Lake Superior Railway, a Chicago suburban road; also \$2,918,000 issued to replace prior lien bonds paid and cancelled. Total authorized ...

The \$18,446,000 of bonds above mentioned are applicable for premiums paid in retiring or refunding convertible and other prior lien bonds bearing a higher rate of interest than 4 p. c., for cost of branches, second and side tracks, real estate, bridges, rolling stock, equipment, etc. (on July 1, 1894, of the prior lien bonds outstanding, \$25,855,500 (maturing 1897-1908) were convertible into preferred stock; if from time to time so converted they will set free a like amount of general 4s which will become available for improvements, additions, etc. V. 48, p. 830; V. 50, p. 205.

p. 330; V. 50, p. 205.

GENERAL FINANCES, &c.—A considerable amount of the stock is held by parties also interested in the Chicago & Northwestern, so that the two reads are operated as a rule in harmony. Dividends on common stock were resumed in October, 1892. See "dividends" above. In Dec., 1893, \$3,000,000 gen. mtge. 4s were listed in N. Y., having been sold for equipment, improvements and additions (V. 57, p. 1038), and in June, 1894, \$3,000,000 more. N. Y. Stock Ex. in Nov., 1894, reports \$17,806,000 listed. Milwaukee & Northern earnings since July 1, 1893, have been included in those of the St. Paul.

FLOATING DEBT.—According to the annual report, the floating debt June 30, 1894, consisted of loans and bills payable, \$1,000,000, against which were held \$3,990,800 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. consols are in St. Paul treasury.

EARNINGS.—3 months.) 1894, gross, \$7.081.679: net, \$2,208,702.

EARNINGS.—3 months, 1894, gross, \$7,081,679; net, \$2,208,702.

July 1 to Sept. 30. (1893, gross, \$8,024,747; net, \$2,543,364.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is field in September. Report for 1893-94 was given in full in V. 59, p. 420, 427. See also editorial, p. 394. These figures, except for 1893-94, do not include the Milwaukee & Northern. For the comparison including the M. & N. for all the years see further below.

|   | 1891-92.                               | 1892-93.                               | 1893-94.                               |
|---|--|--|--|
| Miles operated June 30  | 5,721                                  | 5,724                                  | 6,148                                  |
| Passenger earnings<br>Freight earnings<br>Mail, express, &c., earns | \$6,639,137<br>23,241,421<br>2,402,951 | \$7,138,561<br>24,393,849<br>2,442,645 | \$7,311,687<br>21,550,822<br>2,465,442 |
| Total earnings  | \$32,283,508                           | \$33,975,055                           | \$31,327,951                           |
| Maintenance of way  | \$4,235,514                            | \$5,004,161                            | \$4,469,838                            |
| Maint. cars and engines   | 3,884,373                              | 3,661,243                              | 2,698,459                              |
| Transportation  | 11,515,811<br>933,148                  | 12,507,270                             | 11,503,142                             |
| Miscellaneous   | 246,158                                | 1,058,320<br>257,114                   | 1,199,077 $243,816$                    |
| Total expenses  | \$20,815,004                           | \$22,488,108                           | \$20,114,332                           |

| 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 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       |   | 1891,92.<br>\$11,468,504<br>(64.48)<br>237,354 | 1892-93,<br>\$11,486,947<br>(66·19)<br>122,140        | 1893-94.<br>\$11,213,619<br>(64.21)<br>100,684    |
|---|---|--|---|---|
| Chien 2ds, Iowa & Dakota 7s, Iowa & Dakota Extension 7s, River  | Total net income  | \$11,705,858                                   | \$11,609,087  | \$11,314,303                                      |
| 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.  Ohicago & Pacific Western Division 1st 5s were issued at \$20,000 | Interest on debt<br>Dividends on pref. stock<br>Dividends on com. stock.<br>Miscellaneous |  | 7,065,216<br>(7) 1,751,357<br>(4) 1,838,306<br>21,470 | 7,503,748<br>(7) 1,809,213<br>1,838,307<br>95,822 |
| per mile for road, with additional amounts for equipment and bridges; no further bonds can be issued. The mortgage covers the   | Surplus   | \$2,859,096                                    | \$932,738   | \$67,213  |
| collowing 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.   | Following are the results<br>Milwaukee & Northern bei                                     | s compared for<br>ing included in              | three years, the each year:                           | operations of                                     |
|   | Year ending June 30—  | 1892.  | 1893.   | 1894.   |
| Terminal five per cent bonds of 1884 cover terminal property  | A verage miles  | 6 077  | 6 100   | 8119  |

| Year ending June 30—                    | 1892.        | 1893.                               | 1894.                               |
|---|--------------|-------------------------------------|-------------------------------------|
| Average milesGross earnings<br>Expenses | \$34,048,875 | 6,109<br>\$35,743,429<br>23,712,943 | 6,148<br>\$31,327,951<br>20,114,333 |
| Net earnings                            | \$12,111,408 | \$12,030,486                        | \$11,213,618                        |

| CONDENSED G              | ENERAL BALANO              | E SHEET JUNE               | 30.                        |
|--------------------------|----------------------------|----------------------------|----------------------------|
| Assets—                  | 1892.                      | 1893.                      | 1894.                      |
| Road and equipment, etc. | \$207,838,998<br>4,043,530 | \$215,937,204<br>2,662,814 | \$220,198,172<br>3,676,586 |
| Total assets             | \$211,882,528              | \$218,600,018              | \$223,874,758              |
| C4                       | 010 005 001                | A10 000 001                | A40 000 001                |

| Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  | Funded debt 129,195,000 130,805,500 138,801,000  |                            |              |               |               |
|--|--|----------------------------|--------------|---------------|---------------|
| Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179   | Stock, preferred   | Interest accrued, not due. | 3,486,339    | 3,447,223     | 3,581,983     |
| Etock, preferred     24,364,900     25,767,900     25,973,900       Funded debt     129,195,000     130,805,500     138,801,000       Pay-rolls, vouchers, &c.     2,722,549     2,665,149     1,669,179                         | Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 |                            | 3,400,339    |               |               |
| Etock, preferred     24,364,900     25,767,900     25,973,900       Funded debt     129,195,000     130,805,500     138,801,000       Pay-rolls, vouchers, &c.     2,722,549     2,665,149     1,669,179                         | Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 |                            | 0,200,000    |               |               |
| Etock, preferred     24,364,900     25,767,900     25,973,900       Funded debt     129,195,000     130,805,500     138,801,000       Pay-rolls, vouchers, &c.     2,722,549     2,665,149     1,669,179                         | Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | Loans and bills payable    | 0,100,000    | 3,240,000     | 1,000,000     |
| Etock, preferred     24,364,900     25,767,900     25,973,900       Funded debt     129,195,000     130,805,500     138,801,000       Pay-rolls, vouchers, &c.     2,722,549     2,665,149     1,669,179                         | Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 |                            | 0,100,000    |               |               |
| Etock, preferred     24,364,900     25,767,900     25,973,900       Funded debt     129,195,000     130,805,500     138,801,000       Pay-rolls, vouchers, &c.     2,722,549     2,665,149     1,669,179                         | Etock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 |                            | 0,200,000    |               |               |
| 8tock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | 8tock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 |                            | 0,400,000    | 0,441,440     | 0,001,000     |
| 8tock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | 8tock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | interest accrued, not due. | 3,480,339    | 3.441.223     | 3,081,983     |
| 8tock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | 8tock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000         Pay-rolls, vouchers, &c.       2,722,549       2,665,149       1,669,179 | Interest accrued, not due  | 3.486.339    | 3.447.223     | 3.581.983     |
| Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  | Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  | Internet commend not due   | 9 400 990    | 9 447 999     | 9 501 009     |
| Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  | Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  |                            | 2,122,020    | 2,000,140     |               |
| Stock, preferred.       24,364,900       25,767,900       25,973,900         Funded debt.       129,195,000       130,805,500       138,801,000  | Stock, preferred       24,364,900       25,767,900       25,973,900         Funded debt       129,195,000       130,805,500       138,801,000  | Pay-rolls, volichers, &c   | 2.722.549    | 2.665.149     | 1.669.179     |
| Stock, preferred 24,364,900 25,767,900 25,973,900  | Stock, preferred 24,364,900 25,767,900 25,973,900  |                            |              |               |               |
| Stock, preferred 24,364,900 25,767,900 25,973,900  | Stock, preferred 24,364,900 25,767,900 25,973,900  | Funded dept                | 129.195.000  | 130,805,500   | 138.801.000   |
|  |  |                            |              |               |               |
|  |  | Stock, preferred           | 24.364.900   | 25,767,900    | 25.973.900    |
| 5tock, common  | Stock, common  |                            |              |               |               |
|  |  | Stock, common              | 846.027.261  | 846.027.261   | 846.027.261   |
| LAGMINIAES—  |  | T1.1.11111                 |              |               |               |
| Liabilities—   | T 1 1 17 17 17 17 17 17 17 17 17 17 17 17  | TOTAL ASSOCIATION          | φ411,004,040 | \$218,600,018 | \$223,874,758 |
|  |  |                            |              |               |               |

Total liabilities...... \$211,882,528 \$218,600,018 \$223,874,758 -(V. 56, p. 42, 331, V. 57, p. 22, 422, 443, 466, 470, 1038, 1040, V. 58, p. 1035; V. 59, p. 152, 228, **394**, 420, 427, 724.)

Chicago & Northern Pacific.—(See Map)—Organization, Property Owned, Etc.—Organized in 1889 in interest of Northern Pacific to acquire terminal property at Chicago. Its owns 332 acres (46 acres in the heart of the city), with 65½ miles of track in operation; a freight house with a capacity of 80,000 square feet; a new passenger station, street and dock frontage on the Chicago River, round houses, a surburban line running from 40th Street in Chicago, a distance of 9 miles, and a line southerly from Chicago to Chicago & Calumet Term. at Blue Island. (V. 55, p. 58; also p. 682; V. 56, p. 363.)

a distance of 9 miles, and a line southerly from Chicago to Chicago & Calumet Term. at Blue Island. (V. 55, p. 58; also p. 682; V. 56, p. 363.)

Lease, Rental, Etc.—In May, 1890, this property was leased through the medium of the Wisconsin Central to the Northern Pacific at a minimum rental sufficient to pay all fixed charges. See abstract of lease in V. 52, p. 468. In September, 1893, the lease of the Wisconsin Central to the Northern Pacific was abrogated. October interest on Chicago & Northern Pacific lat 5s was not paid, and on October 11, 1893, Henry E. Howland, Walter Van Norden and Richard P. Morgan were appointed receivers. V. 57, p. 638. The Wisconsin Central claims it was merely the intermediary through which the lease was made. In Nov., 1894, the Wisconsin Central was still operating the property under a temperary arrangement with the Ch. & N. P. receivers. The Chicago Great Western (formerly Chicago St. Paul & Kanasa City) and the Baltimore & Ohio are tenants of the Ch. & N. P. and pay rentals, the former of \$150,000 and the latter of about \$175,000 per amum. The Wiscon. Cent. in May, 1894, was paying \$150,000 yearly. REORGANIZATION.—Bondholders' Committee consists of J. Edward Simmons, Chairman, Henry Budge, R. C. Martin, Simon Sterne, William Mertens, W. Allen Butler, Jr. and Alfred S. Heidelbach. In Nov., 1894, the U. S. Trust Co.'s receipts for \$25,523,000 lst mort. 5s deposited under this committee's agreement of Dec. 5, 1893, had been listed on N. Y. Stock Exchange. V. 58, p. 306.

Bonds.—The Farmers' Loan & Trust Co. is trustee of the first mort-range of 1890, on which default occurred Oct. 1, 1893. Of the \$30,000,000 authorized in Oct., 1894, \$101,000 were in co.'s treasury, \$1,044,000 were held in trust against like amount of prior bonds, leaving \$28, 55,000 outstanding. V. 59, p. 661. See mortgage abstract V. 52, p. 465. The interest due June 1, 1894, on Chic. & Great West. bonds was paid.

Stock.—Stock outstanding. \$30,000,000 (par. \$100), of which over

STOCK.—Stock outstanding, \$30,000,000 (par, \$100), of which over \$15,700,000, owned by Nor. Pac., was to be pledged along with \$3,000,000 of the bonds under N. P. trust of 1893. The N. P. claims a considerable sum due for advances, against wh'ch there are counter claims. In April, 1894, one year 6 p. c. receivers' certificates for \$200,000 were issued.

EARNINGS.—Recent earnings are stated to have been about \$40,000 a month.

-(V 56, p. 363, 463, 886; V. 57, p. 547, 548, 638, 763, 853, 938, 1038, 1082, 1122; V. 58, p. 81, 126, 178, 263, 306, 594, 682, 733, 866, 902; V. 59, p. 650, 737.)

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

| RAILROADS.  | Miles   | Date   | Size, or   |  | INT               | TEREST   | OR DIVIDE                                | NDS.                                     | Bonds—Principal. When Due.   |
|---|---|--|--|--|-------------------|--|--|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |   | of<br>Bonds  | Par  | Amount<br>Outstanding  | Rate per<br>Cent. | When<br>Payable  | Where Payak<br>Who                       |  |  |
| Ohicago & North-Western—Common stock  Preferred stock (7 p. c. yearly, not cumulative)  Peninsular RR. 1st M. convertible (assumed)  Ch. & N. W. con. s. f. M. (\$12,900,000), not dr'n.c'  Chic. & Mil. 1st M. Chicago to Mil. (assumed)  Cedar Rapids & Missouri Riv.—Bonds assumed.  | 109<br>788<br>85  | 1863<br>1865<br>1863   | \$100<br>100<br>1,000<br>1,000<br>1,000  | \$39,054,907<br>22,335,170<br>126,000<br>12,774,000<br>1,700,000                       | 7 per an. 7       | J.&D. 50<br>QM.30<br>M. & S.<br>QF.<br>J. & J.   | do<br>do                                 | do<br>do<br>do<br>do<br>do<br>do         | July 5, 1894<br>Sept. 24, 1894<br>Sept. 1, 1898<br>Feb. 1, 1915<br>July 1, 1898  |
| Cedar Rapids & Missouri Riv.—Bonds assumed.  1st mort. 3d Div., Des. M. River to Mo. River  Mort. of 1884, Ced. R. to Des M. River.  1owa Midd'd 1st M., Lyonsto A namosa (assumed)  Madison extens.1st M., g. (s.f. \$23,000, not dr'n)  Menominee ext.1st M., g. (s.f. \$23,000, not dr'n)  Northwest. Union 1st M., g., Mil. to Fond-du-Lac.  Chic. & N. W. gen. consol. M., g., s.f., not dr'n c. *kr  Menominee River 1st M., two series (assumed)  Mil. & Mad. 1st M., Mil. to Madison (assumed)  Chicago & Tomah 1st mort., guar. (assumed)  Chicago Milwaukee & N. W. construc. do  Escanaba & Lake Superior RR. 1st M., (assumed)  Escanaba & Lake Superior RR. 1st M., (assumed)  Cotunwa C. F. & St. P. 1st M. (\$25,000 p. m.) ple, guar  C. &N. W. s.f. b'ds of '79 (\$15,000 p. m.) pred. atilo5.ckr  1owa Div. 1st M. for \$1,411,000 (\$20,000 p.m.) c' kr  25-year debentures of 1909 (\$6,000,000) c' kr  25-year debentures for \$1933 (not dr'n). c' kr  20-year debentures of \$1909 (\$6,000,000) c' kr  Extension 4s. \$20,000,000 (\$20,000 p. m.). ckr  Minnesota Valley Ry. 1st mortgage.  Plainview RR. 1st mortgage (now 1st) guar c'  Maple River 1st M., Br. to Mapleton, (assumed) w. & & St. P. | 149<br>124<br>71<br>129<br>114<br>62<br>1,670<br>82<br>152<br>43<br>57<br>64<br>75<br>1,041<br> | 1871<br>1872<br>1872<br>76-'80<br>1880<br>(1880<br>(1882<br>1881<br>1882<br>1884<br>1885<br>1870<br>1891<br>1883<br>1884<br>1891<br>1886<br> | 500 &c. 1,000 500 &c. 500 &c. 500 &c. 500 &c. 1,000 1, | 1,411,000<br>9,800,000<br>3,869,000<br>9,819,000<br>18,632,000<br>150,000<br>1,592,000 | 7                 | M. & N. D. A. & O. A. & O. D. M. & S. D. J. & J. M. & S. N. M. & N. N. & N. D. & N. M. & N. D. J. & J. & N. M. & N. D. J. & J. & J. M. & J. & J. M. & M. | do d | do d | May 1, 1916 June 1, 1900 Oct. 1, 1900 Apr. 1, 1911 June 1, 1911 June 1, 1911 June 1, 1912 July 1, 1906 Sept. 1, 1905 Nov. 1, 1905 Nov. 1, 1905 Moh. 1, 1907 Mch. 1, 1907 Mch. 1, 1908 Apr. 1, 1908 Apr. 1, 1908 Apr. 1, 1908 Apr. 15, 1921 Aug. 15, 1926 Oct. 1, 1908 Sept. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1916 Sept. 1, 1908 Nov. 1, 1916 Sept. 1, 1916 July 1, 1897 Sept. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Nov. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Nov. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 Nov. 1, 1908 Sept. 1, 1908 |

Chicago & North-Western.—(See Map.)—Operates an important system of roads uniting Chicago, Ill., with Omaha, Neb., St. Paul, Minn., with the great wheat belts of Dakota, Nebraska, etc., and with the mining regions of Michigan and the Black Hills, including—

| Road owned—                       | Miles. | Controlled by sto | ck, Miles.         |
|-----------------------------------|--------|-------------------|--------------------|
| Road owned—<br>Lines owned in fee | .3,085 | operated separe   | ately—             |
| Entire stock owned—               |        |                   | n & Mo. Val. 1,301 |
| Winona & St .Peter                |        |                   | ific 107           |
| Dakota Central                    | . 724  | Chicago St. Paul  | Minn. & O.¶1,481   |
| Princeton & Western               | . 16   |                   |                    |
| Milwaukee Lake Shore & W          | . 757  | Total of all      | 7,820              |
|                                   |        |                   |                    |
| Total incl. in earns              | .5,031 | Which see.        | 2d track, 386 m.   |

HISTORY, &c.—The Chicago & North Western 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. Their securities, except those held by Chic. & N. W., are in table above. 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 Cu. & N. W., all its liabilities and duties being assumed. See V. 57, p. 375; V, 56, p. 792.

CAPITAL STOCK—Of the common stock \$2,332,958, and preferred.

CAPITAL STOCK.—Of the common stock \$2,332,958, and preferred \$3,284 remained in the co's treasury in June, 1894. Pref. stock has a a prior right to 7 p. c.; then common 7 p. c.; then preferred 3 per cent; then common 3 per cent; then both classes share. Dividends are usually paid as in table, but sometimes a few days later.

| DIVIDENDS since 188<br>On common. | 1. Yea           |              | 1882-84<br>7 yearl |       | 1885.<br>6 <sup>1</sup> <sub>2</sub> | 1886-93.<br>6 yearly, |
|-----------------------------------|------------------|--------------|--------------------|-------|--------------------------------------|-----------------------|
| On preferred—}                    | Year.<br>Per ct. | 1882.<br>734 | 1883.<br>8         | 1884. | 1885.                                | 1886-93.<br>7 yearly  |

In 1894—Common, July, 3 per cent. Preferred, March, 134 per cent; June, 134 per cent; September, 134 per cent.

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.

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 described in Supplement of May, 1894. Of the sinking fund bonds of 1879 \$6,305,000 are 6s; the sinking fund is at least 1 per cent of outstanding bonds, which are 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 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."

GENERAL FINANCES.—To Nov., 1894, Extension 4s for \$18,632,000 had been listed on N. Y. Stock Exchange.

Latest Earnings.—From Jan. 1 to Sept. 30, 1894, 9 months, gross, \$21,668,605, against \$24,670,139 in 1893.

ANNUAL REPORT.—Fiscal year ends May 31. The annual meeting is held the first Thursday in June. The report for 1893-94 was in V. 59, p. 229. See also editorial, p. 254.

The surplus of the year 1893-94 over dividends was as follows: From the Chicago & Northwestern Railway, \$400,950; from the Fremont E. & Missouri Valley, \$65,545; from the land department, \$245,827; total, \$712,322, available for improvements, &c.

The following statistics are for the Chicago & Northwestern proper; the statistics of the Fremon Elkhorn & Mo. Valley are given below, and in the CHRONICLE, V. 59, p. 290.

|   | Year ending May 31.<br>Average miles oper. | 1891.<br>4.254       | 1892.<br>4.273          | 1893.<br>4.273         | 1894.<br>4.841          |
|---|--|----------------------|-------------------------|------------------------|-------------------------|
|   | Passenger earnings                         | \$6,700,351          | \$7,298,880             | \$7,956,440            | \$9,226,467             |
| 9 | Freight                                    | 19,829,341 1.263.982 | 22,788,423<br>1,334,969 | 23,377,715 $1,375,592$ | 21,284,929<br>1,474,786 |
|   | wan, express, de                           | 1,200,002            | 1,001,000               | 1,070,002              | 1,272,700               |

Total earnings...\$27,793,674 \$31,422,272 \$32,709,747 \$31,986,187 

 Maintenance of way.
 \$3,353,694
 \$3,920,697
 \$4,471,160
 \$1,9867,628

 " cars, &c.
 2,855,480
 3,164,548
 3,386,053
 \$19,867,628

 Transport'n & miscel.
 11,227,355
 12,323,031
 13,433,750
 \$1,002,190
 1,040,302

 Parks.
 928,162
 1,002,190
 1,040,302

Total expenses..\$18,291,006 \$20,336,438 \$22,293,153 \$20,907,930 

Total receipts....\$9,762,253 \$11,403,570 \$11,184,229 \$11,509,925 \$6,875,232 3,906,594 327,150

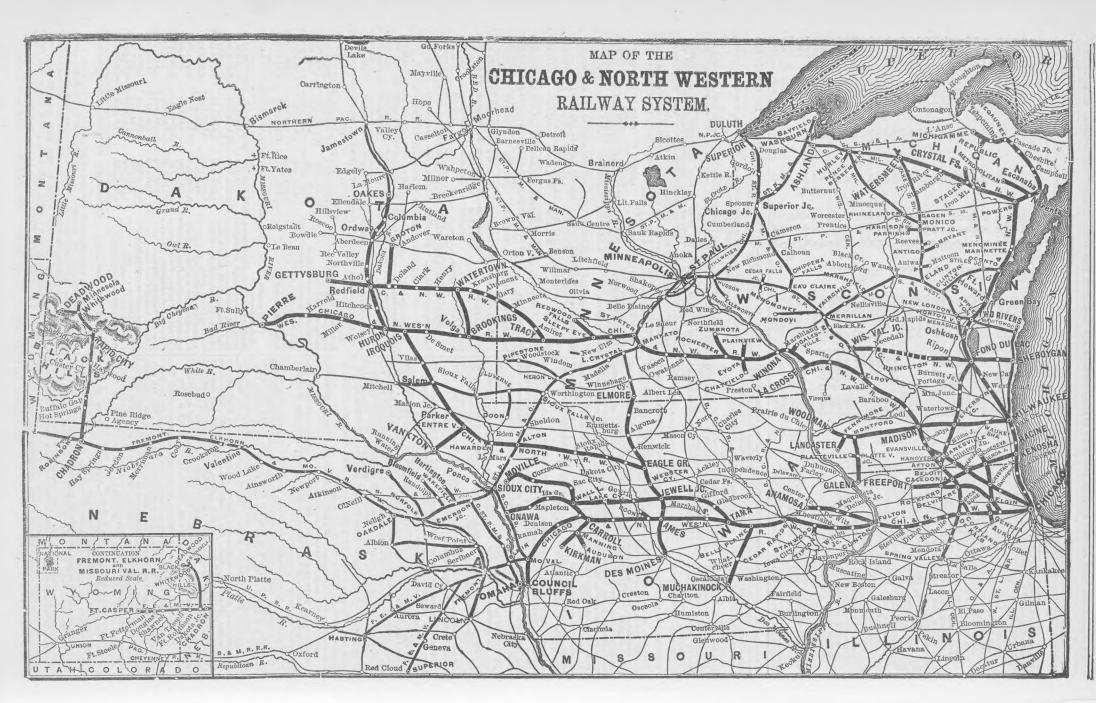
Total disbursm'ts. \$9,527,495 \$10,159,120 \$10,533,951 \$11,108,976 Balance, surplus.... \$234,758 \$1,244,450 \$656,278 \$400,949

FREMONT ELKHORN & MISSOURI VALLEY. Yr.end. Way 31. 1891. 1892. 1893.

1894.

| Net earnings            | 1,051,612   | \$3,481,236<br>1,104,349<br>1,031,477 | 1,151,236     | 1,093,852   |
|-------------------------|-------------|---------------------------------------|---------------|-------------|
| Balance, surplus        | \$61,201    | \$72,872                              | \$120,567     | \$65,544    |
| BALANCE SHEET Ba        | alance shee | ts of Ch. & N                         | No. W. May 31 | as below:   |
| Assets—                 |             | 1892.                                 | 1893.         | 1894.       |
| Road and equipment.     |             |                                       |               |             |
| Bonds owned             | *1          |                                       | *15,000,087   | *23,921,022 |
| Stocks owned            |             | 2,051,957                             | 22,053,474    | 14,317,742  |
| Land grant investmen    | ts          | 1,146,760                             | 420,925       | 457.982     |
| Bills and accounts rece |             | 1.994,771                             | 1.980,464     | 1,700,008   |
| Materials, fuel, &c     |             | 2,143,382                             | 1,886,959     | 1,777,254   |
| Contract, raday coorses |             | 0 400 700                             | 0.702.752     | 2 200 607   |

| 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." | Land grant investments<br>Bills and accounts receivable.<br>Materials, fuel, &c |               | 420,925 $1,980,464$ $1,886,959$ $2,793,753$ | 457,982<br>1,700,008<br>1,777,254 |
|--|---|---------------|---|-----------------------------------|
| The Chicago & Northwestern extension bonds of 1886 are secured by deposit in trust of first mortgage bonds at a rate not exceeding \$20,000                          | Cash on hand<br>Trustees of sinking fund  |               | 6,486,181                                   | 2,309,607<br>6,817,106            |
| per mile. Included in the collateral Feb. 1, 1893, were \$10,675,000 Fremont Elk Horn & Mo. Valley 1sts and \$2,560,000 Wyoming Cen-                                 | Total assets  | \$211,889,801 | \$216,557,324                               | \$231,510,432                     |
| etc. See F. E. & M. V. bonds below. Union Trust Co. of N. Y., trustee.   | Stock, common and preferred.<br>St'cks of propriet'ry roads, &c.                |               |   | \$63,726,321<br>519.510           |
| The Fremont Elkhorn & Missouri Valley consols have a first lien on   | Bonded debt   | 114,235,500   | 117,100,500                                 | 130,113,500                       |
| 1,170 miles (Fremont, Neb., to Deadwood, D. T., 557 miles, and branches to Hastings, Albion, &c., 613 miles), but besides the amount                                 | Purchase acct. M. L. S. & W<br>Dividends declared, not due                      |               |   | 8,550,000<br>1,562,434            |
| ef issue given as outstanding in the table \$10,675,000 are held as part collateral for Chicago & Northwestern extension bonds of 1886. The                          | Sinking funds paid  | 5,405,696     |   |                                   |
| Northwestern assumed \$3,600,000 of the Fremont Elkhorn & Missouri   | Securities for cap. stock iss'd.  | 10,009,823    | 10,009,823                                  | 2,334,267                         |
| Valley bonds and guarantees the rest. See guaranty V. 56, p. 650.  The Milwaukee Lake Shore & Western debentures are convertible into                                | Securities retired from income Current bills, pay-rolls, &c                     |               | 640,000<br>2,390,486                        | 890,000<br>1,802,232              |
| stock at par at any time within ten days after the date fixed for payment  | Uncollected coupons, &c Due to roads in Iowa                                    | 164,876       |   | 175,748<br>1,440,077              |
| 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                              | Consolidation Coal Co   | 129,520       | 131,325                                     | 174,569                           |
| \$25,000 per year at par, and all redeemable at 105. The extension and improvement mortgage sinking fund commences in 1893, and will re-                             | Accrued and accruing inter'st. Miscellaneous                                    |               | 1,674,428<br>284,429                        | 1,846,387<br>167,525              |
| ceive not less than \$25,000 yearly; these bonds are not subject to call.  | Land income account   | 2,956,300     |   | 3,624,245<br>7,766,411            |
| Payment of interest on the \$1,120,000 St. P. Eastern Grand Trunk 6s which was guaranteed by Mil. L. S. & W. has been assumed by Chic.                               |   |               |   | -                                 |
| & N. W., but no liability is incurred for the payment of the principal.  In addition to the company's bonds, as shown in the table above,                            | Total liabilities   | \$211,889,831 | \$216,557,324                               | \$231,510,432                     |
| there were May 31, 1894, \$2,312,500 alive in the sinking fund.  | * Includes \$13,235,000 bond<br>! Including \$2,345,164 con                     | ds pledged as | collateral.<br>284 pref'd in c              | o's treasury.                     |
| LAND GRANT.—The report for 1893-94 showed that the total consider ation for the lands and lots sold in that year amounted to \$175,065.                              | † Including \$2,331,958 com   | amon and \$2  | .285 pref. in c                             | o.'s treasty.                     |
| Total cash receipts were \$342,286. 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 \$1,385,018. The lands unsold and uncontracted for May 31, 1894, were 748,565 acres.                                    | p. 226, 792, 923, 1015; V. 57,<br>V. 59, p. 228, 229, 254, 29                   | 275, 297, 3   | 02, 375; V. 58                              | p. 452, 987;                      |
|  |   |               |   |                                   |
|  |   |               |   |                                   |



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

| ## Construction of column headings, &c., see notes of some son first page of tables.    Ohic. & North-W-(Con.) - Dakota Cent. 1st M., gu.   Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu.   1882 | RAILROADS.   | Miles   | Date   | Size, or  |  | IN'  | TEREST  | OR DIVIDENDS.  | Bonds-Princi  |
|--|--|---|--|---|--|--|---|--|---|
| Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu.   125  |  | of<br>Road.   | of   | Par   | Amount   | Rate per   | When  | Where Pavable, and hy  |   |
| Ohic. & St. L. Electric—1st M. for \$7,000,000, gold. Ohicago St. Paul & Kansas Oity—See Chicago G Reat Ohicago St. Paul & Kansas Oity—See Chicago G Reat Ohicago St. Paul Minneapolis & Omaha—Com. stock. Preferred stock, non-cumulative (see text). St. Paul Stillwater & Taylors' Falls 1st mort  100 11,259,913 See text. F. & A. N. Y., Office, 52 Wall St. Aug. 20, 189   | Ohic. & North-W.—(Con.)—Dakota Cent. 1st M., gu. Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu. Frem. Elk. & M. V. consol M. \$20,000 p. m. see text. Sloux City & Pac. pref. stock (1st mort. on 6 m.).  1st M. Sloux City to Fremont (assumed.) | 71<br>125<br>1,170<br>6<br>101<br>101<br>416<br>85<br>40<br>16<br>697<br>697<br>697<br>697<br>120<br>120<br>1736<br>268<br>2,153<br>248<br>REAT | 1882<br>1882<br>1883<br>1868<br>1868<br>1884<br>1884<br>1885<br>1886<br>1887<br>1881<br>1882<br>1883<br>1892<br>1883<br>1894<br>1891<br>1877<br>1869<br>1891 | \$1,000 &c. 500 &c. 500 &c. 1,000 1,0 | \$1,007,000 2,000,000 7,725,000 169,000 1,628,320 76,000 1,000,000 1,281,000 47,000 47,000 400,000 1,120,000 1,120,000 1,001,001 1,276,000 40,141,000 1,276,000 40,150,000 1,041,000 1,2100,000 1,041,000 1,276,000 40,150,000 1,500,000 | Cent.  6 6 7 per an. 6 6 6 6 g. 6 g. 6 g. 5 | Fayable  M. & S. M. & N. A. & O. A. & O. J. & J. M. & M. M. & | Whom.  N. Y., Office, 52 Wall St. do | Dividend.  Sept. 1, 190' Nov. 1, 190' Oct. 1, 193' Oct. 1, 1895' Mar. 1, 1896' Mar. 1, 1896' May 1, 1921 July 1, 1924 Moh. 1, 1925 Apr. 1, 1896 Feb. 1, 1929 May 1, 1911 Jan. 1, 1895 Oct. 1, 1922 Jan. 1, 1913 In or bef. 2 yrs. Mar. 1, 1288 Mar. 1, 1288 Mar. 1, 1913 In or bef. 2 yrs. Mar. 1, 1928 May |

Chicago Peoria & St. Louis.—Owns from Pekin, Ill., to Jackson ville, Ill., and Havana to Springfield, 120 miles, and Litchifield to East St. Louis. 50 miles; uses Merchants' Bridge into St. Louis, 2 miles.; trackage, 13 m. Extension to Rock Island partly graded.

HISTORY.—Organized in 1887. With its allied lines formed the Jacksonville Southeastern system. Default on 1st mort. occurred Sept. 1893, and on Sept. 21 C. H. Bosworth and E. E. Anderson were made receivers. Suits to foreclose the mortgages are in progress. In June 1894, Mr. Anderson resigned as receiver.

V. 58, p. 81, 512.

Chicago Rock Island & Pacific.—(See Map)—Road.—Operates from Chicago, Ill., via Omaha, Neb., to Denver and Colorado Springs, Col., and via Kansas City, Mo., to Fort Worth, Texas, with branches.

The system, as will be seen on adjoining map, includes:

Lines owned—

Miles.

Chic., Ill., to Council Bluffs, Ia. 499
Davenp't, Ia., to Atch'n, Kan. 342
Elwood to Liberal, Kan. 440
Herington, Kan., to Terral, I.T. 349
Horton, Kan., to Roswell, Col. 569
Branches 682
Branches 388

Total owned Apr. 1, 1894...2.881 Tot.linesoper.Apr.1,1894.3,571

Total owned Apr. 1, 1894. 2,881 Tot.lines oper. Apr. 1, 1894. 3,571
The Chicago Rock Island & Texas, from Terral to Fort Worth, Tex., 93 miles, was completed in July, 1893. It is owned by the Rock Island, and its bonds are all deposited for the R. I. extension and collateral mortgage, but the road in March, 1894, was operated separately.

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 Rock Island stock. Chicago Kansas & Nebraska is now owned in fee simple. 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; in 1894, Feb., 1 p. c.; May, 1 p. c.; Aug., 1 p. c.; Nov., ½ p. c.

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, and (since July 1, 1894, are red'le at 105 in the order of their numbers, beginning with the lowest. On April 1, 1894, there were \$40,457,000 of these bonds outstanding, and \$255,000 had been canceled for the sinking fund; of the total originally sold \$32,295,000 were issued at \$15,000 per mile on 2,153 miles of track; \$1,200,000 for Kansas City terminal property and \$7,214,000 for equipment. See mortgage abstract, V. 47, p. 260. 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. In June, 1894, \$1,500,000 debentures were sold for improvements.

GENERAL FINANCES.—The sale in Oct., 1894, of the Minneapolis & St. Louis—which see—realized for the Rock Island \$3,382,

GENERAL FINANCES.—The sale in Oct., 1894, of the Minneapolis & St. Louis—which see—realized for the Rock (sland \$3,832,000 in cash. V. 59, p. 738. In June and July, 1893, \$1,230,000 extension and collateral trust 5s were issued for 82 miles of road toward Fort Worth, Tex.; the remaining 9 miles to that city were completed in July, 1893, and \$175,000 of 5s were issued for road and equipment.

EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross \$13,737,641, against \$16,601,262 in 1893.

ANNIAL REPORT.—The fiscal year and a March 21. Annual marchine.

ANNUAL REPORT.—The fiscal year ends March 31. Annual meeting is held in Chicago on the first Wednesday in June. Report for 1893-94 in full was in V. 58, p. 964, 986, 989. Earnings, &c., have been:

| it - | Year ending March 31—<br>Miles owned and operated.<br>Passenger earnings<br>Freight.<br>Mail, express, rentals, etc | 1892.<br>3,456<br>\$5,216,761<br>12,289,636<br>1,183,678          | 1893.<br>3,610<br>\$5,843,146<br>13,302,196<br>1,825,768          | 1894,<br>3,571<br>\$6,538,568<br>12,852,979<br>1,647,527                                    |
|------|---|---|---|---|
| ,    | Gross earnings Operating expenses   | \$18,690,075<br>13,147,057  | \$20,971,110<br>15,083,689  | \$21,039, <b>07</b> 4<br>14,977, <b>4</b> 80  |
| e o  | Net earnings P. c. of oper. exp. to earns From land department, etc Chic. Kan. & Neb. interest                      | \$5,543,018<br>(70·34)<br>\$70,000<br>52,200                      | \$5,887,421<br>(71.93)<br>\$60,000                                | \$6,061, <b>594</b><br>(71·14)<br>\$43, <b>9</b> 38   |
|      | Total income  | \$5,665,219<br>\$774,806<br>2,813,325<br>143,858<br>(3) 1,384,674 | \$5,947,421<br>\$739,016<br>3,038,786<br>121,566<br>(4) 1,846,232 | \$6,104, <b>63</b> 2<br>\$692, <b>6</b> 17<br>3,199,825<br>157,4 <b>6</b> 6<br>(4)1,846,232 |
|      | Balance, surplus  | \$548,556<br>992 1015: X  | \$201,821<br>57 p 181 6   | \$208,498   |

V. 58, p. 964, 986, 987, 989, 1035; V. 57, p. 181, 639, 723, 853;

V. 58, p. 964, 986, 987, 989, 1035; V. 59, p. 738.)

Chicago St. Paul & Kan. City.—See Chicago Great Western.

Chicago St. Paul Minneapolis & Omaha.—(See Map Chicago & North Western.)—Road.—Main line—Elroy, Wis., to Omaha, Neb., 593
miles; other lines, 899 miles; total, 1,492 miles, of which 1,412 miles
are owned, 69 miles leased and 11 miles proprietary road. Extension
from Ponca to Newcastle, Neb., 11 miles, was opened August 24, 1893.

History—This was a consolidation July 1880 of the Chicago St.

from Ponca to Newcastle, Neb., 11 miles, was opened August 24, 1893.

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, 4%; from 1886 to 1888, inclusive, 6 per cent; in 1899, 8; in 1890, 4; in 1891, 4; in 1892, 6½: in 1893, 7 p.c.; in 1894, Jan., 3½ p.c.; Aug., 3½ p.c. In 1894 dividends, formerly J. & J., were changed to F. & A.

BONDS.—In 1893 consols for \$276,000 were issued. There are also

BONDS.—In 1893 consols for \$276,000 were issued. There are also \$75,000 Minneapolis Eastern 1st m., guar., 7s, due July 1, 1909.

LANDS.—The land sales in 1893 were 15,947 acres, for \$44,936, in cluding lots; land contracts and notes on hand December 31, 1893, \$501,968; lands undisposed of, 468,996 acres.

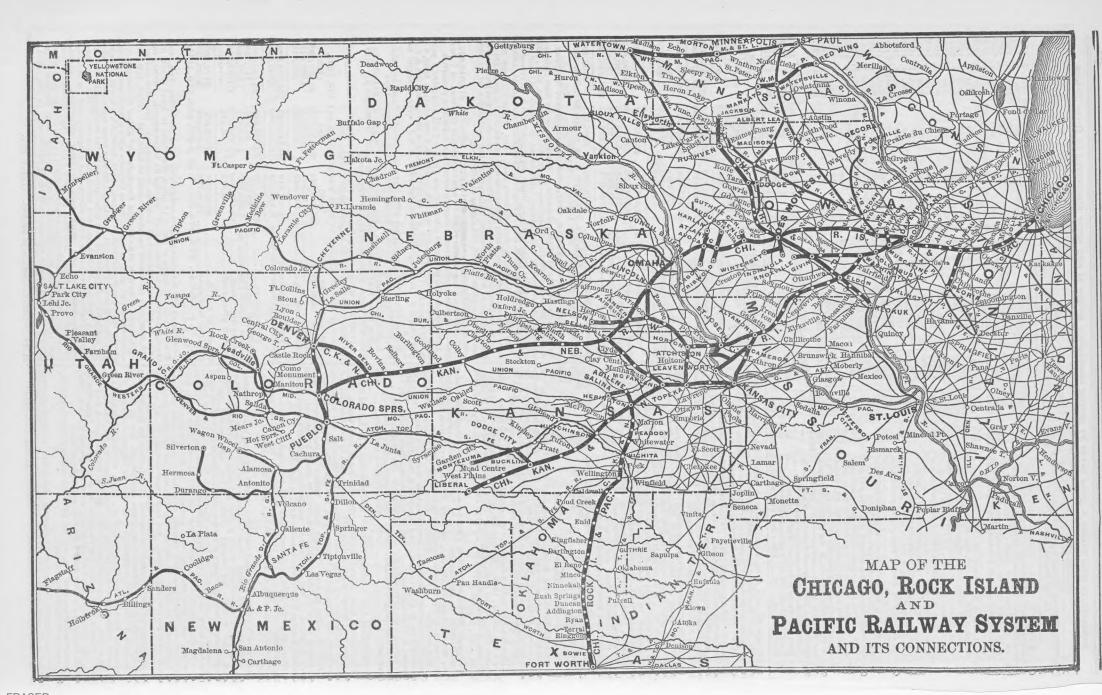
LATEST EARNINGS.—From Jan. 1 to Sept. 30, 1894 (9 months), gress earnings were \$5,266,134, against \$5,752,694 in 1893.

ANNUAL REPORT.—Report for 1893 was in V. 58, p. 494, 510, 1034.

| Teoport for 1833 was in  | v. 00, p. 494,  | 010, 1034.   |
|--|---|--|
| Year ending Dec. 31—       1891.         Passenger earnings.       \$1,956,982         Freight.       5,718,281         Mail, express, &c.       346,049   | 1892.<br>\$2,135,338<br>6,689,015<br>372,589                | 189 <b>3</b> ,<br>\$2,072, <b>099</b><br>5,893,011<br>363,818                      |
| Total gross earnings\$8,021,312<br>Operating expenses and taxes. 5,446,114   | \$9,196,942<br>6,368,296                                    | \$8,328, <b>928</b><br>5,843, <b>536</b>   |
| Net earnings.       \$2,575,198         Net rentals paid.       89,021         Net int. on debt (less other inc.)       1,346,827         Div. on pref. stock.       (5) 562,840         Loss on prop. roads.       16,972 | \$2,828,646<br>92,672<br>1,346,782<br>(7) 787,976<br>34,524 | \$2,485, <b>39</b> 5<br>141, <b>739</b><br>1,378, <b>599</b><br>(7)787, <b>976</b> |
| Surplus of RR. Co\$559,538<br>Net from land sales \$468,728<br>—(V. 56, p. 205, 461, 972, 974, 375; V. 56  | \$566,692<br>\$368,468<br>8, p. 305, <b>494</b> ,           | \$177,100<br>\$132,332<br>510,1034:  |

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 Ind. mortgage (assumed) has been limited to \$375,000 (V. 58, p. 94 L.)

Chicago & South Side Rapid Transit — ("Alley E evated.")
—Owns elevated road in operation in Chicago upon a purchased right of way from Congress Street to Jackson Park, about 8% 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 Extension on Wabash Avenue to Lake Street also proposed, and in March, 1894, property owners were said to have consented. Stoc., \$7,500,000; par, \$100. Mortgage of 1896 evvers road from Congress Street to 63d Street, and the bonds are subject to call for payment after Oct. 1,1899, at 110 and interest on any coupon day. The mortgage of 1893 is a first lien on extensions south of 63d Street. In Feb., 1894, \$2,000,000 extension bonds were unissued. Trustee of both mortgages is the Northern Trust Co. of Illinois. V. 56, p. 331.



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

| RAILROADS.   | Miles   | Date  | Size, or  |   | IN  | FEREST  | OR DIVIDENDS.   | Bonds-Princi  |
|--|---|---|---|---|---|---|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of<br>Road  | of  | Par   | Amount<br>Outstanding   | Rate per<br>Cent.   | When<br>Payable   | Where Payable, and by Whom.   | pal, When Due<br>Stocks—Last<br>Dividend.   |
| Chic. St. Paul Minneap. & Omaha—(Concl'd)— St. P. & Si'x C. 1st M.,g. (\$7,000,000)\$10,000p.m. c No. Wis. 1st M. Lake St. C. ton'r Spooner ass'med.c' Sault Ste. Marle & Southwest'n 1st M., assumed.c Ch.St. P.M. & O. con. M., \$30,000,000 (\$15,000p.m) c' Ohicago & Southeastern—Mid. of Ind. 1st M., gold c Consol. mortgage, \$20,000 per mile, gold Ohic. & S. S. Rapid Tran.—1st M., g., s. f. See text.c' 1st mortgage on extension, \$5,000,000, gold c Ohicago & Texas—1st mort., \$2,500,000, gold ck Ohicago & Texas—1st mort., \$2,500,000, gold ck Ohicago & West Michigan—Stock (in trust \$63,600). Grand Rapids Newaygo & Lake Sh. 1st M. 2d Div. Chic. & West Mich. general mort. (\$12,000p.m.). c' Ch.& No. Mich. 1st M., gu., p. & 1. end. \$18,000 p. m. c' Mich. Equip. Co. 1st M., gu., p. & 1. end. \$1800 p. m. c' Moctav Oklahoma & Gulf RR.—Priorlien, g., text.c' General mortgage, \$5,500,000. 3d M. income bonds. Ohicago & Lake Sh. (st M. can the control of the co | 607<br>80<br>37<br>1,412<br>94<br>94<br><br>60<br>48<br>48<br>48<br>93<br><br>97<br><br>164 | 1879<br>1880<br>1890<br>1880<br>1887<br>1891<br>1889<br>1893<br>1879<br>82-92<br>1875<br>1881<br>1891<br>1894<br>1894<br>1894<br>1894<br>1894<br>1894 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$6,070,000<br>\$00,000<br>400,000<br>14,006,327<br>375,000<br>(3,000,000<br>950,000<br>1,474,000<br>5,758,000<br>1,667,000<br>(3)<br>1,000,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,000,000<br>1,000,000<br>1,000,000 | 6 g. 6 5 5 g. 5 5 g. 5 5 g. 6 g. 5 5 g. 6 g. 5 5 g. 5 6 g. 5 5 g. 5 6 g. 6 g. 7 6 6 g. 6 g. 7 6 6 g. 7 6 6 g. 8 6 | A. & O. J. & J. M. J. & D. Semi-an A. & O. M. & P. J. & D. J. & J. J. & D. J. & J. J. & D. J. & J. | N. Y. Office, 52 Wall St. do do do do do do do do  Secondario de do N.Y., Bk.of Com. & Ch. Northern Trust Co. N.Y., Mercantile Tr. Co. N.Y., Mercantile Tr. Co. N.Y., Drexel, M. & Co. do See text. N.Y., Un. Tr. & Boston. See text. See text. See text. Boston.  Philadelphia. do do N.Y., Kessler & Co54 Wall Cincinnati. do N.Y., Kessler & Co54 Wall do do N.Y., Kessler & Co54 Wall | Apr. 1, 1913 Jan. 1, 1923 Nov. 1, 1914 June 1, 193 June 1, 193 Oct. 1, 192 Oct. 1, 192 Jan., 1933 Apr. 1, 193 Nov. 1, 1915 Dec. 1, 193 June 1, 190 Dec. 1, 192 May 1, 193 June 1, 190 Oct. 1, 191  May 1, 193 June 1, 190 Oct. 1, 192  May 1, 193 June 1, 190 Oct. 1, 191  Nov. 3, 1894 Oct. 1, 190 Jan. 1, 193 June 1, 193 |

Cinn. Jackson & Mack.—1st M. for \$4,800,000, g.e\* 331 1892 1,000

Chicago & Texas.—Owns from Cape Girardeau, Mo., to Carbondale, Ill., and branch to Harrison, Ill., 60 miles.

A consolidation in 1893 of Grand Tower & Cape Girardeau and Grand Tower & Carbondale. Common stock authorized, \$1,500,000; non-cumulative 5 per cent preferred, \$1,000,000; par, \$100. Outstanding Feb. 1, 1894, \$1,025,000 common and \$137,000 perf. First 5s for \$1,500,000 are reserved for extensions.

Earnings 6 months ending Dec. 31, 1893, gross, \$105,980; net, \$34,-106; interest on bonds, \$23,750; (V. 57, p. 255.)

Chicago & Western Indiana.—Owns a valuable terminal system of roads affording entrance into Chicago to the roads named below. Its lines extend from Dearborn Station, Polk Street, Chicago, to Dolton, 17 miles, also to Indiana State Line, 10 miles, to Cragin, 16 miles, and to South Chicago, 5 miles; total, 48 miles; total track, including 2d, 3d, 4th tracks and sidings, 194 miles; also owns \$60 acres of real estate, passenger and freight yards, warehouses, elevators, etc. The Belt Ry. of Chicago leases and operates 72 miles of the 194 miles owned by the Ch. & W. I., its securities being all held by the companies leasing the Chicago & W. I.

LEASES.—This company's road and terminals are leased under perfected and the control of the 194 miles of the chicago & W. I.

Leases.—This company's road and terminals are leased under perpetual contracts to the Wabash, the Chic. & Grand Trunk, the Chicago & Eastern Illinois, the Chicago & Erie and the Louisville New Albany & Chicago, each of which five companies owns \$1,000,000 stock. They are also leased to the Atchison and the Belt Railway. The annual rentals provided by the leases must always exceed by at least 20 per cent the interest on the bonds at any time outstanding.

CAPITAL STOCK, \$5,000,000, all owned as above stated. Dividends paid at irregular intervals—6 per cent in 1892, and in 1893 6 p. c.; in 1894, for 1st quarter, 1½ per cent.

BONDS.—Sinkingfund payments (amounting in 1893 to about \$135,000)

Bonds.—Sinking fund payments (amounting in 1893 to about \$135,000) annually retire a portion of the first mortgage bonds at 105 and interest, and after they are all drawn the general mortgage bonds become subject to same sinking fund and will be drawn at same price in such annual amounts as will retire the debt at or before maturity. In Sept., 1894, \$14,152,000 general 6s had been issued, of which \$2,500,000 were reserved to retire firsts and \$1,999,333 had been paid back to company for debt and canceled.

REPORT for 1893 was in V. 58, p. 986. (V. 56, p. 373, 1014; V. 7, p. 144, 178; V. 58, p. 430, 476, 986; V. 59, p. 423, 476.)

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

ORGANIZATION, &c.—Successor of Chicago & Mich. Lake Shore Jan. 1, 1879. Equipment bonds authorized, \$500,000. Bills payable \$198,000 Jan., 1894.

Jan., 1894.

COUPONS.—June, 1894, coupons on gen. mort. were purchased at Union Tr. Co., N. Y., and Old Colony Trust Co., Boston. V.58, p. 941.

Coupons of Chicago & West Michigan general mort., due Dec. 1, 1894, and of Chicago & North Michigan first mort. due Nov. 1, 1894, were offered 12 in cash and 12 in 10-year 5 p. c. scrip; said scrip to be redeemable at option of company. V. 59, p. 737.

DIVIDENDS—In 1887, 212 p. c.; in 1888, 2; in 1889, 2; in 1890, 3; in 1891, 312; in 1892, 312; in 1893, Feb., 112 p. c.; none since.

LATEST EARNINGS.—From Jan. 1 to Sept. 30 (9 months):

9months. Gross. Net. Int., rentals, &c. def, \$86,881

1894. \$1,75,930 \$207,936 \$294,825 def, \$86,843

ANNUAL REPORT.—Report for 1893 was in Chronicle, V. 58, p. 865.

and near Fort Reno with Rock Island RR. Holds valuable coal leases. HISTORY.—A reorganization of the Choctaw Coal & Railway Co., sold in foreclosure Sept. 9, 1894.

STOCK AND BONDS.—Capital stock, \$3,750,000; par, \$50. The bond issues are as follows, generals being reserved to retire the prior lien bonds—\$1,000,000 prior lien 6s; \$5,500,000 general mortgage 5s; \$1,-100,000 3d mortgage income 5s. This provides \$2,488,000 for receivership claims and to complete the road.

The prior lien 6s are redeemable at 105 after five years. They cover about 220 miles to be owned by the company, are a first lien on the coal estate owned, and cover equipment owned or hereafter acquired. See adv. Chronicle, Sept. 22, 1894. Enough "generals" have been sold to provide for new construction and equipment.

Annual Report.—Report of C. C. & Ry. Co. for 1893 in V. 58, p.

Annual Report.—Report of C. C. & Ry. Co. for 1893 in V. 58, p. 382, showed gross, \$265,247; net, \$\*5,701; profits on coal, \$73,470; net receipts, \$159,171. (V. 58, p. 382, 1109; V. 59, p. 116, 290, 472, 501, 600, 835.)

Cincinnati Dayton & Ironton.—(See map Cincinnati Hamilton & 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, 164 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 endorsement, and will turn over to lessor one-half the net income remaining after the payment of operating expenses, taxes and interest. Proceeds of \$500,000 of the bonds were reserved for extensions.

EARNINGS.—For year ending June 30, 1893, gross earnings \$760,017.

EARNINGS.—For year ending June 30, 1893, gross earnings \$760,017, net, \$301,671; charges, \$175,218; new construction, \$57,226; balance, surplus, \$69,227. In 1891-92 gross, \$600,469; net, \$189,399. See V. 52, p. 534, 680; V. 57, p. 1038. Stock, \$5,000,000; owned by C. H. & D.

Owns jointly with Big Four the Dayton & Union—which see

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.

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 Nov., 1894, 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; the prior bonds must not
be extended; trustee, Mercantile Trust Company of N. Y. 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 now ends Dec. 31.—For years ending

ANNUAL REPORT.—Fiscal year now ends Dec. 31.—For years ending June 30 results were as follows, the interest on bonds including fixed charges of Cin. Dayton & Ironton, Dayton & Michigan, etc.

| Year ending June 30. Gross earnings  | 1892.<br>\$5,018,98 <b>3</b> | 1893.<br>\$5,412,912           |
|--|------------------------------|--------------------------------|
| Net earnings   | \$1,682,447                  | \$1,844,280                    |
| Interest on bonds. C. H. & D. dividends. D. & M. dividends.  | 264,303                      | \$80,462<br>264,556<br>180,788 |
| Balance, surplus<br>- (V. 55, p. 145, 215, 373, 639, 1110; V. 56<br>59, 144, 179, 298, 1122; V. 58, p. 81, 549.) |                              | \$598,474<br>463; V. 57, p.    |

Cincinnati Hamilton & Indianapolis.—(See Map C. H.& D.)—wns Hamilton, Ohio, west to Indianapolis, Ind., 99 miles.

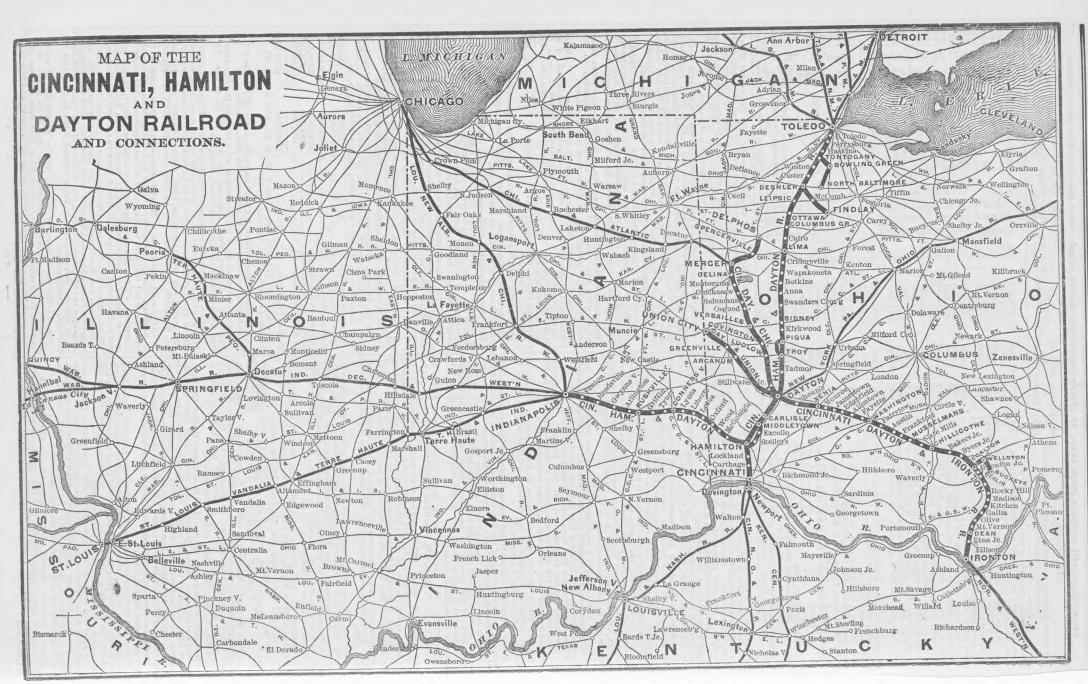
STOCK.—Common stock (\$2,500,000) is all owned by the Cincinnati Hamilton & Dayton, which operates the road. V. 57, p. 144. Preferred non-cumulative 7 per cent stock, \$281,679.

BONDS.—The general mortgage, of which 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 mort. bonds at maturity. EARNINGS.—In year to June 30, 1893, gross \$805,068; net, \$88,320; int., \$126,000; deficit, \$37,680. In 1892 gross, \$726,263; net, \$88,080.

Cincinnati Jackson & Mackinaw.—Owns from Carlisle, O., Addison, Mich., 188 miles; Allegan to Dundee, Mich., 133 miles; ranches, 3 m.; trackage to Toledo, 23 m.; total operated, 347 miles.

branches, 3 m.; trackage to Toledo, 23 m.; total operated, 347 miles. History.—This railway company succeeded on April 1, 1892, a railroad company of same name, sold in foreclosure in 1891. In 1894 parties identified with the Lake Eric & Western entered the directory. REORGANIZATION.—The reorganization plan of October, 1894, leaves undisturbed the bonds issued under the plan of February, 1894, but reduces the stock from \$16,300,000 to \$1,000,000. Old steckholders to receive one new share for forty old; balance of new stock, \$600,000, to be sold at par, stockholders being offered right to subscribe to \$400,000 of this balance.

Bonds.—The whole issue of new 4s will be \$4,800,000, of which \$550,000 reserved for future requirements. See V. 58, p. 345. It is proposed to extend the road to Jackson, Mich. (20 miles), and into Cincinnati (50 miles). New securities were issued in spring of 1894. The first coupon on new bonds is payable on Dec. 1, 1894.



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

| RAILROADS.   | Miles           | Date         | Size, or         |                        | IN'               | TEREST             | OR DIVIDENDS.   | Bonds-Prine                             |
|--|-----------------|--------------|------------------|------------------------|-------------------|--------------------|---|---|
| or explanation of column headings, &c., see notes<br>on first page of tables.                        | of<br>Road.     | of           | Par              | Amount<br>Outstanding  | Rate per<br>Cent. | When               | Where Payable, and by Whom.                           | pal, When Du<br>Stocks—Las<br>Dividend. |
| lincinnati Lebanon & Northern—1st mortgagec<br>lincinnati & Muskingum Valley—1st mortgagec           | 38<br>148       | 1886<br>1870 | \$1,000<br>1,000 | \$200,000<br>1,500,000 | 5 7               |                    | Cinn., Fourth Nat. Bank<br>Jan., '87, paid Dec., '92. |   |
| incinnati New Orleans & Texas Pacific—Stock<br>lincinnati Portsmouth & Virginia—Common stock         | 336             |              | 100              | 3,000,000              | See text.         |                    | ***************************************               | Oct. 19, 189                            |
| Preferred stock (see text)   | 107             |              |                  | 1.566,000<br>594,000   |                   |                    |   |   |
| in. Richmond & Ft. W 1st mort., gold, int. gu.e*   | 86              | 1871         | 1.000            | 1,800,000              | 7 g.              | J. & D             | N. Y. Winslow, L. & Co.                               | June 1, 19                              |
| in. Saginaw & Mack.—1st M., \$2,000,000, goldc*  | 53              | 1890         | 1,000            | 1,680,000              | 5 g.              | J. & J.            | New York and London.                                  | Jan. 1, 19                              |
| learfield&Mahoning—1stM.g.,gu.p.&i.(end.).c*&r<br>leveland Akron & Columbus.—Stock                   | 26              | 1893         | 1,000            | 650,000                | 5 g.              | J. & J.            | N. Y., Gu. & Indem. Co.                               | Jan. 1, 19                              |
| General mort. (now 1st,) for \$1,800,000 gold0   | 178             | 1887         | 100<br>500 &c.   | 1,800,000              |                   | Ann'lly.           | TT  | Oct. 3, 18                              |
| Equip. Tr. & 2d M., for \$890,000 gold, (See text).c   | 178             | 1890         | 1.000            | 730,000                | 5 g.<br>6 g.      | F. & A.            | Hamilton Tr., Bk'lyn.<br>do & 32 Liberty. N. Y.       | Mch. 1, 19                              |
| First consol, mortgagefor \$4,000,000, golde*  | 178             | 1893         | 1,000            | Sep.,94 none           | 5 g.              | J. & D.            |   | Aug. 1, 19<br>Dec. 1, 19                |
| leveland Belt & Terminal—1st mortgage<br>leve. Canton & South.—Pref. 6 p. c. stock (See text).       | 612             | 1891         | ******           | 902,000                |                   | J. & D.            |   | 1941                                    |
| Receivers' certificates  |                 |              | 100              | See text.              |                   |                    |   |   |
| Cleveland & Canton 1st mortgage, assumed c   | 161             | 1887         | 1,000            | 2,000,000              | 5                 | J. & J.            | Jan., '94, coup. last paid.                           | Turber 1 10                             |
| Equip. Tr. & Improve. 2d M. (\$2,000,000) gold 6*  | 161             | 1891         | 1,000            | 1,065,000              |                   |                    | Apr., '93, coup. last paid.                           | July 1, 19<br>July 1, 19                |
| Coshocton & Southern 1st mort., gold, assumed  | 30              | 1887         | 1,000            | 600,000                |                   | J. & J.            | July, '93, coup. last pd.                             | July, 1917                              |
| Waynesburgh & Canton 1st M., gold, assumedc<br>Cl. Can. & So., consol. M., \$26,000 p. m., goldc*    |                 | 1888<br>1892 | 1,000            | 200,000                |                   | J. & D.            | June,'93, coup. last pd.                              | June 1, 19                              |
| Car trust bonds  |                 | 1892         | 1,000            | 134,371                | 5 g.              | M. & N.            | Destant   | May 1, 19                               |
| leve. Cinn. Ch. & St.L.—Com. st'k (\$28,700,000 au.)   |                 |              | 100              | 28,000,000             | See text          | M. & N.            | Boston.<br>Drexel, Morgan & Co.                       | Aug. 1, 18                              |
| Preferred stock, 5 per cent, non-cumulative  | ****            |              | 100              | 10,000,000             | 5 per an.         | QJ.                | do do   | Oct. 1, 18                              |
| Indianapolis Cincinnati & Laf. mortgagec<br>C. I. St. L. & C. con. M.,drawn at 105, s.f. 1 p. c.c*   | 154             | 1867         | 1,000            | 379,000                | 7                 | F. & A.            | do do   | Feb. 1, 18                              |
| Gen. 1st M \$10,000,000 gold, s.f. not dr'nc&r   | 175             | 1880<br>1886 | 1,000<br>1,000&c | 731,000                |                   | M. & N.            | do do   | May 1, 19                               |
| Bel. & Ind. 1st mortgage (part due yearly)   | 119             | 1864         | 1,000            | 7,755,000              | 4 g.              | Q.—F.<br>J. & J.   | do do   | Aug. 1, 19                              |
| Clev. Col. Cin. & Ind. 1st M., sinking fund  | 391             | 1869         | 1,000            | 3,000,000              |                   | M. & N.            | do do   | Jan.'95 to' May 1, 18                   |
| Con. mort. (see text) drawn at 100 if unst'mp'd  | 391             | 1874         | 1,000            | 4,053,000              | 7 or 6 g.         | J. & D.            | do do   | June 1, 19                              |
| Gen. consol. mort, (\$12,000,000) goldc* & r<br>Indian & St. L. 1st mort., in 3 ser. of \$667,000.c. | 391             | 1884         | 1,000            | 3,205,000              | 6 g.              | J. & J.            | do do   | Jan. 1, 19                              |
| 2d M. (\$2,000,000), gold, Indianap. to Terre H c.   | $\frac{72}{72}$ | 1869<br>1882 | 1,000            | 2,000,000              | 7                 | Various<br>M. & N. | do do   | July 1, 19<br>Nov. 1, 19                |

EARNINGS.—3 mos.— {1894, gross, \$175,035; net, \$39,554. July 1 to Sept. 30. {1893, gross, 167,608; net, 26,204. ANNUAL REPORT.—Gross for year 1893-94 was \$618,123; net, \$88,780. Report for year ending June 30, 1893, was in V. 57, p. 851. Gross earnings \$735,537, against \$696,588 in 1891-92; net, \$177,367; rental, \$18,302; taxes, \$28,448. (V. 56, p. 246, 463; V. 57, p. 638, 808, \$51, 979; V. 58, p. 344, 512, 715; V. 59, p. 651, 835.)

Cincinnati Lebanon & Northern.—Cincinnati, O, to Dodds, O. 36 miles; branches, 2 miles; total, 38 miles, formerly narrow-gauge standard-gauging completed in Oct., 1894. Operated to Lebanon only 30 miles. See V. 57, p. 638, 808. Capital stock authorized, \$1,000,000; outstanding, \$902,000; non-interest bearing certificates, \$172, 440. In year 1892-93 gross \$134,797 (against \$132,640 in 1891-92; net, \$48,957; surplus over charges, \$33,648.—(V. 57, p. 979.

tember, 1892-93 gross \$134,797 (against \$132,640 in 1891-92; net, \$48,957; surplus over charges, \$33,648.—(V. 57. p. 979.

Cincinnati & Muskingum Valley.—See Supplement of September, 1894,

EARNINGS.—In 1893, gross, \$483,345; net, \$27,042. Int. and other charges (including \$30,088 for rolling stock and steel rails), \$149,170; balance deficit, \$122,128. In 1892 gross, \$476,077; net, \$59,503.

Cincinnati New Orleans & Texas Pacific.—Road.—Operates Cincinnati Southern 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 Ala. Gt. South'n. In 1894 a majority interest in Alabama Great So. stock was obtained by Cin. Ham. & D. interest. See V. 59, p. 371. 697. Control will be decided upon the judicial sale of collateral securing Cincinnati Extension bonds.

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. Betterments of about \$150,000 revert to lessor annually.

RECEIVERSHIP.—S. M. Felton, the President, was on March 19, 1893, appointed receiver. Statement in June, 1893, showed total assets. \$890,975; total habilities, \$1,210,371. Car trust 6s July, 1892\* \$351,686.

Dividends since 1881: In 1882, 1½ per cent; in 1883, 3; in 1889, 3;

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

EARNINGS.—July 1 to May 31, 1894 (11 months), gross, \$3,325,972, against \$3,831,355 in 1893; net, \$840,000, against \$910,184.

ANNUAL REPORT.—Report for 1891-92 was in V. 55, p. 721.

 Tear end. June 30.
 1890.

 Gross earnings
 \$4,309,144

 Net earnings
 \$1,580,963

 Rental paid
 \$912,000

 Dividends
 180,000

 Sinking fund, etc
 90,912

 1891. 1892. \$4,379,143 \$1,354,640 \$912,000 60,000 100,750 \$4,337,498 \$1,137,688 \$1,124,121 \$4,174,970 \$998,715 1,116,285 60,000

Net surplus.... \$398,051 \$281,890 def.\$46,433 df.\$117,570 (V. 53, p. 289, 601,968; V. 55, p. 543, 721,1034; V. 56, p. 500, 883; 59, p. 697.)

Cincinnati Portsmouth & Virginia.—Owns from Idlewild, O., to Sciotoville, 108 miles; trackage (Cin. Lebanon & Northern) to Cincinnati, 4 miles; total, 112 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.

EARNINGS.—9 months, 1894......gross, \$185,640; net, \$36,172
Jan. 1 to Sept. 30. (1893.......gross, 200.850; net, 32,906
In year 1893-94 gross \$254,756; net, \$35,303; no charges—spent for construction, improvements, etc., \$26,782. In year 1892-93, gross, \$277,135; net, \$44,744, spent for improvements. (V. 52, p. 899; V. 53, p. 48; V. 55, p. 1081; V. 59, p. 695.)

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 lessee and by the Pennsylvania Company and Pittsburg Cincinnati Chicago & St. Louis Company jointly. Gross earnings
Jan. 1 to Oct. 31, 1894 (10 months), \$340,304, against \$370,995 in 1893. In 1893, gross, \$436,832; net, \$117,784; interest on bonds (13 months), \$136,500; rental, etc., \$29,883; deficit for year, \$48,599. In 1892—gross, \$496,602; net, \$168,428. Stock, \$1,709,313—par, \$50, of which Penn. Co. Dec. 31, 1893, owned \$1,256,900. Due guarantors Dec. 31, 1893, \$1,207,706.

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, coupons purchased by them to be held alive and to be unenforceable till the maturity of the bonds. Of the \$2,000,000 bonds \$320,000 were reserved for new terminals, extensions, &c. In 1893 gross earnings were \$165,190; net, \$18,135; interest on bonds, \$84,000; deficit for year, \$65,865—advanced by Grand Trunk and Ch. & Gr. Trunk Co's. In 1892, gross, \$214,698; net, \$48,693. Stock, \$1,500,000.

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., 26 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 guar. p. & i., by indersement on each. (V. 56, p. 695, 972; V. 57, p. 1039.)

Cleveland Akron & Columbus Hailway.—(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 m.; coal branches, 12 m; total, 206 miles. History.—Reorganized under this title in January, 1886. In March, 1893, persons interested in Ohio Southern acquired control, and in June, 1894, both companies had been brought under one management. V, 58, p. 1035.

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. fn Nov.; in 1892, 1¼ in Oct.

BONDS.—The equipment bonds are redeemable at 100 and interest on August 1, 1900, and at 105 and interest on any August 1 thereafter prior to 1930. See V. 56, p. 87. In October, 1893, \$4,000,000 first consolidated bonds were authorized, \$2,530,000 being reserved to retire present issues; balance for equipment and improvements, but in Oct., 1894, no immediate issue was contemplated. (Union Trust Co., trustee.) See V. 57, p. 853, 979; V. 59, p. 651.

Car trusts outstanding June 30, '94, \$556,105; bills payable \$24,280 EARNINGS.—3 months. > 1894, gross, \$216,700; tet. \$86,203.

Car trusts outstanding June 30, '94, \$556,105; bills payable \$24,280 EARNINGS.—3 months. \ 1894, gross, \$216,700; let, \$86,203. July 1 to Sept. 30. \ 1893, gross, 236,993; net, 71,908. ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 649. Gross earnings (including Dresden branch) were \$896,090, against \$1,030,240 in 1892-93; net, incl. taxes, \$219,906, against \$24,246; rentals, \$35,071; interest, \$132,979; capital expenditures, \$24,597; balance, surplus, \$27,259.—(V. 57, p. 638, 853, 892, 979; V. 58, p. 474, 1035; V. 59, p. 649, 651.)

Cleveland Belt & Terminal.—Owns 6½ miles terminal road at leveland, Ohio. Capital stock, \$3,115,200.

Cleveland, Ohio. Capital stock, \$3,115,200.

Cleveland Canton & Southern.—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. 24).

RECEIVERSHIP.—In Sept., 1893. J. W. Wardwell and Fredk. Swift were appointed receivers. V. 57, p. 510. In July Mr. Swift resigned. Floating debt secured by collateral was about \$900,000. In January, 1894, issue of \$1,100,000 receivers' certificates was authorized. Sec. V. 58, p. 42. Litigation pending. Bondholders' committee is composed of Austin Corbin, 192 Broadway, N. Y., H. L. Thornell and Charles A. Peabody, Jr.; depositary, Mercantile Trust Co. V. 59, p. 697.

COUPON PAYMENTS.—Coupons due January 1, 1894, on first mortgage were paid after one day's delay. October, 1893, interest on equipment mortgage went unpaid. Coshocton & South'n Jan., '94, and Waynesb'g & Canton Dec., '93, interest not paid.

STOCK.—Common stock, June 30, 1893, \$4,151,209. In March, 1893.

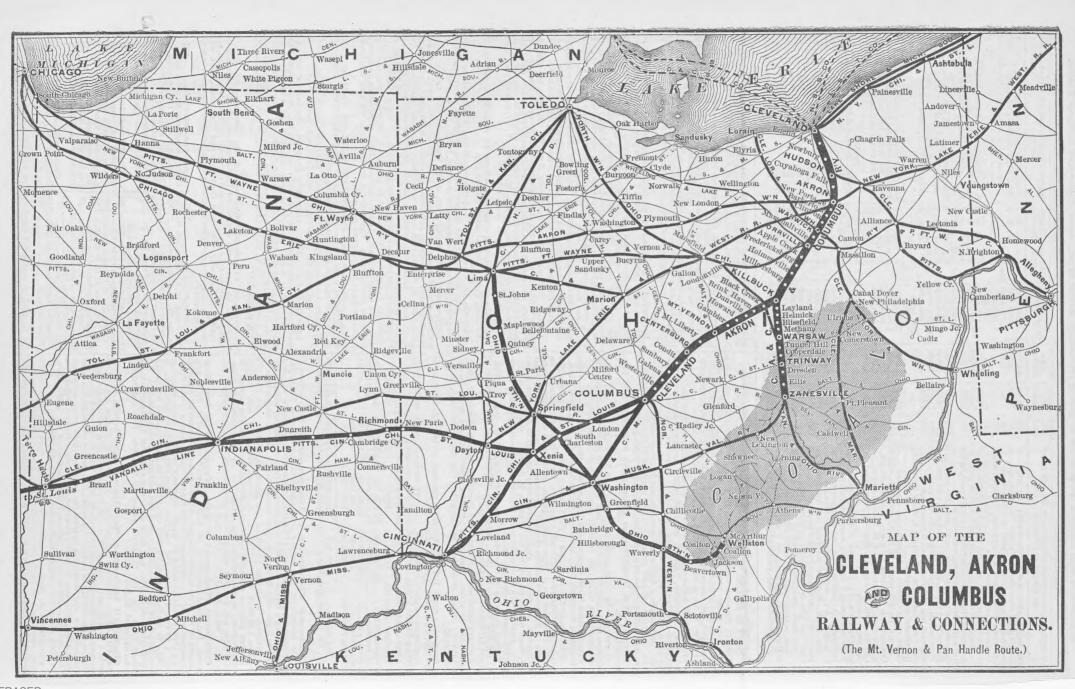
STOCK.—Common stock, June 30, 1893, \$4,151,209. In March, 1893, \$9,100,000 of 6 per cent non-cumulative 1st preferred was authorized to retire at par the old cumulative preferred.

Cleveland Cincinnati Chicago & St. Louis.—(See Map.)—Operates an extensive system of roads radiating fr m Indianapolis, Ind., westerly to Chicago, Peoria and Cairo, Ill., and St. Louis, Mo., and easterly to Sandusky, Cleveland, Columbus and Cincinnati, Ohio, with branches. The system, clearly shown on accompanying map, is made up as follows:

Leased and controlled. Miles.
Cincin. Sandusky & Cleve. Ry.—
Sand'sky, O., to Dayt'n, O.etc.170
Cincinnati & Springfield Ry.—
Lud.G've(6m.fr.Cin.)to Day'n 48
Colum. Hope & Greensb'g RR.— 26
Trackage into Cincinnati, &c. 46

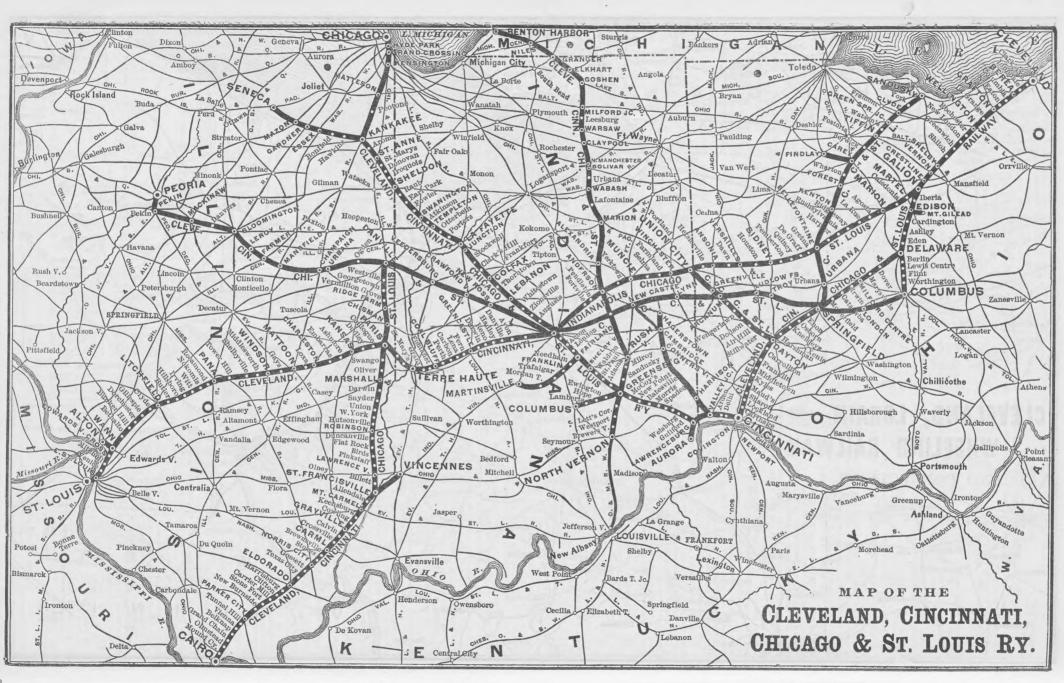
Grand total, June 30, 1894.2,394 Double track 47

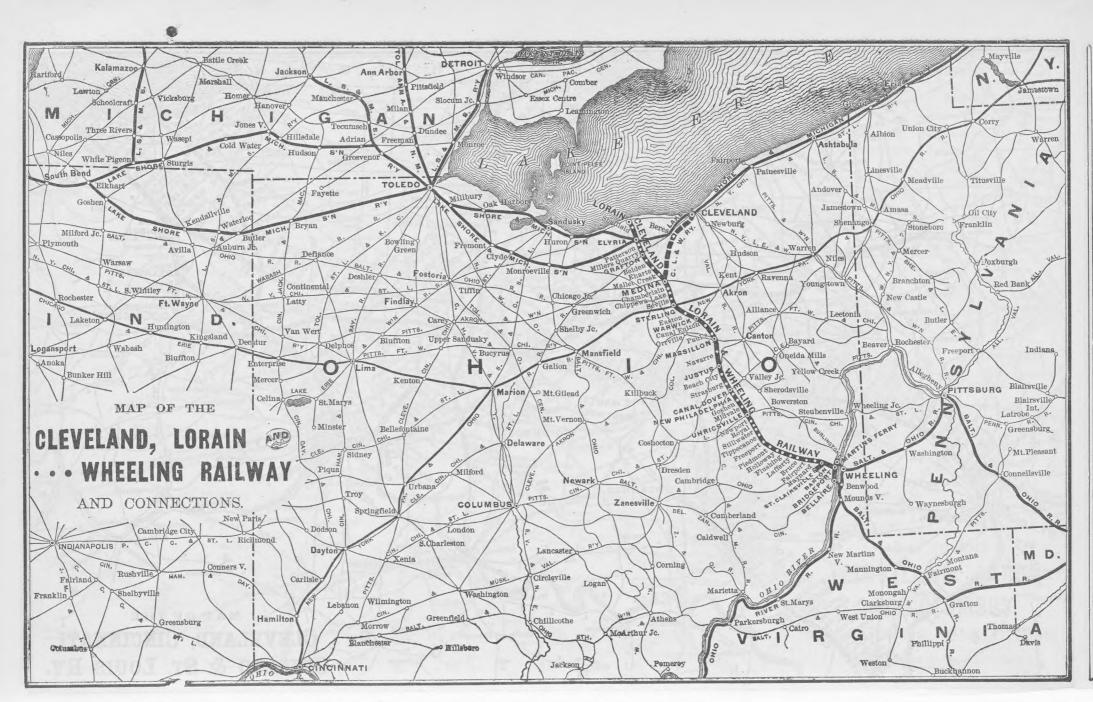
a No debt, or bonds all owned by Clev. Cin. Chic. & St. L. b More fully described in separate statement for this company.



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ral Reserve Bank of St. Louis





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

| RAILROADS.   | Miles | Date     | Date Size, or |                       | IN'               | Bonds-Principal. When Due- |   |              |
|--|-------|----------|---------------|-----------------------|-------------------|----------------------------|---|--------------|
| For explanation of column headings, &c., see notes<br>on first page of tables. |       | of       | Par           | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable            | Where Payable, and by   |              |
| Oleveland Oin, Chic. & St. Louis (Concluded)-                                  |       | all take |               |                       | STOTET            |                            | The Patricular design   |              |
| Cl.Cin.Ch.&St.L., White Water branch, 1st, gold.c*                             | 62    | 1890     | \$1,000       | \$650,000             | 4 g.              |                            | N. Y. Drexel, M. & Co.  | 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    |          | 500 &c.       | 1,103,730             | 4 g.              | M. & S.                    | do do   | Sept. 1, 194 |
| C. C. C. & St. L., Cairo V. & Ch. Div. 1st M., goldc*                          | 267   | 1890     | 1,000         | 4,763,000             | 4 g.              | J. & D.                    | do do   | Jan. 1, 193  |
| St. Louis Div. (St. L. Alt. & T. H.) coll. tr., g.,c*&r                        | 194   |          | 1,000&0       | 9,750,000             | 4 g.              | M. & N.                    | do do   | Nov. 1, 199  |
| Cin. Wah. & Mich. Div. 1st mortgage, gold                                      | 203   | 1891     | 1,000         | 4,000,000             | 4 g.              | J. & J.                    | do do   | July 1, 198  |
| Gen. mort. 100 year bonds for \$50,000,000 g.c*&r                              | 1,808 | 1893     | 1,000         | 5,000,000             | 4 g.              | J. & D.                    | do do   | June 1, 199  |
| OBLIGATIONS FOR PROPRIETARY LINES.   |       |          |               |                       |                   | 100                        | Charles A. W. H. Harris S. L. |              |
| Cincinnati Lafavette & Chicago, 1st mort., gold.c                              | 56    | 1871     | 1,000         | 792,000               | 7 g.              | M. & S.                    | do do   | Sept. 1, 19  |
| Cincinnati Sandusky & Cleveland-Pref. stock                                    |       |          | 50            | 428,850               | 6 per an.         | M. & N.                    | New York and London.  | Nov. 1, 18   |
| Consel. 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, 19   |
| Cincinnati & Spring.—1st m., p.& i.gu. See text.c                              | 48    | 1871     | 1,000         | 2,000,000             | 7                 | A. & O.                    | do do   | Apr. 1, 19   |
| 2d mortgage, Big Four owns \$526,000 morec                                     | 48    | 1872     | 1,000         | 125,000               | 7                 | J. & J.                    | do, do  | Jan. 1, 19   |
| Olevel, Lor. & Wheel Cl. Tusc. Val. & W., 1st mort                             | 158   | 1878     | 1,000         | 700,000               | 7                 | A. & O.                    | N. Y., Blair 33 Wall St.  | Oct. 1, 18   |
| Clev. Ler. & W. Ry., cons. M., \$5,000,000, gold.c*                            | 165   | 1893     | 1,000         | 3,200,000             | 5 g.              | A. & O.                    | do do   | Oct. 1, 19   |
| Car trusts   |       |          |               | 70,000                |                   |                            |   |              |
| Olev. & Mahoning ValCl. & Mah. 3d M. (now 1st).c*                              | 57    | 1876     | 500 &c.       | 487,900               | 7                 | M. & S.                    | N.Y., Winslow, Lan. &Co.  | Sept. 15, 18 |
| Cons. M. for \$3,000,000, gold, (1ston 58 miles).car                           | 125   | 1888     | 1,000&c       | 2,281,000             | 5 g.              | See text                   | do do   | Jan. 1, 19   |
| Oleveland & Marietta-1st M.g., subj. to call at 110.                           | 97    | 1887     | 1,000         | 590,000               | 6 g.              | F. & A.                    | N. Y., Cuyler, Morgan.  | Aug. 1, 19   |
| Oleve, & Pittsb Stock, 7 p. c. guar. by Penn. Co                               |       |          | 50            | 11,236,900            | 7 per an.         | QM.                        | N. Y., Winslow, Lanier.   | Dec. 1, 18   |
| Consol. sink, fund mort, for \$5,000,000,not dr'n.e                            | 199   | 1867     | 1,000         | 1,584,000             | 7                 | M. & N.                    | do do   | Nov. 1, 19   |
| Gen. M. for \$10,000,000 gold > series A,                                      | 199   | 1892     | 1,000         | 3,000,000             | 412 g.            | J. & J.                    | do do   | Jan. 1, 19   |
| guar. p. & i. (end.) Pa. RR. (series B   | 199   | 1892     | 1,000         | 743,000               | 412 g.            | A. & O.                    | do do   | Oct. 1, 19   |
| Constr'n and equip'tinc., Ser. "A," dr'n at 100 c                              |       | 1873     | 1,000         | 719,000               | 7                 | J. & J.                    |   | Jan. 1, 19   |
| Colebrookdale-1st mortgage   | 13    | 1868     | 100 &c.       | 600,000               | 6                 | J. & D.                    | Phila., Phil. & R. Office.  | June 1, 18   |
| Columbia Newb. & Laurens-1stM, for\$12,000 p.m., g                             | 63    | 1887     | 1,000         | 707,000               | 6 g.              | J. & J.                    | Balt., N. Farm. & Pl.Bk.  | Jan., 1937   |
| Columbus & Cincinnati Midland-Common stock                                     |       |          |               | 2,000,000             |                   |                            |   |              |
| Preferred stock (see remarks) non-voting                                       |       |          |               | 1,000,000             |                   |                            |   | *****        |
| 1st M., ext., guar. p.&i. (end.) Cent.O.andB.&O.c                              | 70    | 1884     | 1,000         | 2,000,000             | 412               |                            | N.Y., Farmers' L.&T.Co.   | Jan. 1, 193  |
| Debentures, guaranteed   |       | 1890     |               | 240,000               | 412               | J. & J.                    | Balt., B. & O. RR. Co.  | Jan. 1, 189  |
| Columbus Hocking Valley & Toledo-Common stock.                                 |       |          | 100           | 11,696,300            |                   |                            |   | *******      |
| Preferred 5 per cent stock, non-cumulative                                     |       |          | 100           | 2.000,000             |                   | J. & J.                    | N. Y., Co.'s Office.  | July 2, 189  |

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 Cincinna Indianapolis St. Louis & Chicago Railway Company, the Cleveland 'Diumbus Cincinnati & Indianapolis Railway Company and the Indianapolis & St. Louis Railway Company, made in July, 1889. It is one of the so-called Yanderbilt roads. The St. Louis Aiton & Terre Haute main line and branch were purchased in 1890 for \$10,000,000 of 4 per cent bonds. In 1899 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. Entire common stock of the latter is owned, and under a lease running till 1969 interest is paid on bonds and dividends on preferred stock. V. 51, p. 457, 608.

Capital Stock.—According to Ohio Statutes company has privilege

practically absorbed the Columbus Springfield & Cincinnati and the Cincinnati Sandusky & Cleveland. Entire common stock of the latter is owned, and under a lease running till 1969 interest is paid on bonds and dividends on preferred stock. V. 51, p. 457, 608.

Captal 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.

Dividends.—On preferred stock 1½ 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, 3 p. c.; in '94, Feb., none.

Bonds.—The Cincinnati Indianapolis 81. Louis & Chicago 4 per cent mortgage for \$10,000,000 will retire all prior bonds as they fall due, and also the Cincinnati Indianapolis 81. Louis & Chicago 4 per cent mortgage for \$10,000,000 will retire all prior bonds as they fall due, and also the Cincinnati Indianapolis 81. Louis & Chicago 4 per cent mortgage for \$10,000,000 will retire all prior bonds as they fall due, and also the Cincinnati Indianapolis consol. 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. On June 30, 1894, \$111,000 of these bonds (not included in amount in table) were in C. C. d. & t. L. treasury.

Of the Indianapolis & St. Louis first mortgage bonds series "A" are J. & J.; series "B." M. & S.; series "C." M. & N.

Of the C. C. & St. Louis first mort. Cairo Div. for \$5,000,000, bonds for \$237,000 are held in reserve pending certain litigation. As to these bonds see Supplementary of July. 1893.

The \$10,000,000 St. Louis Division bonds of 1890 issued to the St. Louis Alton & Terre Haute in payment for its main line are now a first collateral lien on that line; \$250,000 bonds are hel

GENERAL FINANCES.—On July 1, 1894, bills payable were only \$3,425, against \$1,922,001 in 1893; there were \$1,812,848 equipment notes, payable in yearly instalments, \$690,632 becoming due in 1894-95. During 1893-94 the \$5,000,000 general mortgage 100-year 4s, mentioned above, were sold and proceeds applied to reducing floating debt and to improvements.

LATEST EARNINGS .- From July 1 to Sept. 30 (3 months)-

 months.— Grossearn'gs.
 Netearn'gs. Int., rentals, &c.
 Balance

 94
 \$3,343,316
 \$780,833
 \$704,953
 sur. \$75,880

 93
 \$3,650,155
 882,390
 672,336
 sur. 210,054

 1894 ......\$3,343,316 1893 .....\$3,650,155

ANNUAL REPORT.—Annual meeting last Wednesday in October. Report for 1893-94, with balance sheet, &c., in V. 59, p. 627, 650, 652.

Fear end'y June 30— 1891. 1892. 1893. 1894. assenger earnings. \$3,649,505 \$3,824,201 \$4,307,371 \$4,104,769 eright. 8,608,219 9,129,417 9,338,787 7,866,967 all and express. ... 630,892 631,768 769,993 803,078

Total earnings...\$12,888,616 \$13,585,386 \$14,416,151 \$12,774,814 er'g exp. & taxes. 9,193,992 9,838,542 10,964,787 9,750,503 e. op. ex. to earns. 69 99 71 20 74 74 74 80 Oper'g exp. & taxes. 9,193,992 P. c. op. ex. to earns. 69.99

 Net earnings...
 \$3,694,623
 \$3,746,844
 \$3,451,364
 \$3,024,311

 tals.......
 245,823
 232,730
 252,904
 259,235

 erest, &c......
 82,938
 11,342
 252,904
 259,235

 Total netineome. \$4,023,384 \$3,990,916 \$3,704,268 \$3,283,546

500,000

Balance......sur.\$101,561 sur. \$80,742 df.\$362,003 sur. \$7,970 (V. 57, p. 466, 472, 894, 979; V. 58, p. 636, 904, 1035; V. 59, p. 152, 541, 627, 650, 652.)

Cleveland Lorain & Wheeling,—(See Map.)—Owns from Lorain, O., to West Wheeling, O., 158 miles, and branch to Bellaire, C., 7 miles, and has trackage into Wheeling. Extension Medina to Cleveland, about completed. Reorganized in 1883 after foreclosure.

HISTORY.—This railway is a consolidation in Nov., 1893, of the C. L., W. railroad with the Cleve. & Southwestern. (See V. 57, p. 808.) STOCK.—Common, \$8,000,000, and preferred, \$5,000,000.

STOCK.—Common, \$8,000,000, and preferred, \$5,000,000.

Bonds—The new consolidated mortgage for \$5,000,000 (U. S. Mtge. Co., N. Y., trustee) covers 165 miles main line, the extension of 30 miles now being built to Cleveland, also 70 miles sidings, and equipment valued at over \$1,000,000. The mortgage provides for the retirement of the Cleve. Tusc. Val. & Wheeling firsts at maturity.

DIVIDENDS on preferred: In 1887, 3 p. c.: in 1888, 2 p. c.; in '89, 2 p. e. EARNINGS—S months, (1894) gross, \$750,563; net, \$203,259 Jan. 1 to Aug. 31. (1893) gross, 940,740; net, 204,091

Jan. 1 to Aug. 31.. (1893 gross, 940,740; net, 204,091 EARNINGS.—Earnings of the old company were: From July 1 to Dec. 31, 1893 (6 months), gross \$720,955, against \$763,602 in 1892; net \$235,456, against \$230,988. For year 1892-93 gross \$1,442,182, against \$1,412,186 in 1892 and \$1,332,534 in 1891; net \$361,101, against \$329,217 and \$323,355.—(V. 56, p. 463; V. 57, p. 341, 808, 979.) Cleveland & Mahoning Valley.—Owns from Cleveland, O., to Sharon, Pa., 81 miles [57 double track]; Niles, O., to New Lisbon, O., and branches, 44 miles. Leased to N. Y. Penn. & Ohio till 1962; rental \$514, 180 per year, payable monthly. Consols (trustee Central Trust Co.) are reserved to retire prior bonds in 1896. Bonds for \$127,000 were issued in 1894. Coupon interest is J. & J., registered interest, Q.—J. Stock is \$2,759,200, of which \$2,758,250 is held by "Atlantic First Leased Lines Rental Trust Co., Limited." of London. Dividends, 11 to 124e 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. Pennsylvania RR. obtained control in October, 1893, having purchased about two-thirds of the stock. Stock, \$2,000,000—par \$100; car trust Dec. 31, 1893, \$228,173. In year 1892-93 gross earnings were \$332,025; net, \$47,892; interest, \$55,267; taxes, \$9,218; deficit, \$16,593. In 1891-92 gross \$337,077; net, \$79,320.—(V.57, p. 721, 979.)

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
stock, and organization expenses, the lessees assuming all liabilities.

stock, and organization expenses, the lessees assuming all liabilities. Bonds.—General mortgage bonds are all equally secured and bonds cannot be called for the sinking fund. See guaranty, V. 56, p. 604.

INCOME.—In year 1893 loss to lessee \$225,792, against profit in 1892 of \$440, and losses of \$14,795 in 1894, of \$2,517 in 1890 and of \$229,740 in 1889.—(V. 56, p. 164, 332, 604; V. 58, p. 81, 556.)

Colebrookdale Bailroad.—Road from Pottstown to Barto, Pa., miles. Organized in 1865. Leased to Philad-liphia & Beading in 1870. Capital stock is \$297,215, of which P. & R. owns \$230,050, which is deposited under railroad collateral trust deed of 1892.

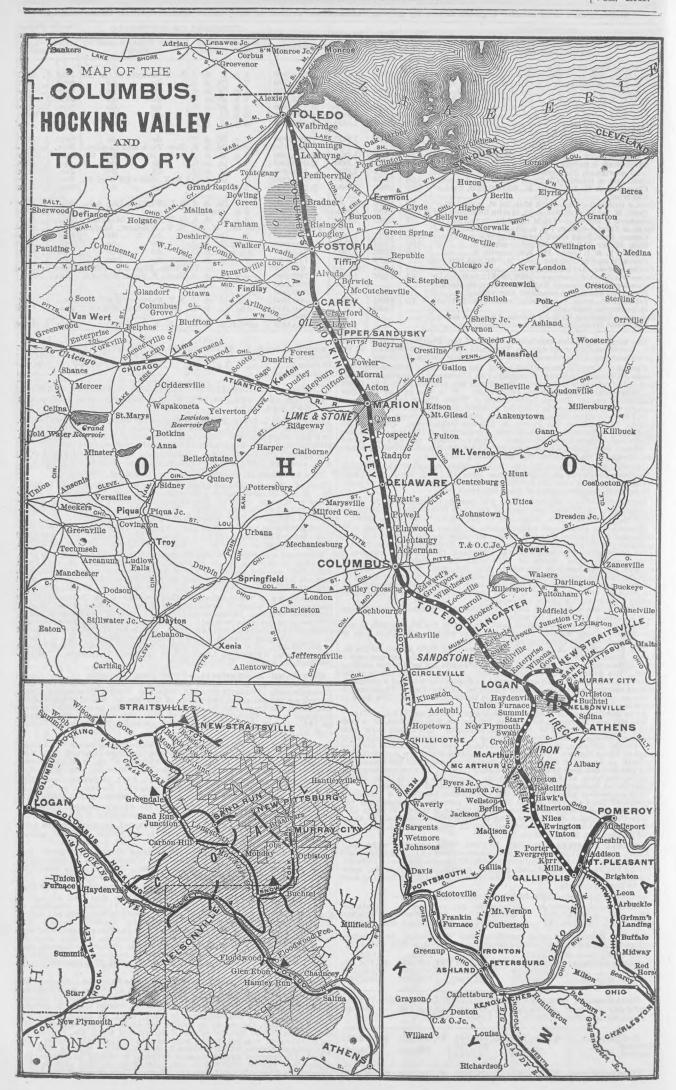
Columbia & Greenville (S. C.)—SEE SOUTHERN RAILWAY CO.
Columbus & Cincinnati Midland.—(See Map Batt. & Ohio.)—
Owns from Columbus, O., to Midland City, O., 71 miles; trackage to Columbus, 12 miles. In January, 1890, leased for 999 years to Central Ohio, by which assigned to Baltimore & Ohio. See V. 51, 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, "unless said stock be redeemed." etc. B. & O. owns the common stock. Net in 1892-93, \$34,613; interest, \$108,892; deficit, \$74,279, against deficit in 1891-92 of \$75,773.

Columbus Hocking Valley & Folds.

in 1891-92 of \$75,773.

Columbus Hocking Valley & Toledo.—(See Map.)—Owns main line from Pomeroy, O., to Walbridge, O., 250 miles, with trackage (Penn. RR. System) Walbridge to Toledo, 6 miles; branches to Athens, Nelsonville, etc., 73 miles; total, 329 miles; second track, 25 miles. Historry, &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 \$5,000,000. The guaranty on Toledo & Ohio Centrai 5s is disclaimed. V. 53, p. 436. Suit is in progress against parties formerly in control to recover the proceeds of sale of \$3,000,000 consolidated 5s, claimed to have been wrongfully diverted from treasury. General Term reversed decision of

Ba



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

| RAILROADS.   | Miles | Doto        | Size, or | Amount      | INT               | EREST           | FOR DIVIDENDS.                 | Bonds-Princi                                |
|--|-------|-------------|----------|-------------|-------------------|-----------------|--------------------------------|---|
| For explanation of column headings, &c., see notes<br>on first page of tables. | of    | of<br>Bonds | Par      |             | Rate Per<br>Cent. | When<br>Payable | Where Payable, and by<br>Whom. | pal, When Due .<br>Stocks—Last<br>Dividend. |
| Columbus Hocking Valley & Toledo—(Concluded)—                                  |       |             |          |             |                   |                 |                                |   |
| Col. & Hock. Val. 1st mort., Colum. to Athensc*                                | 76    | 1867        | \$500&c. | \$1,401,000 | 7                 |                 | N. Y., Atlantic Trust Co.      | Oct. 1, 1897                                |
| Col. & Toledo 1st M. (Columbus to Walbridge)c*                                 | 118   | 1875        | 1,000    | 2,500,000   | 7                 | F. & A.         | do do                          | Aug. 1, 1905                                |
| Col. & Tol. 2d mort. (Columbus to Walbridge)c                                  |       | 1880        | 1,000    | 600,000     |                   | M. & S.         |                                | Sept. 1, 1900                               |
| Ohio & West Va. 1stmort. (Logan to Pomeroy)c*                                  | 85    | 1880        | 1,000    | 1,584,000   |                   | M. & N.         | do do                          | May 1, 1910                                 |
| Consol. mort., g., on road and Hocking Coal & RR.                              | 325   | 1881        | 1,000    | 8,000,000   |                   | M. & S.         |                                | Sept. 1, 1931                               |
| Gen. mort., gold, on road & Hocking Coal& RR. Co. c                            | 325   | 1884        | 1,000    | 1,618,000   |                   | J. & D.         |                                | June 1, 1904                                |
| Car trusts   |       |             |          | 900,000     | 6 & 7             |                 | New York City.                 |   |
| Car trust bonds for \$1,750,000, gold, see text                                |       | 1894        | 1,000    | See text.   | 6 g.              | QJ.             | do do                          | Apr. 1, 1904                                |
| Ohio Land & Ry.Co.purchase money M.,g., see text                               |       | 1894        | 1,000    | 1,400,000   | 6 g.              | J. & J.         | N. Y., Atlantic Tr. Co.        | Jan. 1, 1914                                |
| Oolumbus Sandusky & Hocking—Stock  | 162   |             |          | (3)         |                   |                 |                                | *******                                     |
| Col. Sh. & Hock. 1st mort. for \$5,000,000, gold.c*                            | 115   | 1890        | 1,000    | 3,543,000   |                   | J. & J.         |                                | Jan. 1, 1940                                |
| Equip. M., sub. to call after '96, (\$1,000,000) g.c*                          | 115   | 1891        | 1,000    | 708,000     | 6 g.              | A. & O.         | N. Y., Metropol. Tr. Co.       | Apr. 1, 1916                                |
| Sandusky & Columbus Short Line-1st M., gold.c*                                 | 110   | 1891        | 1,000    | 3,000,000   | 5 g.              | M. & N.         | See text.                      | Nov. 1, 1941                                |
| Equipment mortgage for \$1,000,000   |       | 1893        |          | 139,000     | 6                 |                 | N. Y., Metropol. Tr. Co.       |   |
| Col. Sand. & H. consol. M., \$10,000,000, goldc*                               |       | 1894        | 1,000    | 400,932     | 5 g.              | F. & A.         | N. Y., Hatch & Foote.          | Feb. 1, 1944                                |
| Zanesville Term'l Co. 1st m. for \$500,000, gold.c*                            | 4     | 1890        | 1,000    | 453,000     |                   | J. & J.         |                                | July 1, 1940                                |
| 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, 825 per cent rental                                    | 55    |             | 50       | 1,786,200   | See text.         | QM.             | Columbus, O., Treasurer        | Sept., 1894                                 |
| Concord & Claremont (N. H.)—1st mortgagec                                      | 71    | 1894        |          | 500,000     | 412               | J. & J.         | Bost., Treasurer's office.     | Jan. 1, 1914                                |
| Concord & Montreal—Stock, Class I. (B. C. & M. pf.)                            |       |             | 100      | 800,000     | 6                 | QF.             | See text.                      | Nov. 1, 1894                                |
| Stock, Class II (B. C. & M. new)   |       |             | 100      | 540,400     | 6                 | QF.             | do                             | Nov. 1, 1894                                |
| Stock, Class III. (B. C. & M. old stock)                                       |       |             | 100      | 459,600     | 6                 | QF.             | do                             | Nov. 1, 1894                                |
| Stock, Class IV. (Concord) \$6,000,000 auth. Text                              |       |             | 100      | 4,184,700   | 6                 | QF.             | do                             | Nov. 1, 1894                                |
| Bost. Con. & Mon. improvement mortgagee  |       | 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    | 5,000,000   | 4                 | J. & D.         | Boston Safe D. & Tr.Co.        | June 1, 1920                                |
| Conn. & PassumPref. stock, 5-6 p. c.ren'1,99yrs.c*                             |       |             | 100      | 2,500,000   | 5 per an.         | F. & A.         | Boston, S. Dep. & Tr. Co.      | Aug. 1, 1894                                |
| 1st mort. (White Riv. Junc. to Canada line) gold.e*                            | 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      |             | 5 per an.         | F. & A.         | do do                          | Aug. 1, 1894                                |
| Newport & Richford 1st mort. guar. by C. & P.e*                                | 22    | 1881        | 1,000    | 350,000     |                   | J. & J.         | do do                          | Jan. 1, 1911                                |
| Concord & Ports.—Stock, 7 p.c. rn'l, 99 yrs. Conc'd                            | 47    |             | 100      | 350,000     | 7 per an.         |                 |                                | July 2, 1894                                |
| Connecticut River—Stock (\$2,670,000 authorized)                               | 80    |             | 100      | 2,580,000   | 10 p. an.         | J. & J.         | Springfield, Mass.             | July 2, 1894                                |
| Scrip, redeemable in ten years in cash or bonds                                | 80    | 1893        |          | 1,290,000   | 4 per an.         | J. & J.         | do do                          | Jan. 1, 1903                                |

lower court and held defendants liable; suit before the court in September, 1894. V. 57, p. 683; V. 58, p. 474, 635.

STOCKS.—Preferred 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, 133s in stock; none since. Dividends on preferred: In 1892, July, 2½ per cent; in 1893, 5 p. c.; in 1894, Jan., 2½ p. c.; July, 2½ p. c.
BONDS—Consolidated mortgage was for \$14,500,000, of which \$6,500,000 reserved to meet prior liens; but in 1892 \$777,000 consols reserved for 7 per cents due Jan. 1, 1892, were canceled, the 7 per cents having been retired with preferred stock. The Central Trust Company is trustee. The general mortgage of 1884 is for \$2,000,000.

The ear trust bonds are secured on equipment costing over \$2,600.

The car trust bonds are secured on equipment costing over \$2,600,000, on which \$1,500,000 had been paid in 1894, and they will also cover \$350,000 of new equipment to be purchased with their proceeds. The sinking fund will retire about one-tenth of the issue yearly, the bonds being subject to call at par and interest.

bonds being subject to call at par and interest.

The Ohio Land & Ry. bonds (\$1,500,000 authorized, N. Y. Security & Trust Co., trustee) are guaranteed principal and interest by the C. H. V. & T. Ry., and are so endorsed. They cover about 11,000 acres of coal lands, and are subject to call for the sinking fund at 110 and accrued interest any Jan. 1 after Jan. 1, 1896. Sufficient of the loan is reserved to take up all prior liens.

GENERAL FINANCES.—In April, 1894, \$1,400,000 6s of Ohio Land & Ry. Co. and \$1,400,000 car trust 6s were offered to stockholders at 75. It was said the funding into car trust bonds would reduce the company's annual charges by \$200,000. The entire floating debt was to be pald with the proceeds of these loans, and a balance left in the treasury. See V. 58, p. 594. Estimated earnings and charges, 6 mos., to June 30, 1894, in V. 59, p. 152.

EARNINGS.—(8 months) (1894, gross, \$1,664,492; net. \$691.817.

EARNINGS.—(8 months) { 1894, gross, \$1,664,492; net, \$691,817. January 1 to Aug. 31. { 1893, gross, 2,166,479; net, 897,500.

Total receipts......\$1,340,347 \$1,455,927 \$1,492,141 \$1,378,930 

Balance, surplus...... \$300,232 \$393,132 \$436,525 \*\$262,989

\*Of this amount \$261,514 was spent for construction and equipment, &c., leaving a surplus of \$1,475. (V. 56, p. 80, 164, 205, 462; V. 57, p. 683, 1038; V. 58, p. 474, 511, 594, 635; V. 59, p. 152.)

Columbus Sandusky & Hocking Ry.—ROAD—Sandusky via Columbus to Zanesville and southerly to Glouster, Shawnee and Shawnee Junction, with branches; total, 272 miles, of which 227 miles are owned and 45 miles leased.

HISTORY.—Formed in December, 1893, by consolidation of the Sandusky & Columbus Short Line and the Columbus Shaw. & Hocking. STOCK.—Common, \$5,000,000. Pref. non-cumulative 5 p.c. \$5,000,000.

STOCK.—Common, \$5,000,000. Pref. non-cumulative p.c. \$5,000,000. BONDS.—Col. Shaw. & H. first mortgage of 1890 (trustee, Met. Trust Co.) covers the 115 miles of road from Col. to Shawnee and branches. The Sandusky & Columbus Short Line first mortgage covers the line from Columbus to Sandusky; the mortgage is for \$3,000,000. Metropolitan Trust Co. is trustee of both mortgages.

In Aug., 1894, there were also outstanding car trust notes of Col. Sand. & H., \$1,078,250; Col. Shaw. & Hocking real estate 6 per cent mortgage notes, \$200,000, and 6 per cent coupon notes, \$89,000. For these equipment, real estate and coupon notes consols are reserved.

The Col. Sandusky & Hock'a consol. mortgage of 1894 is for \$10,

The Ool. Sandusky & Hook'y consol. mortgage of 1894 is for \$10,000,000 gold, of which sufficient bonds are reserved to retire all outstanding bonds of both the old companies as they mature; \$750,000 consols were offered to security holders at 90 and interest.

Zanesville Terminal Railway is leased for 99 years, and its bonds guaranteed as to interest. This Terminal Company paid a dividend of 2 p c. in cash in August, 1892, and of 2 p c cent in bond scrip in May, 1894. Stock is \$453,000.

Stock is \$4.03,000.

COUPONS.—Under terms of consolidation holders of Col. Shaw & H. first mort. and Sand. & Col. Short Line first mort. bonds quite generally agreed to accept in place of cash for their coupons maturing in 1894 bonds of the consolidated company at 90. July, 1894, interest on Zanesville Terminal firsts was paid Oct. 1, 1894, at Columbus, O. EARNINGS.—From July 1, 1892, to June 30, 1893 (12 months), gross earnings on 162 miles were \$768,616; act, \$299,524, against \$257,160; charges, \$302,989; deficit for year \$3,466.—(V. 57, p. 938 1083.)

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, 1893, gross earnings were \$82,229; net, \$8,612, agst. \$17,034 in 1891-92.

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 82, per cent dividend per annun, 215 per cent March 10 and September 10 and 2 per cent June 10 and Dec. 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. The 7 per cent bonds due Jan. 1, 1894, were paid at maturity.

Concord & Montreal.—Operates from Nashua, N. H., via Concord, Plymouth, etc., to Groveton and the White Mountains, 564 miles in all. 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.

STOCK.—The Boston Concord & Montreal preferred (Olass I.) is entitled to 6 per cent yearly; the Boston Concord & Montreal new stock (Olass II.), and old stock (Olass 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 Oncord stock (Class IV.) will receive such dividends as may be declared after providing for the dividends on Class I. Loans and bills payable June 30, '94, \$275,000 agest. \$1,553,135 in '93.

DIVIDENDS.—In 1890, on class I. and class IV., 6 per cent; in 1891, 6; in 1892, 6; in 1893, 6. On class II. Dec., 1891, 2 per cent; in 1892, Oct., 3; in 1893, 6. On class III. in 1893, Nov., 1½ per cent. In 1894, on all four classes, Feb., 1½; May, 1½; Aug. 1½ p. c.; Nov., 1½p p. c.

Bonds, &c.—The consolidated mortgage was authorized to fund the floating debt, to provide for retirement of prior bonds when due, and for improvements; \$1,570,000 bonds were so used during 1893-94. On July 1, 1894, the \$500,000 consols unissued were in possession of mortgage trustee for bonds due 1911.

mortgage trustee for bonds due 1911.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 650, showing gross earnings, \$2,413,907; net, \$691,-680; rentals, \$76,241; interest, \$241,200; dividends, \$360,000; balance, surplus to credit of operating account, \$14,239. In 1892-93 gross, \$2,509,948; net, \$624,344. (V. 55, p. 373, 421, 678; V. 56, p. 82, 205, 463, 668; V. 57, p. 721, 938; V. 59, p. 650.)

Concord & Portsmouth.—Owns Portsmouth, N. H., to Manchester, N. H., 40½ miles, and branch 7 miles. Leased to Concord RR. in 1862 for 99 years. Lease, rental, \$25,000; 7 per cent on stock.

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

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. SECURITIES.—Massawippi stock receives same dividends as stock of lessee, and \$400,000 of it [not included in the amount outstanding] is pledged as part security for 4s of 1893 [\$1,900,000 authorized] which replaced \$1,500,000 of 7s due April 1, 1893 (V. 57, p. 1040.) 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.

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 bonds and scrip and \$2,000 for expenses. Lessee pays all taxes, operating expenses, etc., but lessor shall issue its stock or bonds to meet the cost of permanent improvements.

DIVINITY SETTER 1898 including 8 per cent year annum and new

DIVIDENDS 1876 to 1892 inclusive 8 per cent per annum, and now under lease 10 per cent. In January, 1893, paid 12 per cent extra.

Bonds.—In 1893 \$1,000,000 bonds were sold to pay floating debt.

EARNINGS.—Earnings are now included in Boston & Maine operations. 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., \$206,644, against \$236,400 in 1890-91. (V.
55, p. 256, 461, 806, 1035, 1077, 1110; V. 56, p. 82, 245, 289, 835; V.

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 Bailroad.

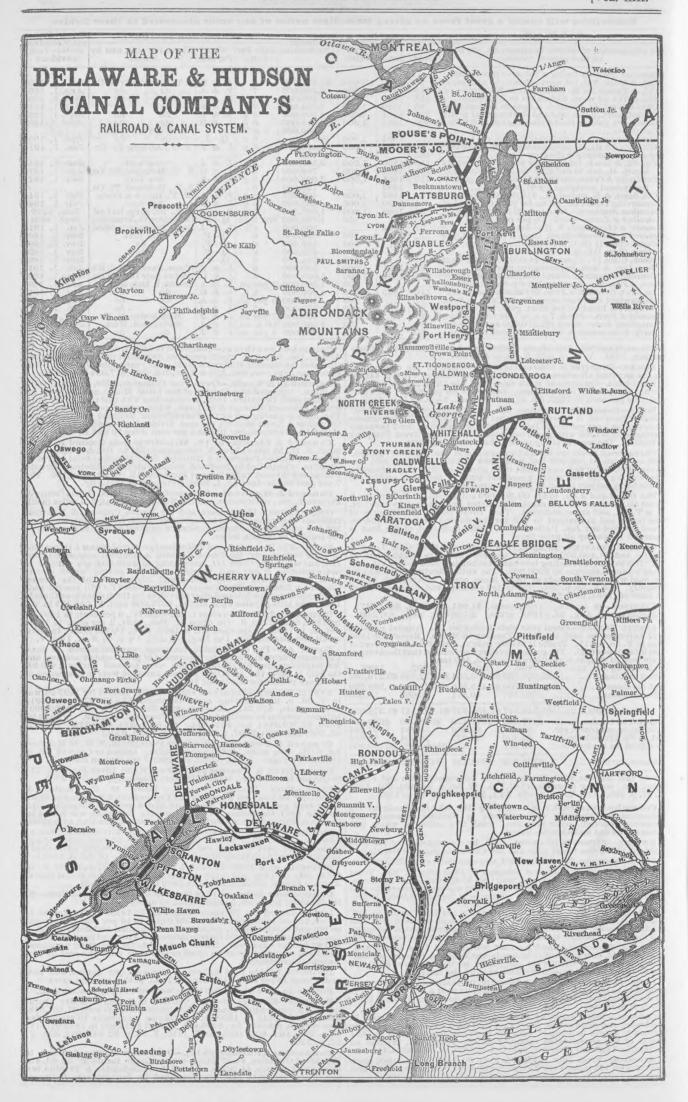
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| For explanation of column headings, &c., see notes on first page of tables.   |
|---|
| onnecticut River.—(Concluded.) Bonds, not mortgage, for \$1,000,000, gold mnecting (Phila.)—1st m., gu. p. & i. Pa. RR. en. ornwall & Lebanon.—\$tock.  New 1st mortgage for \$800,000 resson & Olearf. Oo. & N. Y. Short Route—1st M., ges umberld & Ohio.—\$0. Div., 1st M., p. &i. gu. by L. & N. Northern Division 1st mortgage, not guaranteed umberland & Pennsylvania—1st mort, gold, guar umberland & Pennsylvania—1st mort, gold, guar umberland & Pennsylvania—1st mort, gold, guar umberland & Valley—\$tock (\$484,900 is preferred.) 1st and 2d ms., gold (2d \$109,500 due Apr., 1908. anbury & Norwalk—See New York New HAVE: ayton & Mich.—Com. st'k (312p.c. guar. C. H. & D.). Preferred (8 p. c. guar. C. H. & D.). endorsed. 1st mortgage, guar. p. & i. end by C. H. & D ayton & Union—1st mort., sink. fund (not drawn). Income mortgage bonds, sinking fund. ayton & Western—1st M., guar. L. M. and C. & X. bec. Ohesap. & New Orl.—1st M., \$20,000 p. m., g. c. becavare—Stock—6 p. c. guar. till 1898, P.W. & B 1st mortgage, convertible, guar., P. W. & B General mortgage for \$2,000,000, gold |

Rental pays interest, taxes and 6 per cent on \$1,278.300 capital stock (par \$50)—of which \$1,277,700 owned by Pennsylvania Rallroad. Current liabilities Dec. 31, 1893, \$1,113,139.

Cornwall & Lebanon.—Owns from Lebanon. Pa., to Conewago 22 miles; branches, 2 miles. Dividends, formerly 4 to 4½ per cent yearly, were in 1×93 6 p. c.; also in 1892-93 paid a special dividend of 13 p. c.; in 1894, Feb., 2 p. c. In year 1892-93 gross earnings were \$251,956; net, \$129,955; interest, etc., \$42,738; surplus for div., \$87,-217. In 1891-92 gross, \$230,664. In Aug., 1893, car trust 68, \$201,000.

Oresson & Clearfield County & New York Short Route.—Owns from Cresson, Pa., to Irvona, Pa., 27 miles, and branch to Richard Mines, 2 miles. Leased for 99 years from Jan. 2, 1893, to the Pennsylvania RR. Co., which owns \$910,150 of the stock. Coupon due May 1, 1893, was not paid and some of the previous coupons are also held against the company. Bought by Pennsylvania RR. at foreclosure sale early in 1894. The road is operated at cost. Stock, \$1,000,000; par, \$50. Car trusts due Feb. 1, 1900, \$90,000. In 1893 gross earnings \$79,402; net, \$32,469, (V. 55, p. 1078.)

Cumberland & Ohio.—(See Map Louisville & Nashville.)—Owns as follows:—Southern Division, Cumberland & Ohio Junction to Greensburg, Ky., 31 miles; Northern Division, Shelbyville to Bloomield, 27 miles. The Southern Division was leased to L. & N. Sept. 19, 1878, for 25 years, and the 7s of 1898 guaranteed principal and interest. The Northern Division was leased July 22, 1879, for 30 years to the Louisville Cincinnati & Lexington (now Louisville & Nashville), the netearnings to be applied to interest on bonds and sinking fund. Interest. The Northern Divis bonds was in default in 1893. In year 1892-93, net earnings of Southern Division, \$21,137, against \$15,635 in 1891-92.

Cumberland & Pennsylvania.—Owns from Cumberland, Md., to Piedmont, Md., and several branches, 57 miles. Owned and operated by Consolidation Coal Co., which guarantees by endorsement the first mortgage. Y 5

first mortgage. V 52, p. 390. Stock, \$1,500,000; par, \$100. 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 & Mechaniesburg Railroad, 9 miles; Southern Pennsylvania Railroad, 21 miles; controls Mont Alto Railroad, 18 miles, but accounts are kept separate; total operated, 165 miles. New entrance into Harrisburg is proposed.

Stock.—Authorized, \$2,000,000; outstanding, \$1,292,950 common, \$241,900 first pref. and \$243,000 second pref.; of this \$975,890 common and \$237,200 preferred are owned by Pennsylvania RR. Co. Large advances have been made to branch roads.

DIVIDENDS.—In 1880 to 1884, 10 per cent yearly; from 1885, to Oct., 1894, both inclusive, at rate of 8 per cent yearly;

Ct., 1894, 60th Hodish'e, at rate of 8 per cent yearly.

EARNINGS.—9 months.—5, 1894, gross, \$583,985; net, \$187,550.

January 1 to Sept. 30. (1893, gross, 665,679; net, 179,236.

In year 1893 gross main line were \$792,467; net, \$188,353; aterest paid on bonds, \$21,640; dividends paid (8 p. c.), \$142,228; alance, surplus, \$24,485. In 1892 gross, \$845,073; net, \$228,629.

Dayton & Michigan.—Owns Dayton, O., to Toledo Junc.. O., 141 miles, and leases Deshler to Findlay, 11 miles. Trackage (Lake Shore) into Toledo, 114 miles.

Shore) into Toledo, 1<sup>1</sup>4 miles.

Lease.—Leased May 1, 1863, in perpetuity to Cincinnati Hamilton & Dayton. Rental is the interest and sinking fund of debt, and 8 per cent on preferred stock and 3<sup>1</sup>2 per cent on common.

Securities.—Guaranty on preferred is secured by mortgage of 1871 but the preferred carries no voting power. V. 56, p. 813. Mortgage of 1856 is held alive under mortg. of 1881, which is therefore a first lien.

EARNINGS.—Profit to lessee in 1887-8, \$363,933; in 1888-9, \$348,-068; in 1889-90, \$379,494; in 1890-91, \$392,365; in 1891-92, \$386,400. Gross earnings in year ending June 30, 1893 (including Troy & Piqua branch, 8 miles), were \$1,859,547; net,\$712,118; surplus over interest and dividends, \$393,870. Current liabilities July 1, 1893, \$921,086.

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. For year ending June 30, 1894, gross, \$136,926; net, \$59,420; surplus over charges, \$26,684. Bonds redeemed, \$2,000. In year ending Oct. 31, 1893, gross, \$151,346; net, \$73,648, aget. \$73,833 in 1891-92; taxes, \$3,469; surplus over interest on incomes, \$37,362.

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 & N. O.—See March, 1894, SUPPLEMENT.

Delaware.—Ownsfrom Delaware Junction (Phila. Wilmington & Baltimore), Del., to Delmar (Maryland line), 95 miles; branches, 22 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, 1893, gross earnings were \$1,389,220; net, \$525,739; interest, divilends, etc., \$212,945; surplus, \$312,794, against \$105,490 in 1891-92.

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 lessed paying interest and 8 per cent on stock. Rental \$275,000. Gross earns. in 1892, \$1,132,441; net, \$611,272, against \$520,648 in 1891.

Delaware & Hudson—(See Map.)—Ownscanal from Rondout, N.Y., to Housesdale, 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, 685 miles in all. The system is well shown on the adjoining map, and includes:

|   | Valley RR. of Pa<br>Gravity RR.<br>Schenectady & Mechani<br>¶Cherry Val. Sharon & A | anna 22<br>17<br>56<br>cville. 10<br>Albany 21 | ¶Union RR.<br>Jefferson RR. (trackage) | 142<br>150<br>192<br>22<br>35 |
|---|---|--|--|-------------------------------|
| - | ¶Schenectady & Duanes   | burg 14  | Other lines                            | 4                             |

44 miles, sub-let to New York Ontario & Western.

Historry, Erc.—This company was chartered April 7, 1823. It is one of the largest miners and carriers of anthracite coal. See V. 54, p. 799. In June, 1889, the Adirondack Railroad (60 miles) was purchased. Of the Rutland Railroad stock D. & H. owns \$3,000,000 pref. and \$1,000,000 common; road is leased to Central RR. of Vermont.—STOCK.—In May, 1894, \$5,000,000 stock (making total \$35,000,000 was offered to stockholders at par. Proceeds used to retire \$4,829,000 debentures due Oct. 1, 1894.

debentures due Oct. 1, 1894.

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 Dec., 1893, both inclusive, 7 per cent yearly; for 1894 also the rate has been fixed at 7 p. c., payable 1½ per cent quarterly.

BONDS.—Adirondack Bailroad 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 1893 was in CHRONICLE, V. 58, p. 343. Coal (anthracite) carried in 1893, 6,177,659 tons, against 6,225,296 tons in 1892.

|                               | \$7,800,207<br>10,670,732 | 1891.<br>\$8,335,010<br>10,062,324<br>711,869 | 1892.<br>\$9,629,333<br>10,356,443<br>452,765 | 1893.<br>\$9,939,648<br>10,212,412<br>520,258 |
|-------------------------------|---------------------------|---|---|---|
| Total\$ Operating expenses.   |                           |   |   |   |
| Net<br>Int., taxes & rentals. | \$6,079,673<br>3,511,333  | \$5,597,427<br>3,393,377                      | \$6,460,784<br>3,425,320                      | \$6,622,187<br>3,407,637                      |

Balance for stock. \$2,568,340 \$2,204,050 \$3,035,464 \$3,214,550 -(V. 56, p. 163, 286; V. 58, p. 222, 263, 343, 550, 595, 636, 773, 815, 1034.)

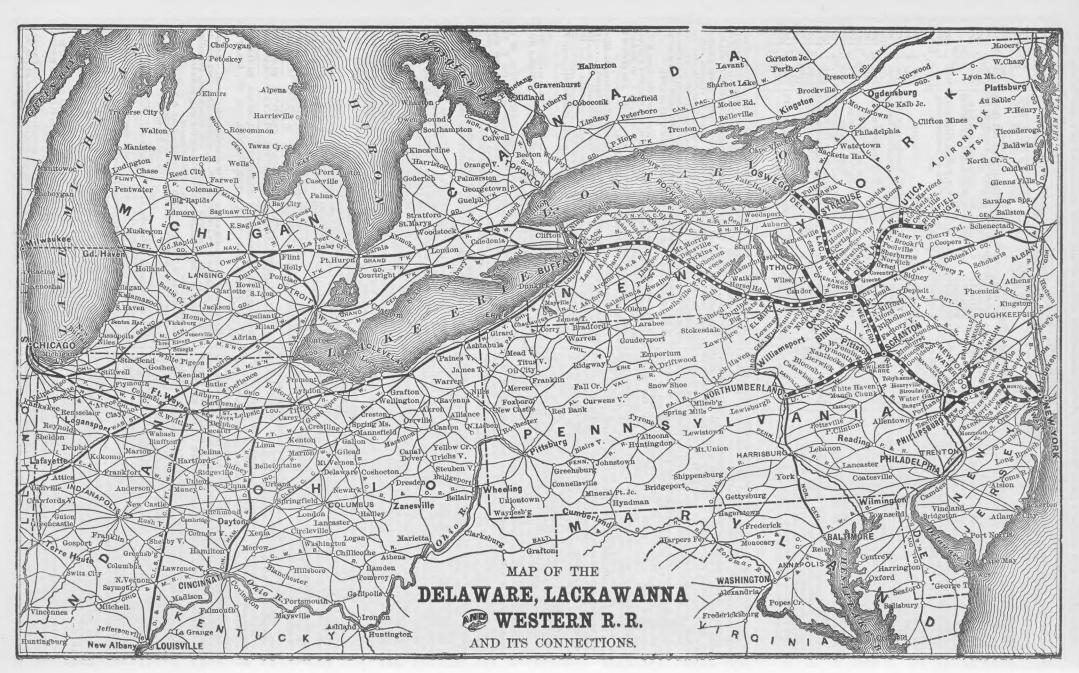
Delaware Lackawanna & Western.—(See Map).—Road— Operates main line from Jersey City, N. J., opposite New York City, to Buffalo, N. Y., 409 miles, with branches to coal region, etc., 491 miles. The system, as clearly indicated on accompanying map, includes:

| 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 |                           |
| Lines leased—                      | ¶Valley RR. of N. Y 12    |
| ¶Morris & Essex120                 | ¶Warren 18                |
| ¶N.Y. Lackawanna & Western.214     | Sussex, &c 77             |
| Mayuga & Susquehanna 34            |                           |
| ¶Oswego & Syracuse 35              | Total operated900         |

¶ See these companies for terms of leases, etc.

HISTORY, ETC.—This is one of the most important of the antiracite coal roads. Original company chartered in 1849; present title assumed in 1853. Its leased lines are mostly held under long leases, and the system is compact. In 1894 representatives of the Vanderbilts entered the directory. See V. 57, p. 721.
DIVIDENDS since 1880—In 1881, 63; in 1882, 1883 and 1884, 8; in 1885, 73; from 1886 to Oct., 1894, both inclusive, at rate of 7 per cent per annum.

GENERAL FINANCES.—On Dec. 31, 1893, accounts receivable (including cash and coal on hand, &c.) were \$8,309,192, against \$9,189,268 Dec. 31, 1892; accounts payable, \$6,563,553, against \$8,854,475.



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| RAILROADS.  |                      | Date Size.  | Size, or | IN                    | OR DIVIDENDS. | Bonds—Principal, When Due. |                                |               |
|---|----------------------|-------------|----------|-----------------------|---------------|----------------------------|--------------------------------|---------------|
| For explanation of column headings, &c., see notes on first page of tables. | Miles<br>of<br>Road. | of<br>Bonds | Par      | Amount<br>Outstanding |               | When<br>Payable            | Where Payable, and by<br>Whom. |               |
| Delaware Maryland & Virginia—Stock  |                      |             | \$25     | \$526,758             |               |                            |                                |               |
| Junction & B.—1st m. to State, red. aft. Jan. '95                           | 44                   | 1860        |          | 185,000               | 3             | J. & J.                    | Phila., 233 So. Fourth St.     | Jan. 1, 1932  |
| Junction & Breakwater 2d mortgage   | 44                   | 1879        | 1,000    | 250,000               |               | F. & A.                    |                                | Feb., 1899    |
| Break. & Frank. 1st m. to State, red. aft. Jan. '95.                        | 19                   | 1874        |          | 200,000               | 3             | J. & J.                    | do do                          | Jan. 1, 193   |
| Worcester RR. 1st. M. (s.f. not in operat'n) gold.c*                        | 35                   |             | 500 &c.  | 400,000               | 4 g.          | A. & O.                    | do do                          | April, 1896   |
| Delaware Sus. & S.R.RM. bonds (\$1,500,000) g.c*                            | 48                   | 1894        | 1,000    | 600,000               | 6 0           | A. & O.                    | Philadel., Co.'s Office.       | April 1, 190  |
| Denver Leadville & Gunnison-1st M., goldc*ar                                |                      |             |          | 2,308,000             | 4100          | M. & N.                    | New York.                      | Nov. 1, 191   |
| Denver & Rio Grande-Stock, com., (\$45,500,000) .                           |                      |             | 100      | 38,000,000            | 25.           | 2121 00 211                | 21011 2022                     |               |
| Pref. stock, 5 per cent non-cum. (\$28,000,000)                             |                      |             | 100      | 23,650,000            |               |                            | Office, 47 Wm. St., N. Y.      | See text.     |
| 1st mort. \$1,000 gold or £206 sinking fund. e*&r                           | 295                  |             | 500 &c.  | 6,382,500             | 7 0           | M & N.                     | N. Y., Fourth Nat. Bank.       |               |
| 1st consol. mortgage (for \$42,000,000) gold.c*&r                           | 1.621                |             | 500 &c.  | 28,650,000            | 4 g.          | J. & J.                    | do do                          | Jan. 1, 193   |
| Improvement Mort. (\$5,000 per mile) golde*&r                               | 1,621                | 1888        | 500      | 8,103,500             | 5 g.          | J. & D.                    | do do                          | June 1, 192   |
| Des Moines & Fort Dodge-Common stock  |                      |             | 100      | 4,283,100             | 0 8.          | 0. 00 2.                   | uo uo                          | 0 0000 2, 202 |
| Preferred stock.  |                      |             | 100      |                       | See text.     |                            | Chicago, C. R. I. & Pac.       | Aug. 1, 189   |
| 1st M. Des M. to Ft. Dodge, Series A, int. guar., end.                      |                      | 1874        | 1.000    | 1,200,000             |               |                            | N.Y., Chie.R.I.& Pac.Co.       | Jan. 1, 196   |
| 1st mort., Series B, income, int. guaranteed, end                           | 88                   | 1874        | 1,000    | 1,200,000             |               | J. & J.                    |                                | June 1, 190   |
| 1st mort. on exten., Tara to Ruthven, int. guar.                            | 56                   | 1881        | 1,000    | 672,000               |               | J. & J.                    |                                | June 1, 190   |
| Des Moines & Kansas City—Stock  | 112                  |             | 100      | 800,000               | -             | 0. 00 0.                   | 40                             |               |
| 1st M. funding and imp. (\$2,000,000), gold. c*&r                           |                      | 1892        | 1,000    | (1)                   | 5 g.          | J. & J.                    |                                | Jan. 1, 193   |
| Des Moines No. & West.—Stock (\$15,000,000 auth.)                           |                      |             | 100      | 4,200,000             | 0 8.          | 0. 00 0.                   |                                | 00000         |
| 1st mortgage, gold (\$18,500 per mile)                                      |                      | 1892        | 1,000    | 2,770,000             | 4 to 5 g.     |                            |                                | Jan. 1, 193   |
| Des Moines Union—1st M. for \$800,000, goldc*                               | 3                    | 1887        | 1,000    | 552,000               | 5 g.          | M. & N.                    |                                | Nov. 1, 191   |
| Detroit Bay City & Alp.—Stock (\$2,000,000 auth.)                           |                      |             | 100      | 1,670,000             | See text      |                            | 211 219 0022222 22 22000       | See text.     |
| 1st mortgage, gold**  |                      | 1883        | 1.000    | 2,500,000             | 6 g.          | T. & T.                    | Jan., '93, last coup. p'd.     | Jan. 1, 191   |
| Detroit Grand Haven & Mil.—1st equip. M. guc*                               | 189                  | 1878        | 1,000    | 2,000,000             | 6 8.          | A & O.                     | (N.Y.Ag'ey Bk. Com., )         | Nov. 14, 191  |
| Consol. mort., guar. by Gr. Trunk of Canc*                                  |                      |             | 200 &c.  | 3,200,000             | 6             | A & O.                     | Canada & London.               | Nov. 15, 19   |
| Detroit Hillsdale & S. W.—St'k, 4 p. c. rent'l, L.S. &MS.                   |                      |             | 100      | 1,350,000             |               |                            | N. Y., Farm. L. & Tr. Co.      | July 5, 189   |
| Detroit Lansing & Northern—Stock, common                                    |                      |             | 100      | 1,825,600             |               | F. & A.                    |                                | Feb. 15, 188  |
| Preferred stock   |                      |             | 100      | 2,510,000             |               | F. & A.                    |                                | Feb. 15, 188  |
| Ionia & Lansing 1st M., extended in 1889, guar. c*                          | 55                   | 1869        | 1.000    | 770,000               | 5             | J. & J.                    |                                | July 1, 189   |
| D. L. & N. consol. mort. (1st mort.on 167 m.)c*                             | 222                  | 1877        | 500 &c.  | 2,672,000             | 7             | J. & J.                    | do                             | Jan. 1, 190   |
| Saginaw & West. 1st M., gold, guar., endorsedc*                             |                      | 1883        | 1,000    | 566,000               |               | J. & J.                    |                                | July 1, 191   |
| Gr. R. L. & D. 1st M., (\$20,000 p. m.) endorsedc*                          |                      | 1887        | 1,000    | 1,108,000             | 5 8.          | M. & S.                    | do                             | Sept. 1, 195  |

EARNINGS.—The leased lines in New York State for 3 months ending Sept. 30, 1894, had surplus over charges, of \$593,028, against \$480.659 in 1893. For 12 months ending June 30, 1894, had surplus over charges of \$1,434,826, against \$2,199,462 in 1892-93.

charges of \$1,434,826, against \$2,199,462 in 1892-93.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the Tuesday preceding the last Friday in February. The report for 1893, with balance sheet, was in Chronicle, V. 58, p. 177.

Year end. Dec. 31. 1890. 1891. 1892. 1893.

Total gross receipts. \$40,688,645 \$41,849,754 \$46,226,283 \$48,790,973

Operating expenses. 32,499,859 33,894,519 37,781,880 40,537,572

Betterments, &c.... 240,019 121,474 464,540

... \$2,620,273 1,834,000 \$2,613,457 1,834,000

Balance after divs... \$786,273 \$581,463 \$779,457 \$1.058,911 — (V. 55, p. 257, 806; V. 56, p. 163, 793; V. 57, p. 299, 721, 854; V. 58, p. 177, 306, 345, 817; V. 59, p. 234, 600, 651, 835, 879.)

Delaware Maryland & Virginia,—Owns from Harrington to Rehoboth, Del., 44 miles; Georgetown to Franklin City, Va., 54 miles; total, 98 miles. Controlled by Philadelphia Wilmington & Baltimore, and so by Pennsylvania Railroad. See V. 50, p. 498. In 1892-93 met earns., \$45,340; surplus, \$3,703, against deficit, \$15,978 in 1891-92.

net earns., \$45,340; surplus, \$3,703, against deficit, \$15,978 in 1891-92.

Denver Leadville & Gunnison.—See Supplement of Sept., '94.

Delaware Susquehanna & Schuylkill.—Owns main line from Drifton, Pa., to Gowen, Pa., 31 miles; branches, 17 miles; total owned, 48 miles. Trackage—Lehigh Valley RR., 133 miles; othat operated, 183 miles. Chartered April 14, 1890; opened Feb. 15, 1892. Dividend of 40 p. c. ('the first) was paid in cash; Nov. 25, 1893, 20 p. c. in cash and 50 p. c. in stock was paid; 3ept. 26, 1894, 2623 p. c. in cash. Stock authorized and outstanding \$1,500,000; par, \$50. Mortgage trustee is Trust Co. of North America, Philadelphia. Fiscal year ends Juns 30.

Denver & Kio 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 main line June 30, 1894 (including Rio Grande Junction RR., etc., 62 miles leased and 18 miles owned but leased to Rio Grande Western), was 1,632 miles, of which 682 miles was standard or laid with a third atil; 2d track and sidings 357 miles, of which 257 m. standard or 3-rail.

History.—Reorganization of a railway company of same name forester.

HISTORY.—Reorganization of a railway company of same name fore-closed July 12, 1886. 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, 3¾; in 1889, nil; in 1890, 2¾; in 1891, Feb., 2½ p. c.; then none till 1893, when in Feb. 1 p. c. was paid and May 1 p. c.; in Aug, none. See below.

when in Feb. 1 p. c. was paid and May 1 p. c.; in Aug, none. See below Bonds.—Coupons of the first mortgage sevens are payable at option of holder either in N. Y. City \$35 U. S. gold, in London, \$74 s. 5d. sterling, or in Amsterdam 86 florins, all free of U. S. taxes. Of the first consolidated gold bonds (United States Trust Co., trustee) \$6,382,500 were reserved to retire the first sevens when due, and they can be issued at such rates of interest up to 7 p. c. as will retire said bonds. Upon payment of the first 7s the first consols will be a first lien on all the property, as they are now on about 1,300 miles of road and all the equipment. Consols for \$6,900,000 are also reserved for extension to Ogden, if deemed advisable. Those unissued may be used with the consent of a majority of the preferred stock for extensions as not exceeding \$20,000 per mile. See abstract of mortgage in Chronicle, V. 47, p. 228. The improvement mortgage (U. S. Trust Co., trustee), is issued on the property covered by the consolidated mortgage, and so covers all the company's property, following immediately after the consolidated. Mortgage abstract in Chronicle, V. 47, p. 229.

General Finances.—On June 30, 1894, the company held in its

GENERAL FINANCES.—On June 30, 1894, the company held in its treasury stocks and bonds valued at \$1,503,711, for the acquisition of a part of which it owed \$150,000. There was no other floating debt. The "special renewal fund" held \$437,647.

LATEST EARNINGS .- From July 1 to Sept. 30 (3 months):

| Year ending June 30— Average miles operated. Gross earnings Not earnings. Other income | \$8,830,947<br>3,709,354 | 1893.<br>1,646<br>\$9,317,647<br>4,035,562<br>54,575 | 1894.<br>1,654<br>\$6,476,044<br>2,503,493<br>10,300 |
|--|--------------------------|--|--|
| Total net income   | 3,772,904                | 4,090,137  | 2,513,793  |

| 1892. | 1892. | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806.675 | 1806 1893. \$1,986,675 352,088 240,000 \$1,993,873 347,227 Miscellaneous.... Dividend on preferred stock.... 269,98 Nil. 85,030 \$87,663 Balance, surplus ...... \$914,113 \$929,309 (V. 56, p. 42, 205; V. 57, p. 59, 396, 421, 422, 423, 683, 7938, 1039; V. 58, p. 1072; V. 59, p. 234, 396, 420, 424, 697.)

Des Moines & Fort Dodge.—Owns Des Moines to Fort Dodge Ia., 87 miles, and Tara to Ruthven, 56 miles; trackage, Illinois Central Tara to Fort Dodge Junction. Leased Jan. 1, 1887, to Chi. Rock Island & Pac. for 18 years at rental of 30 per cent of 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. Dividended.—Ordered in 1893, Aug., 2 p. c.; 1894, Aug., 4 p. c. 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. Foreclosed 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 equipment, repairs, etc.—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 1892-93 gross earnings, \$117,744; net, \$10,554; against \$7,077 in 1891-92; charges, \$4,184. Stock held by President, M. V. B. Edgerly, as Trustee. Current liabilities Jan. 1, 1893, \$638,509. (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—all standard. A consolidation of Jan. 1, 1892. The bonds bear 4 per cent interest till Jan. 1, 1897; thereafter 5 per cent. Mortgage trustee is the Metropolitan Trust Co., N. Y. In August, 1894, a controlling interest was acquired by Chicago Mil. & St. Paul, which will operate the road separately. V. 59, p. 228. Road was ordered sold in foreclosure Nov. 17, 1894.

EARNINGS.—In year 1893 gross \$397,778; net \$119,020, against \$141,800 in 1892; deficit under charges in 1893, \$6,939. (V. 59, p. 738, 879.)

Des Moines Union.—A terminal road, 5 miles in length, in Des Moines. Leased to Wabash RR., Chicago Great Western and Des Moines N. & W. Rental equal to expenses and fixed charges paid monthly by lessees on wheelage basis. Stock authorized, \$2,000,000; outstanding, \$400,000—par \$100. Due on real estate Feb.1, 1894, \$54,775.

Due on real estate Feb.1, 1894, \$54,775.

Detroit Hay City & Alpena.—Owns from Alger, on Michigan Central, to Alpena, 105 miles; Loon Lake Branch, 32 m.; Mud Lake Branch, 38 m.; other branches, 49 miles; total Jan. 1, 1893, 224 miles. Much of the branch line mileage is temporary, built only to bring out lumber.

Foreclosure Sale.—Oet. 26, 1893, D. M. Dickinson was made receiver. Road was sold in foreclosure Nov. 8, 1894, for \$1,000,000, to representatives of the bondholders. A majority of the bonds has been deposited with Drexel, Morgan & Co. who will reorganize the property.

BONDS, ETC.—Loans and bills navable Jan. 1, 1892, were \$120,206

deposited with Drexel, Morgan & Co. who will reorganize the property.

Bonds, Etc.—Loans and bills payable Jan. 1, 1893, were \$120,396.

July, 1893, coupons were not paid. See V. 57, p. 255.

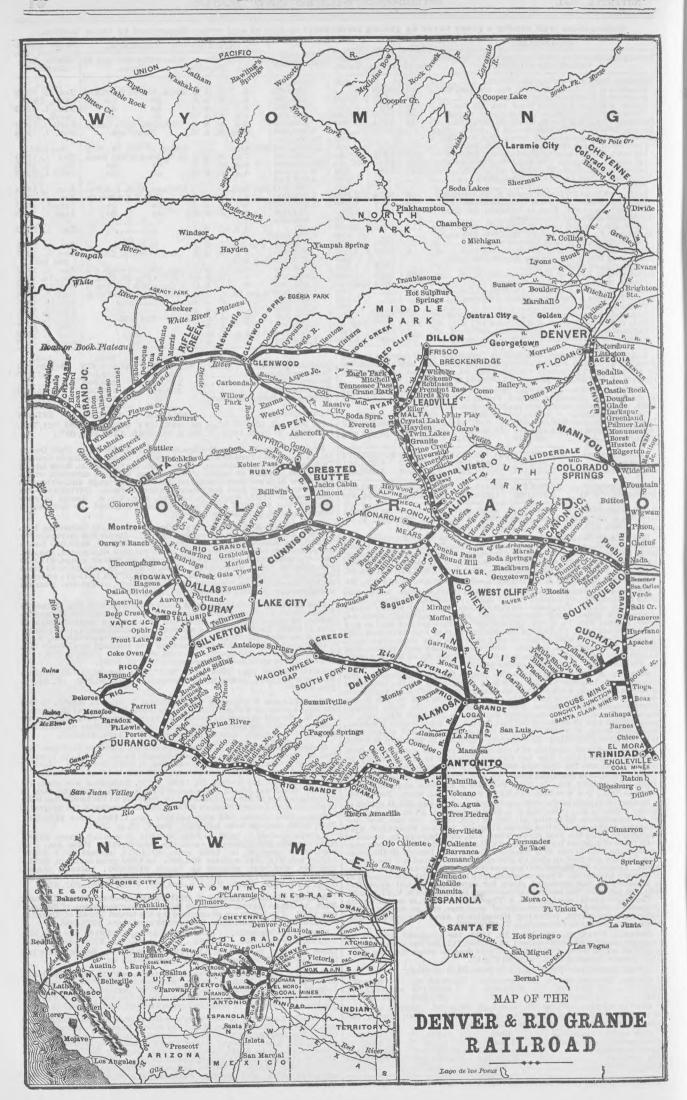
EARNINGS.—Nov. 1, 1893, to June 30, 1894 (8 months), gross \$168,520; net, \$80,269, this being under the receivership. From Jan. 1 to Sept. 30 (9 months), in 1893 gross, \$324,918, against \$272,255 in 1892; net, \$147,585, against \$\$5,600. In 1892 gross earnings, \$351,706; net, \$95,506; interest on bonds, \$150,000; balance, deflott, \$54,494. In 1891 gross, \$417,674; net, \$132,819. (V. 51, p. 113; V. 52, p. 320; V. 55, p. 975; V. 57, p. 468,721; V. 59, p. 651, 697, 835.)

Detroit Grand Haven & Milwaukee,—Owns from Detroit, Mich., to Grand Haven, Mich., 189 miles. A reorganization of September, 1878. The bonds are guaranteed by the Grand Trunk of Canada. Stock, \$1,500,000; par, \$50. Real estate mortgages, \$226,000.

Gross earnings in 1893, \$1,112,722; net, \$187,114; deficit under interest, etc., \$177,083—advanced by Grand Trunk Ry.

Detroit Hillsdale & Southwestern.—Owns from Ypsilanti, Mich., to Bankers, Mich., 65 miles. Successor to Detroit Hillsdale & Indians, foreclosed Jan. 28, 1875. 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 1893 gross \$42,208, agst. \$44,937 in 1892.

In meeting report for the troit Lansing & Northern.—Owns from Grand Trunk Junction, Mich., to Howard City, Mich., 157 miles; branches—Stanton 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, etc., 13 miles; Lansing to North Lansing, 1 mile; Saginaw & Western RR.—Alma to Howard City, 43 miles; Grand Rapids Lansing & Detroit Rail-road—Grand Rapids to Grand Ledge, 53 miles, and branch, 2 miles; total, 334 miles; also operates Saginaw Valley & St. Louis, 45 miles, and pays interest on its debt, but reports earnings separately.



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<br>on first page of tables.   |
| on first page of tables.  Dover & Rockaway—Stock 6 p. c., rental 999 years. 1st mortgage.  Dover & Rockaway—Stock 6 p. c., rental 999 years. 1st mortgage for \$3,000,000, gold c&t flows Falls & Sioux City—Stock.  General mortgage for \$3,000,000, gold c&t flows Falls & Sioux City 1st M., Ia. F. to S. City. Cher & Dak and Cedar Rap. & Chic. 1st morts. 2011. Cher & Dak and Cedar Rap. & Chic. 1st morts. 2011. Cher & Dak and Cedar Rap. & Chic. 1st morts. 2011. Stochastic Stocha |

Bonds, Erc.—On Jan. 1, 1894, current liabilities exceeded assets by \$417,338. Friends of the company purchased the July, 1893, coupons. The Sept., '93, coupons of the G. R. Lan. & Detroit were also purchased, see V. 57, p. 22, but coupons due in January, 1894, went to default. Plan of reorganization presented in March, 1894, and given in V. 58, p. 474, provides for \$6,500,000 50-year 4s, dated July 1, 1894, and \$1,808,394 non-cum. first preferred stock, entitled to 6 per cent if earned, ahead of the present preferred. Old securities receive:

|  | New 4s.    | 1st pref. st'k. |
|--|------------|-----------------|
| Detroit Lansing & Northern 7s                  | \$1,000    | \$500 00        |
| Grand Rapids Lansing & Detroit 5s              |            | 166 67          |
| Saginaw & Western 6s                           |            | *33 33          |
| Saginaw Val. & St. L. 8s                       | 1,000      | 200 00          |
| Saginaw & Gd. Rapids stock                     | 1,000      | 200 0           |
| All unpaid coupons, including those of July 1, | 1894, will | receive new     |

All unpaid coupons, including those of July'1, 1894, will receive new 4s at par. Ionia & Lansing firsts are not disturbed. In July, 1894, about \(^3\) of the bonds were said to have assented to the plan.

LATEST EARNINGS.—From Jan. 1 to Sept. 30 (9 months.)
9 mos. Gross earn'gs. Net earn'gs. Interest, &c
1894. \(^8\) 802,101 \(^8\) \$134,553 \(^8\) \$269,578 \(^8\) def. \(^8\) \$135,025
1893. \(^9\) 903.185 \(^171,317\) \(^236,492\) \(^8\) def. \(^65,175\)

Dover & Rockaway.—(See Map Central RR. of N. J.)—Owns
Port Oram to Rockaway, N. J., 5 miles. Leased to Central of N. J. in
April, 1881, for 999 years at 6 per cent on stock and bonds, taxes, etc.

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;
total owned, 524 miles. Also leases Cedar Falls & Minnesota, 76 miles.

Cedar Rapids, 42 miles; nowa fails to sloux City, 184 miles; manchester to Cedar Rapids, 42 miles; Also leases Cedar Falls & Minnesota, 76 miles; total owned, 524 miles. Also leases Cedar Falls & Minnesota, 76 miles; Lease, Etc.—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. A suit to annul the lease of the Cedar Falls & Minnesota RR. has been appealed to U. S. Supreme Court.

STOCK AND BONDS.—The Illinois Central Railroad Company July 1, 1893, owned \$7,917,800 stock and \$1,731,000 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. Iowa Falls and Sioux City mortgage is for \$2,800,000, of which \$460,500 July 1, 1893, held in the Dubuque & Sioux City treasury. Dub. & S. C. first for \$586,000 were paid at maturity, July 1, 1894, and will be refunded.

DIVIDENDS—In 1888, ½ of 1 per cent; in 1891, 2; in 1892, about ½ of 1 p. c.; in '93, Jan., 1½ p. c.; July, none; in '94, Jan. 1 p.c.; July, 1½ p. c.

EARNINGS.—In year ending June 30, 1894, on 600 miles (incl. Cedar F. & Minn.), gross, \$2,538,923; net, \$876,329; other income, \$6,730; rent of C. F. & Minn., \$113,370; int. on debt, \$517,35; dividends (2½ p. c.) \$199,990; bal. surplus for year \$51,864. In 1892-93, gross \$2,548,768; net, \$732,914. (V. 57, p. 546; V. 58, p. 773; V. 59, p. 191.)

Buluth & Iron Range,—Owns Duluth to Ely, Minn., 116 miles, with branches to Mesaba Range Mines, etc., 45 miles. Also owns ore docks, shops and yards on Lake Superior costing over \$1,500,000.

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, the \$3.500,000 for equipment, the Metropolitan Trust Company of New York being trustee.

Duluth Missabe & Northern.—Owns from Duluth to Mountain Iron, Minn., 73 miles; branches, 47 miles; total, 120 miles. In September, 1893, control of this road was obtained by the Lake Superior Consolidated Iron Mines, with a capital of \$30,000,000. In year 1892-93, on 76 miles, gross \$90,363; deficit from operating \$74,140.

Duluth Red Wing & Southern.—Projected from Duluth via Red Wing, Minn., and Sloux City, Iowa, to a point opposite Omaha. Neb. In operation from Red Wing, southerly to Zumbrota, 25 mil s; branches, 3 miles. Stock, \$375,000, of which \$125,000 is preferred Trustee of mortgage is Central Trust Company. In year 1892-93 gross \$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, 124 miles; trackage. 18: total, 596 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 was sold in 1890, except its franchise, to the Duluth South Shore & Atlantic, which assumed its debt.

Duluth South Shore & Atlantic, which assumed its debt.

CAPITAL STOCK.—Common stock is \$12,000,000; perferred, \$10,000,000; par both \$100. Preferred stock is 6 per cent, non-cum. Canadian Pacific Jan. 1, 1894, owned \$6,100,000 com. and \$5,100,000 pref. stock.

Bonds, &c.—Car trust 6s, Dec., 1893, \$184,115, due in instalments, last maturing Nov. 7, 1895. Abstract first mortgage, V. 45, p. 274.

The first consolidated mortgage of 1890 has interest at 4 per cent, guaranteed by Canadian Pacific, which Jan. 1, 1894, held the entire outstanding issue [\$14,600,000] in its treasury as security for its 4 p. c. debenture stock; consols for \$5,400,000 are reserved for prior bonds and additional amounts may be issued at \$20,000 per mile of new lines EARNINGS.—From January 1 to Oct. 31, 1894 (10 months), gross. \$1,440,188, against \$1,828,194 in 1893.

For year ending Dec. 31, 1893, gross \$2,072,848; net, \$555,247; other income, \$16,065; interest charges, \$870,167; balance, deficit, \$298,855. In 1892 gross \$2,249,194; balance, deficit, \$68,437.—(V. 55, p. 765, 1110; V. 57, p. 979.)

Duluth Transfer.—Mileage of road in June, 94, was 20 miles. The

55, p. 765, 1110; V. 57, p. 979.)

Duluth Transfer.—Mileage of road in June, '94, was 20 miles. 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 fronton 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; par \$100. 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., 12 miles. In February, '93, control was acquired in interest of Canadian Pacific. V. 56, p. 245. Srock—authorized—common, \$3,000,000; pref., 5 p. c., non-cum, \$2,000,000. On October 12, 1894, William F. Fitch, of the Duluth South Shore & Atlantic, was appointed receiver, pending foreclosure of the mortgage.—V. 59, p. 697.

BONDS.—Trustee of mortgage for \$7,000,000 is the Guar. Trust & Safe Deposit Co. of Philadelphia. Earnives.—In the fiscal year ending June 30, 1893, gross earnings were \$226,188; net over expenses and taxes, \$94,173. (V. 55, p. 297; V. 57, p. 979; V. 59, p. 697.)

Dunkirk Allegheny Valley & Pittsburg.—Owns from Dunkirk, N. Y. to Ti usville, Pa., 91 miles. Leased for 400 years from 1875 to N. Y. Central & Hudson River RR., but accounts are kept separate. Rental is interest on bonds and 12 per cent on stock. Capital, \$1,300,000; par, \$100. The N. Y. Central & Hudson River Co. owns \$1,067,600 of the stock. In year ending June 30, 1893, gross, \$306,382; net, \$65,347.

Durham & Northern Ry.—Road from Henderson to Durham N. C., 42 miles. Chartered in 1887 and forms part of the 'Seaboard Air Line" system. Capital stock authorized \$500,000. Dividends in year 1892-93 amounted to 2 p. c.

EARNINGS.—For year ending June 30, 1893, gross, \$57,052; net, \$19,578; interest, \$9,000; dividends (2 p. c.), \$5,802; balance, surplus, \$4,776. In 1891-92, gross, \$48,220; net, \$15,790.

Tast Broad Top RR. & Coal Co. (Pa.)—Owns from Mount Union, Pa., to Woodvale, Pa., 31 miles, and leases branches to mines, 14 miles; total, 45 miles. A col road opened in 1874. The stock is \$815,589 (par \$50), of which \$247,189 is 6 p. c. preferred. EARNINGS.—For year ending June 30, 1893, gross, \$111,676; net, \$19,240; surplus over charges, \$9,248.

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. Of the stock \$887,750 was deposited by the lessee under its collateral trust of 1893.

Bast St. Louis & Carondelet Ry.—Road from East St. Louis to Falling Springs and East Carondelet, 12 miles. Stock authorized, \$500,000, of which Penn. Co, owns \$303,100.

EARNINGS.—For year ending Dec. 31, 1893, gross, \$86,824. net, \$8,029; interest and other charges, \$30,965; balance, deficit, \$22,956.

Total surplus Dec. 31, 1893, \$14,729.

East Shore Terminal.—Road.—Owns terminal road in Charleston, S. C., 3 miles double track laid with 60 pound steel.

Company also owns 14 wharves, 30 warehouses, about 30 acres of land, 4 cotton compresses, etc., on the city's water front, these being connected by its own road with the other railroads entering the city.

SECURITIES.—Stock authorized, \$5,000,000; outstanding, \$1,120,000. In 1894 four first mortg'e coupons (Feb. 1894, to Sept., 1895, inclusive) and six con-ol. coupons (Sept., 1893, to March, 1896, inclusive, were funded into 5 per cent scrip.

OPERATIONS.—Net earns for year end. March 31, 1894, \$44,528; in 1893 about \$65,000.

President, Samuel D. Davis, 40 Wall Street, New York.

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| RAILROADS.   | Miles | Date  | Size, or |                       | IN'               | TEREST             | OR DIVIDENDS.  | Bonds-Princi                               |
|--|-------|-------|----------|-----------------------|-------------------|--------------------|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.                         |       | of    | Par      | Amount<br>Outstanding | Rate Per<br>Cent. | When<br>Payable    | Where Payable, and by Whom.                              | pal, When Due,<br>Stocks—Last<br>Dividend. |
| East Tenn. & Western N. Car-Stock  |       |       | \$50     | \$510,900             |                   |                    |  |  |
| First mortgage.  |       | 1871  | ******   | 250,000               | 6                 | M. & N.            | Phila. Gu. T. & S. D. Co.                                | Nov. 1, 1895                               |
| East & West RR.—Stock (owned by E. Kelly.)   |       |       | 100      | 1,500,000             |                   |                    | ********   |  |
| Eastern Kentucky Ry.—Stock (\$1,697,800 is pref.)  | 10    | ****  | 100      | 3,447,300             |                   |                    |  |  |
| Mastern (N. H.)—Stock  | 16    |       | 100      | 738,750               | 3 per an.         | J. & D.            | Boston, by Treasurer.                                    | June 15, 1898                              |
| Wel River—Stock, 2½ to 3 p. c., guar. by Wabash  Silgin Joliet & Eastern—1st M. (\$10,000,000) gold.c* | 94    | ***** | 100      | 3,000,000             | 212peran          | A. & O.            | Boston, by Treasurer.                                    | Oct. 5, 1894                               |
| Bigin Jonet & Eastern—18t M. (\$10,000,000) gold. 6*   | 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  |       |       | 4 000    |                       |                   |                    |  |  |
| Elmira Cortland & Northern—1st pref. M., goldc*  | 120   | 1884  | 1,000    | 750,000               | 6 g.<br>5 g.      | A. & O.            | N. Y., 192 Broadway.                                     | Apr. 1, 1914                               |
| 1st mortgage, gold   | 120   | 1884  | 1,000    | 1,250,000             | 5 g.              | A. & O.<br>J. & J. | 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.  | 7512  |       | 50       | 500,000               | 5 per an.         | M. & N.            |  | Nov. 1, 1894                               |
| Preferred stock, 7 p. c. rental, 999 yrs., No. Cent.   | 7512  | ***** | 50       |                       | 7 per an.         |                    | do do  | July 2, 1894                               |
| 1st mort., convertible into common stock at par.r  | 7512  | 1860  | 1,000    | 1,000,000             | 6                 | J. & J.            |  | Jan. 1, 1910                               |
| Income bonds, 999 years to rune*   | ****  | 1863  | 500      | 570,000               | _ 5               | A. & O.            |  | Oct. 1, 2862                               |
| Frie & Pitts.—Stock, 7 p. c. rental, 999 yrs., PennCo.   | 85    | ***** | 50       | 1,998,400             |                   | Q.—M.              | N. Y., Union Trust Co.                                   | Sept. 10, 1894                             |
| Consol. mort. (for \$4,500,000) free of State tax.e  | 81    | 1868  | 1,000    | 2,109,000             | 7                 | J. & J.            | do do  | July 1, 1898                               |
| Equipment bonds  | 81    | 1870  | 1,000    | 511,000               |                   | A. & O.            | do do  | Oct. 1, 1900                               |
| General mort., \$4,500,000 series A, gold, guar  | 81    | 1890  | 1,000    | 775,000               |                   | J. & J.            | do do  | July 1, 1940                               |
| Eureka Springs—1st mortgage, golde   | 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.           | '92-3 pd. 3%; '93-4 none.<br>N. Y., Farm. L. & Tr. Co.   | 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, guare*  | 55    | 1884  | 1,000    | 653,000               |                   | J. & J.            | do do  | July 1, 1924                               |
| Con.M. (\$2.500.000)g.,gu.p.&i.(end.)Ev.&T.H.e   | 135   | 1886  | 1,000    | 1,596,000             | 6 g.              | J. & J.            | do do  | Jan. 1, 1926                               |
| Tvansv. & Richm'd—West'n Div. 1st mort., gold.c*   | 80    | 1888  | 1,000    | 91,000                | 5 g.              | M. & S.            | Sep.,'93,coup. last paid.                                | Sept. 1, 1928                              |
| 1st gen. M., \$12,500 p.m., g., guar. p. & i. (end.) c   | 112   | 1891  | 1,000    | 1,309,000             | 5 g.              | M. & S.            | Sep., '93, coup. last paid.                              | Sept. 1, 1931                              |
| vansville & Terre Haute-Stock (\$4,000,000)  | 2272  |       | 50       | 3,996,683             | See text.         | See text           | Sep., '93, coup. last paid.<br>N. Y., Farm. L. & Tr. Co. | Aug. 1. 1893                               |
| Consolidated mortgage (now 1st lien), gold   | 115   | 1880  |          | 30,000                | 6 g.              | J. & J.            | do do  | July 1, 1910                               |
| 1st consolidated mortgage, goldc*  | 144   | 1881  | 1,000    | 3,000,000             |                   | J. & J.            | do do  | July 1, 1921                               |
| Mt. Vernon Branch mortgage, gold   | 25    | 1883  | 1,000    | 375,000               |                   | A. & O.            | do do l  | Apr. 1, 1928                               |
| Sullivan County Coal branch mortgage, gold c*  | 30    | 1890  | 1,000    | 450,000               | 5 g.              | A. & O.            | do do  | Apr. 1, 1930                               |
| 1st general mortgage for \$7,000,000, goldc*   | 199   | 1892  | 1,000    | 2,040,000             | 5 g.              | A. & O.            | do do  | Apr. 1, 1942                               |

## East Tennessee Virginia & Georgia.—See Southern Ry. Co.

Rast Tennessee Virginia & Georgia.—See SOUTHERN RY. Co. The Cincinnati Extension bonds of 1890 are secured by pledge of Alabama Great Southern first preferred "A" stock, £340,000; ordinary "B" stock £783,010; and Cin. N. O. & Tex. Pac. Ry. stock \$500,100. Default occurred Aug., 1893, and the bonds were excluded from the Richmond Terminal reorganization plan of Feb., 1894. In Mar., 1894, Cincinnati H. & Dayton parties acquired Baron Erlanger's bonds. In September, 1894, the minority bondholders sold their bonds to the Southern Ry. Co. Suit for the sale of the collateral for the Cincinnati Extension bonds is now p-nding in the courts. See V. 59, p. 472.

Bondholders' committee: George Coppell, Frederic Taylor, James Swann and John Greenough, 20 Wall St., New York. See abstract of mortgage, V. 52, p. 83.

(V. 55, p. 21, 255, 938; V. 56, p. 206, 874; V. 57, p. 763; V. 58, p. 127, 636; V. 59, p. 70, 115, 879.)

East Tennessee & Western North Carolina.—A narrow-gauge road from Johnson City, Tenn., to Cranberry, N. C., 34 miles, opened in 1882 Mortgage Trustee is Guaranty Trust & Safe Deposit Co. of Philadelphia.

EARNINGS.—For year 1893, gross, \$52,225; net, \$1,783; interest charges, \$15,505; balance deficit for year, \$13,722.

East & West Railroad.—Cartersville, Ga., to Pell City, Ala., 117 miles; branch, 2 miles. Formerly the East & West RR. of Alabama, sold in foreclosure May 29, 1893. (V. 56, p. 923.) The present company was incorporated under laws of Alabama Jan. 11, 1894. No bonds issued. President, Eugene Kelly, New York. In year ending June 30, 1893, gross earnings of old company \$110,530; net, \$5,915. In 1891-92 gross, \$128,030; net, \$11,821. (V. 55, p. 938; V. 56, p. 463, 923.)

Eastern Kentucky Ry.—Road from Riverton to Webbville, Ky., 36 miles. Chartered in 1866 and opened through in 1889. Stock is common \$1,779,500; preferred \$1,697,800. There are ne bonds. Bills and accounts payable June 30, 1594, ‡56,148. Earnings for year ending June 30, 1893, gross, \$56,871; net, \$7,506; other income, \$2,100.

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 since increase, 3 per cent per annum.

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. In June, 1894, W. O. Johnson was appointed receiver—(V. 58, p. 716, 1110.)

Elzin Joliet & Eastern.—(See Man)—Owns from Wankegan III

Eigin Joliet & Eastern.—(See Map)—Owns from Waukegan III., on Lake Michigan, via Spaulding and Joliet, to Porter, Ind., 130 miles, and branches Normantown to Aurora, 9 miles—Walker to Coster, III.—32 miles; other, 11 miles; total, 182 miles. Another selt line affording facilities at Chicago for transfer of freight from one line to another without breaking bulk. Also reaches coal fields. In 1894 trackage to navigable water of Lake Michigan was secured by 99-year contracts with L. N. A. & hicago from Dyer, Ind., to Illinois State line (near Hammond), 10 miles, and with Chicago & W. Ind. from there to South Chicago, 5 miles, where the company has purchased extensive terminal property on Calumet River, including 1,255 feet of water front. Stock.—Stock, \$6,000,000: par. \$100. STOCK.—Stock, \$6,000,000; par, \$100.

Bonds, Etc.—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. Equip. notes June 30, 1894, \$236,862. Loans and bills payable, \$287,520.

EARNINGS.—3 mos., \ 1894.......gross, \$257,618; net, \$68.316
July 1 to Sept. 30. \ 1893.......gross, 219,880; net, 63,446
ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94
was given in full in V. 59, p. 471, 475. The property has be-n fully
maintained during the year, \$99,310 having been spent for "maintenance of way" against \$94,091 in 1892-93, and \$109,266 for "maintenance of equipment" against \$101,804.

Year end. June 30. 1890-91. 1891-92. 1892-93. ...... 101,572,866 126,824,946 137,983,578 \$0.0076 \$0.0068 \$0.0072 Tons carried 1 mile.. Av. rate p. ton per m. Gross earnings..... Expenses and taxes. \$1,020,326 699,865 Net earnings \$195,833 Fixed charges 239,350 \$267,202 278,900

Balance...... def.\$43,517 def.\$11,698 def.\$46,726 sur.\$16,511 President, Samuel Spencer, N. Y. (V. 55, p. 677; V. 57, p. 719; V. 59, p. 191, 471, 470.)

59, p. 191, 471, 475.) **Elmira Cortland & Northern.—Owns Elmira, N. Y., to Canastota, N. Y., 119 m., and leases during corporate existence, Canastota Northern, Canastota to Camden, N. Y., 21 m. Stock \$2,000,000; par, \$100.

EARNINGS.—From July 1 to Sept. 30, 3 months—
1894......gross, \$122,456; net, \$55,973; surplus over \$25,116
1893......gross, 107,045; net, 40,867; charges. \$19,978 3;** 

In year 1893-94 gross, \$365,026 against \$419,188 in 1893; net, \$93, 502, against \$121,668; interest on preferred mortgage, etc., \$46,400; rentals, etc., \$18,000; surplus, \$29,102, against \$57,268. (V. 57, p. 595; V. 59, p. 422.)

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. Lease may be terminated on thirty days' notice. In 1893 gross earn. \$668,385; net, \$36,681; interest, \$25,000; other charges, \$21,980.

Elmira & Williamsport.—Owns from Williamsport, Pa., to El mira, N. Y., 75½ miles. 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 4.58 p. c. and on preferred 6.38 p. c. Gross earnings in 1893, \$1,065,116, against \$1,135,940 in 1892; net, \$315,882, against \$332,-326; rental, \$169,002.

Erle & Pittsburg.—Owns New Castle, Pa., to Girard, Pa., 81 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 being in 1899, \$290,734; in 1890, \$267,705; in 1891, \$201,724; in 1892, \$206,430; in 1893, \$188,216.

**Eureka Springs.**—Seligman, Mo., to Eureka Springs, Ark., 1812 miles. Stock, \$500,000: par, \$100. In year 1892-93 gross, \$88,247; net, \$47,051, against \$43,807; interest, \$45,000; other, \$3,301.

Evansville & Indianapolis.—Owns Evansville to Terre Haute, Ind. (via Worthington), 138 miles; branch 6 m.; leases branch, 12 m.

HISTORY, ETC.—A consolidation in October, 1885, of the Evanville & Indianapolis, the Evansville Washington & Brazil and the Terre Haute & Southeastern RRs. Of the consols \$904,000 are reserved to meet prior liens. The consols and the bonds of 1924 are guaranteed by Evansv. & Terre Haute., which owns entire capital stock, \$2,000,000.

LATEST EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross, \$229,910. against \$307,128 in 1893. In year 1893-94 gross, \$310,880; net, \$102,535; other income, \$7,739; char7es and taxes, \$193,413; balance deficit, \$83,539. In year 1892-93 gross, \$391,629; net, \$185,051; other income, \$11,080; fixed charges, \$184,830; surplus, \$11,301. (V. 54, p. 119) 54, p. 119.)

Evansville & Richmond.—Owns Elnora to Westport, Ind., 102 miles, and coal spurs 10 miles. Projected to Richmond, 65 miles.

RECEIVERSHIP.—On Feb. 28, 1894, Col. James Montgomery of Evansville, Ind., was appointed receiver, and interest due March 1 was not paid. In July, 1894, the court held Evansv. & T. H. liable for its guaranteed interest on the Evansv. & R. 1st gen. mort. 5s. V. 59, p. 116.

BONDHOLDERS' AGREEMENT.—Under the agreement of April 19, 1894, \$1,143,000 bonds have been deposited with Harvey Fisk & Sons, and suit to enforce the guarantee of Evans. & T. H. on these bonds is pending. The plan of consolidation with Indiana Stone RR. & Quarries Co., etc. (see V. 59, p. 182), has been abandoned. V. 59, p. 472.

STOCK AND BONDS.—Evansville & Terre Haute guaranteed the principal and interest of the general mortgage 5s and owns the entire capital stock of \$1,500,000. See E. & T. H. Co. The authorized issue of these bonds is \$2,000,000, of which \$91,000 held to retire a like amount of Western Division gold 5s.

Earnings.—From Jan. 1 to Oct. 31, 1894 (10 months), gross \$89,535, against \$109,785 in 1893. For year ending June 30, 1893, gross, \$146,505; net, \$49,378; deficit under charges \$42,752. See V. 54, p. 366,587,643; V. 58, p. 382, 430, 904; V. 59, p. 116, 182, 472.

Evansville & Terre Haute.-The system includes:

Road owned and operated. Miles.
Evansville to Terre Haute. 109
Branones to Mt. Vernon, etc. 52
Evansville Belt (stock held) 5
Total in earnings 166

Total in earnings 166

Total in earnings 166

Total in earnings 167

Total in earnings 168

Total in ea

OMGANIZATION, ETC.—Formerly Evansville & Crawfordsville RR. Has close traffic contract with Chicago & Eastern Illinois for route to Chicago. STOCK.—In November, 1893, stock was increased from \$3,000,000 to \$4,000,000, and "scrip dividend" equal to one-third of their holdings was offered to stockholders, such scrip to be convertible into new stock on payment of \$20 per share (par, \$50).

DIVIDENDS since 1880.—In 1881, 4½ per cent; in 1884, 5; in 1885, ; in 1886, 4; from 1887 to 1890, inclusive, 5 per cent per annum; in

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

| RAILROADS.  | Miles    | Date                    | Size, or                |                                     | INT               | TEREST                         |   | Bonds-Prine pal, When Due                    |
|---|----------|-------------------------|-------------------------|-------------------------------------|-------------------|--------------------------------|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |          | of                      | Par                     | Amount<br>Outstanding               | Rate per<br>Cent. | When<br>Payable                | Where Payable, and by   |  |
| Zvansville Terre H. & Chic.—1st M., g., int. guare*<br>2d mortgage, gold, int. guar. by Ch. & E. Ille*  | 49<br>49 | 1870<br>1872<br>1881    | \$1,000<br>1,000        | \$775,000<br>325,000<br>150,000     | 6 g.              | M. & N.<br>J. & J.<br>M. & N.  |   | May 1, 190<br>Jan. 1, 190<br>May 1, 192      |
| Incomes.  *Fall Brook—Cor. Cow. & Antrim deb., red. at 100.ex  *Farmville & Powhatan—1st mort. for \$550,000  |          | 1883<br>1888            | 1,000                   | 530,000<br>320,000                  | 6                 | M. & N.<br>M. & N.             | Phila., Fidelity Trust.   | May 1, 189<br>May, 1922                      |
| Second mortgage for \$500,000, incomes  |          | 1889<br>1894<br>1894    | 1,000                   | 500,000<br>1,150,000<br>800,000     | 5 g.              | F. & A.<br>J. & J.<br>Sept. 1. | N. Y., Mercan.Trust Co.   | July 25, 192<br>Jan. 1, 194<br>Jan. 1, 194   |
| 2d mortgage, income, non-cum., goldr<br>#ttchburg—Common stock<br>Pref. 4 per cent stock, non-cum   |          |                         | 100                     | 7,000,000                           | See text.         | J. & J.                        | Boston, Office.   | July 16, 189                                 |
| Bonds   |          | 1877<br>'79-'88<br>1889 | 1,000                   | 500,000<br>4,500,000<br>750,000     | 5                 | A. & O.<br>Various<br>M. & S.  | do do   | Oct. 1, 189<br>Var.'99 to 190<br>Mch. 1, 189 |
| Bonds.<br>Bonds to State of Mass. (3½ p. c. int. till Feb., '97)<br>Bonds   |          | 1887<br>1887            | 1,000                   | 5,000,000<br>2,250,000              | 312 to 4<br>412   | F. & A.<br>M. & S.             | do do   | Feb. 1, 193<br>Sept. 1, 189                  |
| Bonds (\$1,500,000 due 1907, interest A. & O)   |          | 1890<br>'84-'87<br>1890 | 1,000<br>1,000<br>1,000 | 500,000<br>2,500,000<br>500,000     | 4                 | J. & D.<br>Various<br>J. & D.  | do do   | June 1, 190<br>1904-5-7<br>June 1, 192       |
| Bonds   |          | 1893<br>1894            | 1,000                   | 1,876,000 500,000                   | 5 412             | Semi-an<br>M. & N.             | do do do  | Various, 190<br>May. 1, 191                  |
| Boston Barre & Gardner 2d & 3d mortgages<br>Troy & Boston 1st mort, (V. 53, p. 405)   | 35       | 1875<br>1874<br>1883    | 1,000                   | 153,000<br>577,000<br>1,364,000     | 3 & 6             | J. & J.<br>J. & J.<br>M. & S.  | do do   | July 1, 189<br>July 1, 199<br>Sept. 1, 199   |
| Bos. Hoosac Tun. & W. deben., subject to call. e*<br>Cheshire RR. plain bonds, \$550,000 due 1898. e'<br>Brookline & Peppereil plain bonds, guar. (end) |          |                         | 500 &c.                 | 800,000                             | 6 5               | J. & J.<br>J. & D.             | Boston, Fitchburg RR.   | July 1, '96-'9<br>Dec. 1, 191                |
| Fl. & Pere Mar.—Pf. stk., non-cum (for \$6,500,000)<br>Holly Wayne & Monroe 1st mortgage, assumed.c   | 65       | 1871                    | 1,000                   | 6,342,000<br>1,000,000<br>3,999,000 | 8                 | J. & J.                        | East Sag., Mich., Treas.<br>N. Y., Merchants' N.Bk.<br>N. Y., Mer. Ex. Nat. Bk. | Jan. 1, 190                                  |
| Flint & Pere Marq'tte mortgage 6s of 1920, gold.c<br>Consol. M.,(for \$10,000,000) \$20,000 p. m., g.c*<br>Port Huron & Northwestern—1st mortgagec      | 395      | 1880<br>1889<br>1879    | 1,000                   | 1,810,000<br>104,000                | 5 g.              | M. & N.<br>A. & O.             | do do do  | May 1, 193<br>Oct. 1, 183                    |
| F. & P. M. 1st M. Port H. Div. (\$3,500,000), gold.o*<br>Equipm't bonds, \$40,000 due annually Nov. 1.o*  | 235      | 1889<br>1887            | 1,000<br>1,000          | 3,125,000<br>160,000                | 5 g.              | A. & O.                        | Boston, Intern'l Tr. Co.  | Apr. 1, 19:<br>Nov.1,'94to'                  |

1891, 7; in 1892, 7 per cent cash and 5 per cent in general mortgage bonds; in 1893, 742 p. c. cash, see also "stock" above.

1891, 7; in 1892, 7 per cent cash and 5 per cent in general mortgage bonds; in 1893, 7 p. c. cash, see also "stock" above.

BONDS, GUARANTIES, ETC.—Evansville & Richmond bonds for \$1,400,000 were guaranteed, but default was made on March 1, 1894. In July 1894, the Court held the E. & T. H. liable under said guarantee. V. 59, p. 116. The Evansville & Terre Haute endorsed Peoria Decatur & E. notes for \$475,000. Certain Evansville & Indianapolis bonds are also guaranteed. There were car trust notes June 30, 1894, for \$368,218.

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. In February, 1894, \$226,000 additional bonds were issued for terminals, equipment, floating debt, etc.

GENERAL FINANCES—An important change in the directory took place in Oct., 1893, when D. J. Mackey resigned as president and director. Capital stock was issued to pay the floating debt—see about 50 per cent), and has pad large dividends, but it is understood that the present management will be more conservative. In 1893 4,000 acres of coal lands in Sullivan County, Indiana, were bought.

LATEST EARNINGS.—Jan. 1 to Oct. 31, 1894 (10 months), gross, \$2014,564, ageingt \$1,112,150 in 1893. Even bulls 145, 2015, 2015.

 
 Coal lands in Sullivan County, Indiana, were bought.

 LATEST EARNINGS.—Jan. 1 to Oct. 31, 1894 (10 months), gross, \$914,564, against \$1,112,159 in 1893. From July 1 to Sept. 30, 1893 (3 months), gross, \$387,719, against \$376,177 in 1892; net, \$207,469, agst. \$213,649; surplus over charges, \$126,119, agst. \$148,840 in 1892.

 ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at Evansville third Monday in Oct. Report for 1893-94 in V. 59, p. 694.

 Year ending June 30.
 1892.

 Total miles operated
 165
 165

 Gross earnings
 \$1,225,413
 \$1,285,672
 \$1,159,937

 Not earnings
 607,777
 589,908
 448,683

 Other income
 100,233
 46,651
 13,158
 \$636,559 \$461.841 Total net income.... \$708,010 Interest on debt, etc. \$231,346 Dividends 180,000 \$332,415 \$296,664 \$59,072 Balance, surplus \$296,664 \$59,072 \$129,426 \$-(V. 56, p. 165, V. 57, p. 144,179, 422, 468, 556, 722, 808, 1037, 1039, 1122; V. 58, p. 382, 383, 430, 866; V. 59, p. 116, 694, 697, 738.)

Evansville Terre Haute & Chicago,—Owns from Terre Haute function, Ind., to Danville, Ill., 49 miles; leases to Terre Haute 6 miles and Indiana Block Coal Road, 15 miles. On April 30, 1880, leased to the Chic. & East. Ill. for 999 years; terms, \$75,000 per annum and payment of all rentals and taxes. Stock, \$581,370, of which \$473,700 owned by Ch. & East. Ill., which guar. int. on 1st and 2d mortgages.

Pall 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., Etc.—Formerly Corning Cowanesque & Antrim. Name changed July 1, 1892, and stock increased to \$5,000,000, of which \$500,000 pref.—par, \$50. 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 Cr. RE. Co. See C. C. & A., V. 58, p. 430.

guarantees the bonds of the Pine Cr. RR. Co. See C. C. & A., V. 58, p. 430.

EARNINGS.—In year ending June 30, 1894, gross on 93 miles. \$643, 011; net, \$218,710; net, inc. other income, \$429,029; taxes, etc., \$33, 104; dividends (8½ p. c on preferred and 6 p. c. on common), \$305,000; balai ce, surplus, \$90,925. In 1892-93 gross, \$777,987; net, \$307,900. —(V. 53, p. 568; V. 54, p. 469; V. 55, p. 21; V. 59, p. 290.

Farmville & Powhatan.—Owns Bermuda Hundred, Va., to Farmville, 89 miles, and branches to Coalboro, etc., 7 miles; total 96 miles 3-ft. gauge. Completed March 3, 1890. Stock: Common, \$460,550 preferred, \$500,000; par, \$100. Loans and bills payable July 1, 1893' \$53,898. In year ending June 30, 1893, gross earnings, \$74,050; net \$2,834; taxes, \$4,035. In year 1891-92 gross, \$86,578; net, \$13,875' Findlay Fort Wayne & Western Railway.—Owns road in

\$2,834; taxes, \$4,035. In year 1891-92 gross, \$86,578; net, \$13,875.

Findlay Fort Wayne & Western Railway.—Owns road in operation from Findlay, O., to Indiana State line 60 miles, and partly completed to Fort Wayne, Ind., 20 miles. History.—A consolidation in November, 1894, of the Fort Wayne & Eastern Railway of Indiana and the Ohio Railway Company—the last named being the successor of the Findlay Ft. W. & W. R.R.—sold April 7, 1894, to satisfy creditors.

STOCK.—Capital stock is \$2,000,000.

BONDS.—The first mortgage is for \$1,200.000 gold 5 p. c. bonds issued at \$15,000 per mile, of which \$50,000 are reserved in the company's treasury. The income 2ds for \$800,000 were given in exchange for Findlay Fort Wayne & W. R.R. The Mercantile Trust Co., N. Y., and Allen Zollars, Ft. Wayne, Ind., are trustees of both mortgages.

In year 1892-93 gross on 60 miles, \$41,857; deficit from operating, \$3,350. (V.59, p. 835.)

Fitchburg.—Owns from Boston, Mass., to Greenfield, Mass., 50

Fitchburg.—Owns from Boston, Mass., to Greenfield, Mass., 50 miles; Greenfield to Troy, N. Y. 84 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 162 miles double track. Extension Brookline to Milford, 7 miles, to be completed in October, 1894.

Organization.—On Oct. 1, 1890, consolidated with the Cheshire Railroad and on October 1, 1892, with the Boston Hoosac Tunnel & W., the Troy Saratoga & Northern 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 the 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—see also above.

to \$17,000,000 for consolidation—see also above.

DIVIDENDS.—On preferred: In 1887 and in 1888, 2; in 1889, nil; in 1890, 2; in '91, 3½; in '92 and '93, each 4; '94, Jan., 2 p. c.; July, 1 p. c.

BONDS.—There are also \$51,000 plain 4s of 1893 due March 1, 1903; \$48,000 Monadnock Railroad 5 per cent bonds due July 1, 1897; and a 4½ p. c. mort. note of the H. T. D. & E. Co. for \$500,000 due April 5, 1895. For Vermont & Mass. guaranteed securities see that company.

GENERAL FINANCES.—On Sept. 30, 1894, there were outstanding loans and bills payable amounting to \$170,000.

In Sept., 1893, bonds for \$2,500,000 were authorized for refunding bonds due in April, 1894, and for funding floating debt; of these \$2,376,000 had been issued in June, 1894. V. 57, p. 510, 547. In October, 1894, authorized \$2,000,000 bonds.

EARNINGS.— Gross Net Other Fixed Ralance

Other surplus. \$323,333 169,333 ANNUAL REPORT.—Fiscal year ends June 30. The annual report for 1893-94 was in Chronicle V. 59, p. 512.

1892. Year ending June 30. 1891. 436 450 450 Total miles operated ..... 436 Total gross earnings.... \$6,851,002\$ \$7,348,805\$ \$7,707,298\$ \$6,865,155 Op. expenses and taxes.. 5,133,465 5,336,778 5,738,472 5,038,169

Net earnings...... \$1 717,537 \$2,012,027 \$1,938,826 \$1,826,986 

 Rentals paid
 \$274,980

 Interest on debt
 869,068

 Other interest
 20,216

 Dividends
 562,749

 \$260,980 945,271 18,793 \$264,147 953,254 21,639 \$264,980 985,487 649,238 668,133 502,000

Balance, surplus......def. \$9,475 \$137,745 \$31,653 \$15,296
In 1893-94 company also received \$32,054 for premium on bonds.
-(V. 56, p. 247,754; V. 57, p. 255, 508, 510, 547, 809, 979, 1039; V.
58, p. 224, 774; V. 59, p. 191, 512, 835.)

Fint & Pere Marquette.—Owns from Monroe, Mich., to
Ludington, Mich., 254 miles; 14 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), 40
miles; Port Huron to Altmont (3 feet), 34 miles; trackage to Detroit
and Redford, 17 miles; total in 1894, 655 miles, of which 144
were 3-feet gauge; "business-producing branches (not bonded)," not
including above, 137 miles; spurs and sidings, 167 miles. The company also owns 5 steamers valued at \$453,564, running from Ludington and Manistee to Milwaukee, etc.

Organization, Securities, Etc.—Sold in foreclosure August 18,

ORGANIZATION, SECURITIES, ETC.—Sold in foreclosure August 18, 1880, and reorganized. In 1889 absorbed Port Huron & Northwestern, etc. Large interest in stock was said to have been acquired by parties interested in Col. Hock. Val. & Tol. in Dec., 1893.

STOCK.—Common, \$3,500,000; outstanding, \$3,298,000; par, \$100.

STOCK.—Common, \$3,500,000; outstanding, \$3,298,000; par, \$100.
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, 4½; in 1893, Feb., 2 p. et.; none since.

BONDS, ETC.—The consolidated mortgage of 1939 is a first mortgage on 114½ 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, 1894, there were outstanding bills payable for \$714,598. Land grant was 513,000 acres, of which 56,185 acres unsold Jan. 1, 1894; sales in 1893—8,605 acres for \$85,773; bills receivable Jan. 1, 1894, including interest, \$144,090.

LATEST EARNINGS .- From Jan. 1 to Sept. 30, 9 months-

9 Months. Gross. Net. 1894. \$1,792,413 \$483,839 1893. 2,124,711 521,851 Int'st, etc. Balance. \$463,599sur, \$20,240 453,180 sur.68,671

....sur.\$25,761 sur. \$338 aur. \$53,023 Bal. for the year..... -(56, p. 667; V. 57, p. 217, 1038 V. 58, p. 814, 902.)

900

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

| RAILROADS.   | Miles | Date        | Size, or |                       | IN                | TE   | RE    | ST  | OR DIVIDENDS.  | Bonds-Princi             |
|--|-------|-------------|----------|-----------------------|-------------------|------|-------|-----|--|--------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables. |       | of<br>Bonds | Par      | Amount<br>Outstanding | Rate per<br>Cent. |      | Who   |     | Where Payable, and by<br>Whom.                         | Stocks—Last<br>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., Guar. & Indem. Co.                              | July 1, 1918             |
| 2d M. (1st on ext., 92 miles) \$5,226 per m., gold.6"                          | 666   | 1890        | 1,000    | 423,000               | 5 g.              | J.   | . &   | J.  | do do  | Jan. 1, 1930             |
| Consol. mort., \$7,800,000 (\$10,000 p. m.), gold. c'                          | 780   | 1893        | 1,000    | 4,081,000             |                   | J.   | . &   | J.  | do do  | Jan. 1, 1943             |
| South Bound 1st M., gold, int. rental  | 136   | 1891        | 1,000    | 2,033,000             | 5 g.              | A    | . &   | 0.  | Merc.Tr.& Dep.Co.Balt.                                 | Apr. 1, 1941             |
| Florida Midland Ry.—Receiver's certificates                                    |       |             |          | 20,000                |                   | -    |       |     | 27 77 7 0 m - 37-4 DL                                  | T-1- 1 1000              |
| Ronda Johnstown & Gloversville—1stM.,s.f.,not dn.e*                            | 10    | 1870        | 100 &c.  | 300,000               | 7                 | J.   | . de  | J.  | N.Y., Imp.&Tra.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                 |      | . 80  |     |  | Apr. 1, 1921             |
| Johnstown G. & Kingsboro 1st M., assumed                                       | 4     | 1893        |          | 50,000                |                   |      | . &   |     |  | oct. 1, 192              |
| Cuyadutta Elec. 1st M., gu., p.&i., by F.J.& G.RR., g.                         | ****  | 1892        | 1,000    | 350,000               | 6                 | A    | . &   | U,  | New Tork.  | 000. 1, 192              |
| Fort Wayne & Jackson-Common stock  | 98    |             | 100      | 436,132               | F1                | 74   | - 0   |     | AT W Flower T & The Co                                 | Sept. 1, 189             |
| Pref. stock (8 p. c.), 512 p. c. rental Lake Shore                             | 98    | *****       | 100      | 2,291,416             | 5-2 p. an.        | · IV | L. OX | D.  | N. Y., Farm. L. & Tr. Co.<br>June, '93, coup. last pd. | Dec. 1, 192              |
| Fort Worth & Denv. City-1st M., g., \$18,000 p. m.c*                           | 455   | 1881        | 1,000    | 7,963,000             |                   | 3    | r e   | D.  | Sept., '93, coup. last pd.                             | Meh. 1, 189              |
| Equipment bonds  | 15    | 1889        | 1,000    | 160,000               |                   | J    | L. O  | J   | Bept., 35, coup. last pu.                              | July 1, 192              |
| Pan Handle RR. 1st mortgage  | 15    | 1889        | 1,000    | 225,000               |                   | J    | . 00  | J   | In default.  | 1925                     |
| Fort Worth & New Orleans-1st mortgage  | 1770  | 1885        | 1 000    | 709,000               |                   |      |       |     | N.Y., Nat.Bk.of No.Am.                                 | July 1, 192              |
| Fort Worth & Rio Gr1st M., gold, \$20,000 p. m.c*                              |       | 1888        | 1,000    | 2,923,000             |                   | 13/  | i. &  | NT. | N. I., Nav.BR.OI NO.AIII.                              | Nov. 1, 191              |
| Fulton Co. Narrow Gauge Ry.—1st M. (\$500,000)                                 |       | 1881        |          | 171,000<br>313,000    |                   |      | . &   |     |  | July 1, 191              |
| Extension 1st M. (\$1,000.000)   |       | 1882        |          | 245,000               |                   | 0    |       |     | Mew York.  | 1911                     |
| Gainesville Jefferson & Southern RR.—1st M                                     |       | 1881        |          | 75,000                |                   |      |       | * * | MOW TOTAL  | 1908                     |
| 2d mortgage  |       | 71-80       | 1.000    | 4.756,000             |                   | Ti   | 1 8   | · A | N.Y.,So.Pac.Co., & Bost.                               |                          |
| Galveston Harrisb. & S. Antonio-1st M., g., land gr. c*                        | 225   | 1880        | 1.000    | 1,000,000             |                   | T    | . &   | D   | do do  | June 1, 190              |
| 2d mortgage, Harrisb. and Houston to San Ant.c                                 | 671   | 1881        | 1,000    | 13,418,000            |                   |      | 1 &   | N   | N.Y.,So.Pac.Co.,23 B'rd                                |                          |
| West. Div. 1st M., g., San A. to El Paso, 636 m. &br.c                         | 671   | 1881        | 1.000    | 6,354,000             |                   | T    | . &   | J   | 2.1.2.1,0012.001,001,00                                | July 1, 193              |
| 2d mortgage (see remarks)  |       | 1883        | 1,000    | 2,200,000             |                   | A    | . &   | 0   | N. Y., 195 Broadway.                                   | Apr. 1, 191              |
| Galveston Houston & Hend. of 1882-1st M., guar.                                | 36    | 1887        | 1        | 200,000               |                   |      | 1. 8  | N   |  | May 1, 191               |
| Georgetown & Western—1st mortgage, gold  |       | 1889        | 1.000    | 5,360,000             |                   | J    | . 8   | .J  | N.Y., Brown Bro. & Balt.                               | July 1, 192              |
| Georgia Co.—Tr'stb'ds,s.f.,dr.at 110 aft.July,92,g.c.                          |       | 1887        | 1,000    | 4,000,000             |                   |      | . &   | J   | July,'92, coup.last paid.                              | July 1, 193              |
| Georgia Midland & Gulf—1st M., gold (See text) c&r                             | 100   | 1893        | 1,000    | 1,650,000             |                   | J    | . 8   | J   | See text.  | July 1, 192              |
| 2d mort., incomes, non-cum., \$7,500 per mile                                  | 100   | 1893        | 500      | 750,000               |                   | J    | . &   | J   |  | Jan. 1, 192              |
| Incomes  | 200   |             |          | 105,000               |                   | 1    |       |     |  |                          |
| Ten-veer notes   | 1111  | '93-'94     |          | 78,460                |                   | A    | 1. 8  | 0.  | New York.  | 1903-4                   |
| Georgia Pacific-SEE SOUTHERN RAILWAY COMPA                                     | NY.   |             |          |                       |                   | 1    |       |     |  |                          |

Florida Central & Peninsula.—Operates from Columbia, S. C., via Savannah, Ga., to Jacksonville, Fla, Tampa, Cedar Keys, etc., 933 miles; of which Columbia to Savannah, 136 miles, is South Bound RR. HISTORY.—Sold in foreclosure in 1888 and reorganized by plan in V. 46, p. 289. South Bound RR. was leased for 99 years from Oct. I. 1893; its entire capital stock of \$2,033,000 was subsequently purchased The Florida Central completed in Dec., 1893, a line from Hart's Roads to Savannah, 114 miles, to connect the systems.

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. Preferred is exchangeable for any subsequent 4 per cent mortgage.

BONDS.—Car trusts 78, June 30, 1894, \$281,804. Under the

eent cumulative [with preference as to both principal and accumulated dividends], \$4,500,000. Preferred is exchangeable for any subsequent 4 per cent mortgage.

BONDS.—Car trusts 7s, June 30, 1894, \$281,804. Under the consolidated mortgage for \$7,800,000 (Trustee, New York Guaranty & Indemnity Co.) sufficient bonds were reserved to retire the prior bonds at maturity. Consols for \$3,382,000 have been issued to retire 1st preferred stock and build Savannah extension, and \$698,000 for rails, equipment, extensions and branches. A rental equal to 5 per cent per annum on South Bound bonds is undertaken. Mercantile Trust & Deposit Co. of Baltimore is trustee of South Bound mortgage.

EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross. \$1, 929,080, against \$1,287,662 in 1893.

For year ending June 30, 1894, gross, \$2,105,757; net, \$584,464; interest charges, \$420,498; balance, surplus. \$164,066. In 1892.93, gross, \$1,655,721; net, \$456,786. (V. 56, p. 403,502; V. 57, p. 255, 547, 595, 1122; V. 58, p. 383, 733, 1035.)

Florida Midland Hy.—See Supplement of September, 1894.

Fonda Johnstown & Gloversville.—Owns from Fonda, N. Y., to Northville, 26 miles. In November, 1893, leased Johnstown Gloversville & Kingsboro Horse RR. (now electric) for 999 years, assuming its first mort. bonds and guaranteeing 8 per cent on its \$50,000 stock. The Cuyadutta Electric RR. is leased till 1993 and its bonds have been guaranteed by the Fonda J. & G., principal and interest. The stock is \$300,000; par, \$100. In year '93-94, gross earnings, \$217,141, against \$273,187 in 1892-93; net, \$50,800; agst. \$94,640; int. and rentals (net), \$35,511 (dividend 8 p. c.) \$24,000.

Dividends and successions—Owns from Jackson, Mich., to Fort Wayne, Ind. 98 miles. On August 24, 1892, leased perpetually to Lake Shore & Michigan Southern at a rental of \$126,027, equal to 519 per cent on the preferred stock (see V. 56, p. 812), and after 1887 and operates Pan Handle RR., 15 miles, owning its stock.

Organization, Etc.—U. P. Denver & Gulf owns \$7,766,0

mortgage, V. 45, p. 440 (trustee, Mercantile Trust Co. of New York.) Equipment 6s are all owned by the Union Pacific.

Receivership.—President Morgan Jones and John D. Moore were appointed receivers Oct. 24, 1893. The December coupon went to default. In Dec., 1893, George M. Pullman, F. B. Lord, W. T. Walters, Sidell Tilghman and G. M. Dodge, Chairman, were appointed a tirst mortgage bondholders' committee. In March, 1894, loans and bill payable were \$396,899; overdue interest, \$254,115. In May, '94 (net earnings for 3 months to Mar. 31 having fallen \$88,516 behind fixed oharges for 3 months, the bondholders' committee suggested the funding of a portion of the interest; see V. 58, p. 941.

EARNINGS.—Six months, \ 1894, gross, \ \$513,654; net, '\ \$39,582.

Jan. 1 to June 30, '\ (1893, gross, \ 760,866; net, \ 170,320.

Year 1893 gross, \ \$1,750,285; net, \ \$501,243; other income, \ \$23,800; int., charges and rentals, \ \$520,875; deficit for year, \ \$174,229. In year 1892 gross, \ \$1,750,285; net, \ \$501,243; other income, \ \$18,780; itxed charges, \ \$516,643; balance, surplus, \ \$3,380. In 1891 gross, \ \$2,014,720; net, \ \$592,946. (V. 57, p. 722, 1039; V. 58, p. 550, 941.)

Fort Worth & R10 Grande.—Owns from Fort Worth, Tex., to Brownwood, about 146 miles; completed in August, 1891. Mortgage trustee is Central Trust Co., New York. Stock outstanding, \ \$2,777. 100; par, \ \$100. Loans and bills payable June 30, 1893, \ \$189, 135.

100; par, \$100. Loans and bills payable June 30, 1893, \$189,135.

EARNINGS.—From January 1 to October 31, 1894 (10 mos.), gross, \$272,268, against \$297,000 in 1893. In year 1893, gross, \$379,038, agst. \$387,6°2 in 1892; net, \$120,115, against \$120,456. For year ending June 30, 1893, gross, \$405,538; net, \$134,219, against \$144,487 in 1891-92. (V. 52, p. 81, 351, 642.)

Fulton County Narrow G\*uge Ry.—Road from Havana, Ill., to Fairview, Ill., 31 miles; leases (for 30 p. c. of gross earnings) Fulton County Extension Ry., Fairview to Galesburg, Ill., 30 miles; total operated, 61 miles. Road opened 1880. Capital stock of Fulton County Ry., \$636,794. The Extension Ry. has capital of \$260,900.

EARNINGS.—For year ending June 30, 1893, gross, \$46,525; deficit under operating expenses, \$1,824; interest, taxes, etc., \$35,648; deficit for year, \$37,472. Total deficit June 30, 1893, \$386,911.

Cainesville Jefferson & Southern RR.—Road from Gainesville to Social Circle, Ga., 52 miles; Belmont to Jefferson, 13 m.; total, 65 miles. Operated in connection with the Georgia RR. & Banking Co. Stock is \$242,687 common; \$17,650 preferred; par, \$50 EARNINGS.—For year ending June 30, 1893, gross, \$37,329; deficit for gear, \$26,727—advanced by Georgia RR. & Bkg. Co.

Galveston Harrisburg & San Antonio.—(See Map of South Pacific.)—Owns Houston, Tex., to San Antonio.—(See Map of South Pacific.)—Owns Houston, Tex., to San Antonio, Tex., 217 m.; San Antonio to Rio Gr. River, 636 m.; br'ch's, 72 m.; leases 12 m.; total, 937 m.

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. In 1893 holders of Western Div. 2ds agreed to cancel claims for accrued interest and that interest on these bonds should be paid only if earned and should be non-cumulative. V. 58, p. 719. Texas school debt, \$12,586. Floating liabilities Jan. 1, 1894, \$3,327,488, including \$2,241,721 due Southern Pacific Co.; current assets, \$662,042.

EARNINGS.—9 months, \$1894, gross, \$2,944,971; net, \$809,113.

EARNINGS.—9 months, \$1894, gross, \$2,944,971; net, \$809,113.

Jan. 1 to Sept. 30, \$1894, gross, \$3,086,411; net, \$692,868

In year 1893 gross, \$4,204,754; net, \$997,453; receipts from trackage, etc., \$81,137; total net income, \$1,078,590; charges, taxes, etc., \$1,272,016; deficit from operations, \$193,426. In 1892, gross, \$4,556,423; net, \$1,094,058. (V. 54, p. 800; V. 55, p. 100,146.)

age, etc., \$81,137; total net income, \$1,078,590; charges, taxes, etc., \$1,272,016; deficit from operations, \$193,426. In 1892, gross, \$4,556,423; net, \$1,094,058. (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. EARNINGS.—For year 1892-93 gross, \$561,192, agst. \$505,096 in 1892; net, \$151,000, against \$126,885.—(V. 58, p. 512, 773.)

Georgia Carolina & Northern.—Owns road from Mouroe, N. C., to Atlanta (Inman Park), Ga., 266 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, \$535,300 (par \$100), mostly owned by the lessees. Loans and bills payable, July 1, 1893, \$807,643. EARNINGS.—From Jan. 1 to Sept. 30, 1894 (9 months), gross, \$482,362, agst. \$535,262 in 1893. In calendar year 1593 gross, \$551,390, against \$292,413 in 1892. For year ending June 30, 1893, gross, \$443,525; operating expenses, \$545,929; other income, \$275,015; rentals and taxes, \$172,611.

Georgia Company.—See Supplement of January, 1894.

Georgia Midland & Gulf.—Owns from Columbus, Ga., to MoDonough, 100 miles. Completed in September, 1887. Operates Columbus Southern, Columbus to Albany, Ga., 88 miles.

STOCK AND BONDS.—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 not paid. D

Georgia Pacific.—See Southern Railway 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. Dec. 31, 1892, the banking department was turned over to the "Georgia Railroad Bank," a separate corporation, a major over to the "Georgia Railroad Bank," a separate corporation, a miles over the 1880—In 1881, 9½ per cent; in 1882, 10¼; from 1883 to 1887, 10; in 1888, 10¾; from 1889 to Oct., 1894, both inclusive at rate of 11 per cent per annum (2¾ per cent quarterly).

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.

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

| RAILROADS.  | Miles    | Date         | Size, or |                       | INT               | TEREST          | OR DIVIDENDS.  | Bonds-Princi-            |
|---|----------|--------------|----------|-----------------------|-------------------|-----------------|--|--------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                |          | of<br>Bonds  | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where Payable, and by<br>Whom.   | Stocks—Last<br>Dividend. |
| Georgia Railroad & Banking Co.—Stock  | 307      |              | \$100    | \$4,200,000           |                   |                 | N.Y., Am. Ex. B'k & Aug.   |                          |
| Bonds, not mortgage   |          | 1877         | 1,000    | 1,000,000             | 6                 | J. & J.         | do do  | July 1, 1897             |
| Bonds, not mortgage**&r   |          | 1880         | 1,000    | 1,000,000             | 6                 | J. & J.         | do do  | Jan. 1, 1910             |
| Bonds not mortgage*&r   |          | 1882         | 1,000    | 300,000               |                   | J. & J.         | N.Y., Am. Ex.Bk. & Aug.  | Jan. 1, 1922             |
| Bonds not mortgage  |          | 1887         | 1,000    | 200,000               |                   | J. & J.         | do do  | Jan. 1, 1922             |
| Georgia Southern & Florida.—Stock   |          | ****         | 100      | 4,275,000             |                   | T               | Ton 100 soun lost maid   | Tuly 7 1000              |
| 1st mortgage (\$12,000 p. m.), gold*c   | 285      | 1887         | 1,000    | 3,420,000             |                   | J. & J.         | Jan. '92 coup. last paid.  | July 1, 1927             |
| Gettysburg & Harrisburg-Stock   | 35       |              | 50       | 600,000               | 6                 | 1 20            | Phila., P. & R. office.  | 1898                     |
| So. Mountain 1st mort., guar. by Phila. & Read  | ****     | 1000         | 1,000    | 250,000               | 6                 | A. & O.         |  | 1914                     |
| Gettysb's & H. 1st M., old issue, gu. by P. & R   |          | 1882         | 1,000    | 215,000               |                   | Various         |  | Oct. 1, 1926             |
| Con. M. \$565,000, g., gu. p.&i. (end.) by Ph.& R.c*  | 35<br>13 | 1891<br>1892 | 1,000    | 300,000               | 5 g.              | T & T           | N.Y., Gr'd Cent. Station.  | June 1, 1942             |
| Gouverneur & Oswegalchie-1st M., gold, gu. p.& i.c.   |          | 1000000000   | 100      | 4.986,081             | 1                 | 0. de D.        | 1.1., ar a consistation.   | ound 1, 1042             |
| Grand Rapids & Indiana—Stock  | 335      | 1869         | 1.000    | 1.789,000             | 7 g.              | T & T           | N. Y., Winslow, L. & Co.   | Oct. 1, 1899             |
| 1st M., land grant, g., s. f. (guar. by Pa. RR.)c*  |          | 1869         | 1,000    | 1,207,000             | 7 0               | A & O           | Apr. '94 coup last paid  | Oct. 1, 1899             |
| 1st M., g., (\$293,000 land grant s. f. not drawn).c*   |          | 1891         | 1,000    | 2,379,000             | 4100              | J. & J.         | Apr., '94, coup. last paid<br>N. Y., Winslow, L. & Co.                 | July 1, 1941             |
| 1st mort, extended, gold, guar. by Pa. RRe* 2nd mortgage, redeem. at 105 till Aug. 1, 1894.e* |          | 1884         | 1,000    | 2,975,000             | 6 28.             | M. & N.         | 21, 11, 11, 22, 23, 23, 23, 24, 25, 25, 25, 25, 25, 25, 25, 25, 25, 25 | Nov. 1, 1899             |
| General mortgage for \$13,000,000   |          | 1884         | 1.000    | 3,746,000             |                   |                 | Mar.'92, coup. last paid   |                          |
| Funded coupon scrip for \$1,498,400.  | 307      | 1893         |          | 1,498,400             | 4                 | M. & S.         | Philadelphia, Pa.  |                          |
| Musk, G. R. & Ind. RR. 1st M., gold, traf. guar.c*  | 37       | 1886         | 1.000    | 750,000               | 5 g.              | J. & J.         | July,'93, coup. last paid  | July 1, 1926             |
| Great Northern—Stock, pref. (no com. stock issued)  |          |              | 100      | 25,000,000            | 5 per an.         | QF.             | N. Y. Office, 27 Pine St.  | Nov. 1, 1894             |
| Collat. Tr. mort., red. at 100 on 3 months, 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.         | QF.             | do do  | Nov. 1, 1894             |
| St. P. Min. & Man. 1st M.l.gr., s.f., g., dr'n at 105.e*                                      |          | 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., goldc*   | 1.212    | 1880         | 1,000    | 5,676,000             | 6 g.              | M. & N.         | New York, 27 Pine St.  | Nov. 1, 1910             |
| Cons. mort., l. gr. (\$13,344,000 are 6s), gold.c*&r  | 2,470    | 1883         | 1,000    | 31,907,000            | 412 & 6g.         | J. & J.         | do do  | July 1, 1933             |
| Montana Exten. 1st M. (\$25,000 p. m.),gold.c*&r  |          | 1887         | 1,000&c  | 7,616,000             | 4 g.              | J. & D.         | do do  | June 1, 1937             |
| Pacific Extension M. for £6,000,000, goldc*&r   | 802      | 1890         | £100 &c  |                       | 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, 27 Pine St.  | July 1, 1922             |
| East of Minn. 1st M. (\$50,000 p. m.), g., guc*&1   | 70       |              | 1,000&0  |                       | 5 g.              | A. & O.         | N.Y.27Pine; Bos., Lee, H   | Apr. 1, 1909             |
| Montana Cen. 1st M., g. (\$6,000,000 are 6s) gu.c&r   | 256      |              | 1,000&c  |                       | 5 & 6 g.          | J. & J.         | New York, 27 Pine St.  | July 1, 1937             |
| Willmar & Sioux Falls—1stM.,g.,gu.p.&i.(end)c*&i  | 205      | 1888         | 1,000    | 3,625,000             | 1 5 g.            | J. & D.         | do do  | June 1, 1938             |

Willmar & Sioux Falls—1stM..g., gu.p.&i.(end)c\*&r| 205 | 1888 | 1.000

Earnings of Railroads.— | 1894, gross. \$442,541; net, \$142,469. July 1 to Oct. 31 (4 mos.) | 1893, gross. \$445,5298; net, \$176,392. In 1893-94 gross, \$41,367,185; net, \$497,201; total net, including interest and dividends received, \$589,953. In 1892-93, gross, \$1,480,252; net, \$392,019.—(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. In 1891 Mr. Willis B. Sparks was appointed receiver. Coupons due and unpaid in July, 1894, \$513,780. A bond-holders' committee was 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.) Forcelosure sale ordered for March 5, 1895. Reorganization plan provides for \$4,000,000 of 1st 5s, \$684,000 first preferred 5 p. c. stock, \$1,015,600 second preferred 5 p. c. stock and \$4,000,000 common stock. Each bond deposited with the committee to receive \$1,000 new bond, \$200 in 1st preferred, \$180 in 2d preferred, and \$800 in common stock. The 1st and 2d preferred are issued to represent over-due coupons and the reduction of interest rate of new bonds to 5 p. c. V. 59, p. 551.

Earnings.—3 months. (1894 gross, \$210,746; net, \$42,439.

July 1 to Sept. 30. (1893 gross, \$817,322; net, \$176,970.—(V. 57, p. 180,886. In year 1893 gross, \$817,322; net, \$176,970.—(V. 57, p. 180,886. In year 1893 gross, \$817,322; net, \$176,970.—(V. 57, p. 105, 179, 853,893, 1122; V. 59, p. 234, 551.)

Gouverneur & Oswegatchie.—Owns from Gouverneur to Edwards. N. Y.. 13 miles. Stock \$350,000. all owned by N. Y. Central.

Gouverneur & Oswegatchie,—Owns from Gouverneur to Edwards, N. Y., 13 miles. Stock, \$350,000, all owned by N. Y. Central,—which guarantees the bonds. See V. 55, p. 810 and V. 56, p. 501.

Grand Rapids & Indiana.—(See Map of Penrsylvania RR.)—Owns from Fort Wayne, Ind., to Mackinaw City, 367 miles; Manistee Branch, 25; other branches, 44 miles; total owned, 436 miles; Eases, 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

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BONDS.—In May, 1894, of the 1st mortgage land grant 7s \$2,350,000 were guaranteed by the Penn. RR. and \$293,000 were unguaranteed; \$935,000 had no lien on the land grant.

A portion of the 7 per cent first mortgage land grant bonds have been extended at 4½ per cent. They are endorsed with the guaranty of the Pennsylvania kR. 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, 1893, owned \$2,700,000 2d mortgage bonds and \$836,521 coupons.

The rental of the Muskeyon & Grand Rapids it was understood should equal interest on the bonds; in 1892 Muskegon road had profit over all charges of \$1,147, against \$18,456 in 1891, but coupons due Jan. 1, 1894, were not paid. See V. 58, p. 127. As to guaranty of interest on Cin. Rich. & Fort Wayne, see that company, and Traverse City, see that company in Supplement, November, 1892.

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 rom 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 reduces the annual current liabilities till 1900 to \$681,261. See plan V. 56, p. 413; V. 57, p. 144.

DEFAULT.—First mortgage coupons due Oct. 1, 1894, on the unguaranteed bonds were not paid, but holders were offered \$1,1:00 per bond in cash for the sinking fund, or exchange for guaranteed 4½ per cents mentioned above.

FLOATING DEET. ETG.—On June 1, 1894, car trusts due and unpaid.

mentioned above.

mentioned above.

FLOATING DEBT, ETC.—On June 1, 1894, car trusts due and unpaid, \$130,996; not yet due, including locomotives, \$308,681; bills payable, \$488,101; 7 per cent coupons purchased by Penn. RR., \$512,521; 6 p. c. coupons held by Penn. RR., \$324,000; real estate morts., \$52,050.

Lands.—The company has a land grant and in 1893 sold 41,620 acres of farm land and 400 acres of pine land, for the aggregate price of \$287,865. The lands unsold on Jan. 1, 1894, were about 248,491 acres. Assets, \$1,343,265 bills receivable, etc., and \$493,909 cash, which constitute a sinking fund for firsts.

EARNINGS.—9 months (1894 gross, \$1,824,833; net, \$446,638. January 1 to Sept. 30. (1893 gross, \$2,177,032; net, \$400,906. ANNUAL REPORT.—Report for 1893 was in V. 58, p. 813, showing results below; rentals and miscellaneous in 1892 included \$163,870 for car trusts, betterments, etc.; and in 1893, \$87,682 for construction.

| 200 | Year end'g Dec. 31.     | 1890.     | 1891.       | 1892.       | 1893.       |
|-----|-------------------------|-----------|-------------|-------------|-------------|
|     | Miles operated          | 428       | 432         | 438         | 438         |
|     | Gross income            | 2,601,979 | \$2,400,414 | \$2,516,640 | \$2,185,899 |
|     | Net over exp's & taxes  | 859,382   | 694,788     | 732,654     | 388,283     |
|     | Interest on bonds, etc. | 739,700   | 751,929     | 724,850     | 524,199     |
|     | Int. on floating debt   | 58,630    | 52,186      | 46,997      | 78,975      |
|     | Rentals and miscel      | 30,760    | 208,431     | 203,972     | 127,537     |
|     |                         |           |             |             |             |

Balance......sur.\$30,292 df.\$317,758 df.\$243,165 df.\$342,428 -(V. 57, p. 144; V. 58, p. 127, 382, 813; V. 59, p. 600, 651,)

Great Northern.—(See Map.)—Operates under lease the St. Paul Minneapolis & Manitoba Railroad, 3,709 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., 257 miles, including branches. Total operated July 1, 1893, was 4,257. Also owns the Seattle & Montana, Fair Haven & Southern and New Westminster South. RRs., extending from Seattle, Wash., to S. Westminster, 159 miles. Extension to Seattle, Wash., was opened May 5, 1893, and to Yankton, 80. Dakota (Will. & S. Falls RR.) in Sept., 1893. History, Stock, Leases, Etc.—This corporation in February, 1890

1893, and to Yankton, 80. Dakota (Will. & S. Falls RR.) in Sept., 1893–HISTORY, STOCK, LEASES, ETC.—This corporation in February, 1890 leased the 8t. 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.) The preferred stock can be increased with the consent of three-fourths the pref. outstanding.

STOCK—In 1893 \$5,000,000 preferred stock was sold to pay for equipment, terminals, etc. See V. 56, p. 753.

equipment, terminals, etc. See V. 56, p. 753.

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, 1893, were 34,514 acres, for \$291,596, and 319 town lots, for \$13,293. The net amount due on land contracts June 30, 1893, was \$1,472,585; lands unsold, 1,494,909 acres, of which 118,000 acres in dispute with St. P. & Northern Pacific. Minneapolis & St. Cloud grant was 476,864 acres; unsold July 1, 1893, 416,280; sales in 1891-92, 2,720 acres, for \$11,543.

DIVIDENDE, &C.—Dividends on Great Northern preferred stock: In November, 1890, 1 per cent; in 1891, 4%; in 1892, 5 per cent; in 1893, 5 p. c.; in '94, Feb., 14 p. c.; May, 14 p. c.; Aug, 14 p. c.; Nov., 14 p. c. Dividends on Manitoba stock have been 6 per cent yearly since 1880 Bonds.—In 1892 the Great Northern issued its collateral trust bonds

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 trust eo of \$3,000,000 Pacific Extension 4s of the St. Paul Minn. & Manitoba Ry. Co. V. 54, p. 525. The St. Paul Min. & Man. consol. mort. of 1883 is for \$50,000,000, 600, of which \$15,096,900 are 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; bonds for \$11,502,000 secured by this mortgage, additional to amount in table, are deposited as part security for 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.

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 may be made at \$17,500 p. m. for additional road. V. 56, p. 247.

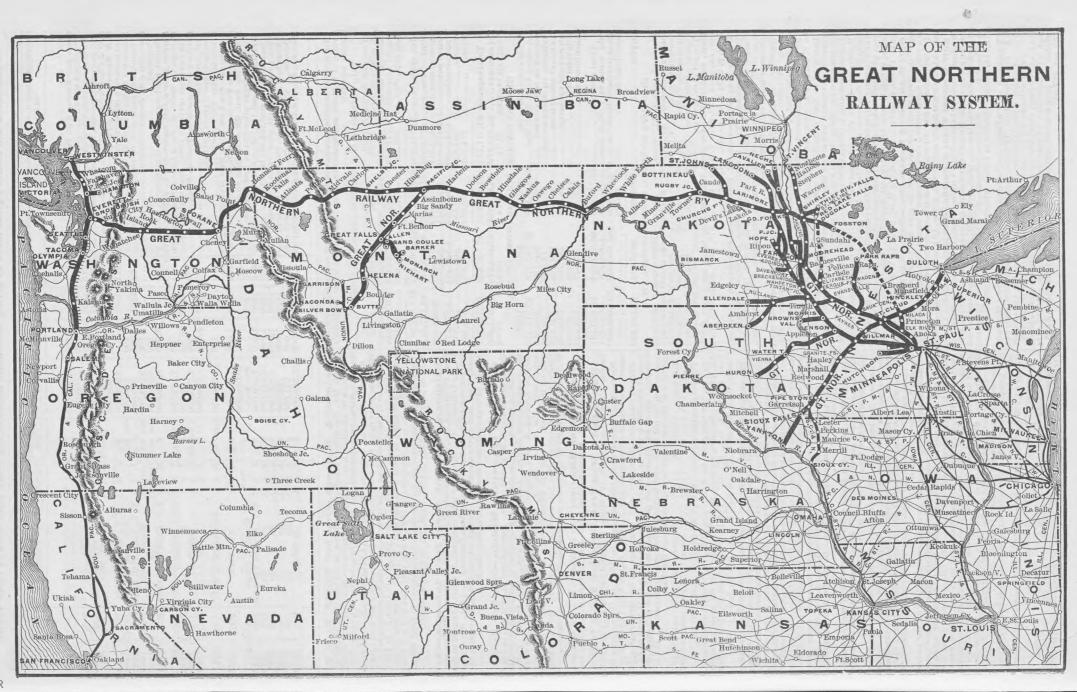
issues may be made at \$17,000 p. m. for additional road. V. 50, p. 24%.

General Finances.—The earnings of the company from June 18, 1893, include the Pacific Extension, 819 miles. The rental due the Manitoba road for 1893-94 will be \$5,295,758 against \$4,640,286 is 1892-93, the increase being principally for this extension. The Willmar & Sioux Falls bonds and \$5,000,000 pref. stock were sold in 1893. Im May, 1894, \$700,000 Montana Central 1st 5s and \$178,000 St. P. M. & M. consol. 4-2s were issued. V. 58, p. 816.

In August, 1894, traffic arrangements were made with Oregon Ry. & Nav. Co. giving Gt. Northern a through line from St. Paul, Minn., to Portland, Ore., via Spokane. V. 59, p. 152, 191.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at St. Paul on the second Thursday in September. The annual report for 1892-93 was published in the CHRONICLE of Nov. 25, 1893.

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.



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

| RAILROADS.   |                      | Date                 | Size, or                |                                      | INT               | OR DIVIDENDS.                 | Bonds-Princi-                             |   |
|--|----------------------|----------------------|-------------------------|--------------------------------------|-------------------|-------------------------------|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | Miles<br>of<br>Road. | of                   | Par<br>Value.           | Amount<br>Outstanding                | Rate per<br>Cent. | When                          | Where Payable, and by Whom.               | pal, When Due<br>Stocks—Last<br>Dividend.     |
| Green Bay Winona & St. Paul—Common stock  Preferred stocke*  |                      |                      | \$100<br>100            | \$8,000,000<br>2,000,000             |                   |                               |   |   |
| First consolidated mortgage, golde<br>2d mortgage, income, non-cumulativee   | 215                  | 1892                 | 500 &c.<br>1,000        | 2,500,000<br>3,781,000               | 4                 | F. & A.<br>F. & A.            | N. Y., when earned.                       | Feb. 1, 1911<br>Aug. 1, 1906                  |
| Gulf & Chicago—Stock<br>Gulf Western Texas & Pacific—Stock<br>1st mortgage (\$20,000, per mile) gold   |                      | 1891                 | 100                     | 500,000 $5220,000$                   | 1 p. c. in 5 g.   |                               | Ripley, Miss. N. Y., Mills Building.      | Jan., 1894<br>Dec. 1, 1941                    |
| Hancock & Calumet—Stock.<br>Consol. mortgage, gold, redeemable at 105<br>Hannibal & St. Joseph—Common.   | 22                   | 1891                 | 1,000<br>1,000          | 350,000<br>330,000<br>9,168,700      | See text. 5 g.    | J. & J.                       | New York City.<br>N. Y., Third Nat. Bank. | June 30, 1894<br>Jan. 1, 1931                 |
| Preferred  | 292                  | 1881                 | 1,000                   | 5,083,024<br>8,000,000               | See text.         | Dec'ber.                      |   | Dec. 31, 1893<br>Dec. 31, 1893<br>Mch. 1, 191 |
| Harlem River & Portchester—See N. Y. NEW HAVE<br>Harrisb. Portsm'th Mt. Joy & Lanc.—Stock,7 p. c.gu.<br>1st mortgage (ext'd in 1883), guar.p.&i.Pa. RRr            | - 54                 | 1853                 | 50<br>500 &c.           | 1,182,550<br>700,000                 | 7 per an.         | J. & J.<br>J. & J.            | Phila., Company's Office                  | July, 1894<br>July 1, 191                     |
| Hartford & Connecticut Western—Stock   | 109<br>109           | 1883                 | 1,000                   | 2,700,200<br>700,000                 | 2 per an.         |                               | Hartford.                                 | Aug. 31, 189<br>July 1, 190                   |
| Hibernia Mine RR.—Stock  | 41 <sub>4</sub> ORD. |                      | 100                     |                                      | 6 per an.         | No. of the                    |   | Oct., 1894                                    |
| Houst, East & West Texas—1st M. (\$20,000 p.m.), g.c&r<br>Houst. & Tex. Cent. RR.—Common stock.<br>State of Texas prior lien on first 75 miles.                    | 192<br>75            | 1893                 | 1,000                   | 1,344,000<br>10,000,000<br>See text. | 5 g.              | M. & N.                       | New York.<br>Houston, Texas.              | May 1, 193                                    |
| 1st M.l.gr.,g.,red.110,int.gu.end., \$8,634,000.c*&r<br>Cons.M.,ld.gr.,gold,red.at 110, int.guar.,end.c*&r   | 453<br>453           | 1890<br>1890         | 1,000<br>1,000          | 7,429,000<br>3,497,000               | 5 g.<br>6 g.      | J. & J.<br>A. & O.            | N. Y., Central Trust Co.                  | July 1, 193<br>Oct. 1, 191                    |
| Gen. mort., gold, int. guar. by So. Pac., end e &r<br>Debent., p. and i. gu. So. Pac., end. See text. e &r<br>Debent., p. and i. gu. So. Pac., end. See text. e &r |                      | 1890<br>1890<br>1890 | 1,000<br>1,000<br>1.000 | 4,300,000<br>705,000<br>411,000      | 4 g.              | A. & O.<br>A. & O.<br>A. & O. | do do                                     | Apr. 1, 192<br>Oct. 1, 189<br>Oct. 1, 189     |
| Hud. Sus. Bridge & N. E. Ry.—1stM.\$10,000,000.c*&r  |                      | 1888                 | 1,000                   | 1,266,000                            |                   | F. & A.                       |   | Feb. 1, 193                                   |

NOTE.—The surplus earnings of the proprietary companies were not divided in 1892-93, and hence are not included in the Great Northern's income account.

(1.) OPERATIONS ST. PAUL MINNEAPOLIS & MANITORA

| Year end. June 30. 1890.   | 1891.  | 1892.  | 1893.       |
|--|--|--|-------------|
| Av. miles operated. 2.784  | 2,797  | 2,865  | 3,352       |
| Passenger earng's. \$1,774,568   | \$1,876,960  | \$2,028,949  | \$2,145,293 |
| Freight earnings 6,915,167   | 7,628,011  | 9,720,486  | 10,522,805  |
| Mail, exp., r'nts, &c. 684,265   | 776,743  | 854,693  | 854,483     |
| Tot. gross earns\$9,374,000 Maint. of way, &c \$776,506 Maint. of ears 487,517 Motive power 1,478,640 Transportation 1,242,490 General 531,620 Taxes 274,351 | \$10,281,714<br>\$1,243,001<br>513,670<br>1,628,645<br>1,302,052<br>476,587<br>299,651 | \$12,604,128<br>\$2,243,543<br>611,895<br>2,230,530<br>1,541,454<br>505,876<br>367,551 |             |
| Total expenses.\$4,791,124   | \$5,463,606  | \$7,500,849  | \$7,710,971 |
| Net earnings\$4,582,876  | \$4,818,108  | \$5,103,279  | \$5,811,610 |

P.c. of exp. to earns. 51.11 53.14 59.51 (2) GREAT NORTHERN RAILROAD INCOME ACCOUNT.

| Year ending June 30.       | 1891.       | 1892.       | 1893.       |
|----------------------------|-------------|-------------|-------------|
| Net earns. St. P. M. & Man | \$4,818,108 | \$5,103,279 | \$5,811,610 |
| Interest on bonds owned    | 285,704     | 340,187     | 244,040     |
| Dividends on stocks owned  | 21,036      | 18,036      | 70,136      |
| Rentals of leased lines    | 185,705     | 178,256     | 191,518     |
| Interest and exchange      | 118,586     | 249,763     | 256,688     |
| Bills receivable           | 198,480     | 135,630     | 92,830      |
| Other income               | 114,424     | 17,547      | 163,339     |
| Total receipts             | \$5,742,043 | \$6,042,698 | \$6,830,161 |

 Paid rental St. P. M. & Man.
 4,084,672

 Great Northern dividends...
 (3<sup>1</sup>4)650,000

 Miscellaneous...
 18,750

 (5)1,000,000 (5)1,000,000

Surplus \$988,621 \$943,474 \$
(3) EASTERN MINNESOTA, MONTANA CENTRAL, ETC. \$1.182.330

(3) EASTERN MINNESOTA, MONTANA CENTRAL, ETC.

Fear end. June 30,'93. Gross. Net. Fixed charges. Balance.
Statern Minnesota... \$1,355,236 \$742,675 \$235,000 sr.\$507,675
Montana Central... 1,157,385 354,474 460,000 df.105,526
Minneapolis Union... 306,660 240,090 161,500 sr.78,590
Willmar & Sioux Falls 500,014 236,167 142,187 sr.93,980
The net earnings here include "other income," which for Eastern
Minn., was \$167,527; for Mont. Cent., \$2,154; for Minn. Union, \$500.

-(V. 56, p. 42,752, 887; V. 57, p. 144, 170, 375, 880, 893, 897, 958;
V. 58, p. 263; V. 59, p. 152, 191, 651.)

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.

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. Del. L. & Western parties are interested in the property.
As to traffic agreement with Toledo Ann Arbor & North Michigan,
see V. 55, p. 331. Due on rails and equipment Jan. 1, 1893, \$87,830.

Bonds.—The first consolidated mortgage is to the Farmers' Loan &
Tenre Constant of the other parts and its equipment of the street of the december of the other parts and december of the other parts and december of the other parts and its equipment of the other parts and december of the other parts are and december of the

As to traific agreement with Toledo Ann Arbor & North Michigan, see V. 55, p. 331. Due on rails and equipment Jan. 1, 1893, \$87,830.

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.

Interest due Aug. 1, 1894, at Farmers' L. & Tr. Co., N.Y., was not paid.

Earnings.—From July 1 to December 31, 1893, gross earnings were \$203,032. For year ending June 30, 1893, gross, \$481,934; net, \$106,419; interest, taxes, etc., \$121,269; deficit, \$14,850. In 1891-2, gross \$449,187; net, \$46,112; deficit under charges, \$77,505; improvements, \$76,251; total def. in 1891-92, \$153,756. Samuel Sloan, President. (V. 55, p. 255; V. 56, p. 887; V. 57, p. 978; V. 59, p. 191.)

Gulf Heaumont & Kansas City.—Organized in 1893 to build a road from Beaumont, Tex., through the pine lands and stone quarries to a point in the northern part of Jasper County, Tex., about 70 miles. In September, 1894, 40 miles from Beaumont to Buna were built and 15 miles more nearly completed. Office, 12 Pearl St., Boston, Mass.

Gulf Western Texas & Pacific.—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. Dec. 31, 1893, owned 207,380 acres of land valued \$224,854. In 1893 gross earnings, \$97,574; deficit from operating \$73,014, against \$82,248 in 1892; interest \$111,200; taxes \$8,276.

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. Two dividends, 2½ p. c. each, for year 1893 were paid on June 30, 1894, and in July, 1894, 2½ per cent for first 6 months of 1894. Mortgage is for \$400,000. In year 1893 gross earns., \$187,276; pet, \$58.645; surplus for year ever int., taxes, etc., \$36,308. In 1892 gross, \$185,-262; net, \$57,047.

Hannibal & St. Joseph.—Owns from Hannibal, Mo., to St. Joseph, Mo., 206 miles; branches—Cameron to Kanasa City, 53 miles; St. Joseph to Atchison, Kan., 20 miles; Palmyra to Quincy, Ill., 13 miles; loases, 3 miles; total operated, 295 miles. Owns bridge at Kanasa City

loases, 3 miles; total operated, 295 miles. Owns bridge at Kansas City STOCK.—Chic. Burl. & Quincy RR. owns \$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. Dividended of 7 per cent; then and 1882, 7; in 1883, 3; in 1887, 7; in 1888, ni; in 1889, 5; in 1890 nearly 2 per cent; in 1891 6'82 per cent; in 1892, 7 per cent on preferred and 7<sub>10</sub> p. c. on common; in 1893, 7 p. c. pref. and 23<sub>10</sub> p. c. com-INCOME ACCOUNTS have shown: Surplus over charges: In 1893, \$646, 871; in 1892 \$422,052; in 1891, \$409,780; in 1890, \$102,071.

Harrisburg Portsmouth Mount Joy & Lancaster.—Ownsfrom 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 rentabeing 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. 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 anum on the stock. There are \$33,000 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.

Hibernia Mine RR.—Owns from Rockaway, N. J., to Hibernia Mines, N. J., 4<sup>1</sup>4 m. Leased to Cent. of N. J. in 1890 for \$12,000 per an.

Houston East & West Texas.—owns from Houston, Texas, to abine River at Logansport, 192 miles. Standard gauged July 29, 1894.

HISTORY.—This railroad is the successor in 1893 of the railway of same name sold in foreclosure Aug. 2, 1892. Lands were 73,800 acres.

REORGANIZATION.—The new first mortgage is for forty-year gold fives at \$20,000 a mile on the 192 miles, making a total issue of \$3,800,000. About \$2,000,000 were to be used to settle the principal and interest on the old firsts and \$300,000 for prior judgments. The remainder of the issue used to standard-gauge the road.

EARNINGS.—2 months, 1894......gross, \$58,812; net, \$15,897 July 1 to Aug. 31. 1893.......gross, 58,251; net, 17,690 For year ending June 30, 1894, gross, \$442,281; net, \$167,092.

In year 1892-93 gross, \$457,563; net, \$134,104; taxes, improvements, &c., \$12,731; balance, surplus, \$121,373. In 1891-92 gross earnings were \$422,933; net, \$77,637. Total surplus June 30, 1893, after "deductions," \$6,991. (V. 56, p. 835; V. 57, p. 144; V. 59, p. 234.)

Houston & Texas Central Railroad.—(See Map of Southern Pacafic)—Owns from Houston, Texas, to Denison, Texas, 338 miles. 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, 1892—see that company. Land grant from the State of Texas was 10,240 acres per mile. History.—Successor to a railway company of the same name foreclosed Sept. 8, 1888. Reorganization plan V. 45, p. 792, 820. April 11, 1893, the new company, with Thos. H. Hubbard as President, Stock.—The new stock is \$10,000,000 (pag. \$100), and the same name for the spossession.

11, 1893, the new company, with Thos. H. Hubbard as President, took possession.

STOCK.—The new stock is \$10,000,000 (par \$100) and the old stockholders paid a cash assessment of \$71.40 per share to obtain their prorata 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 & Texas RR. & SS. Co. brought suit to recover \$1,343,538. The first mortgage was for \$8,634,000, of which \$570,000 reserved against claim of State of Texas upon 75 miles of the road. Balance issued, but reduced to present figure by land sales.

The Southern Pacific Company guarantees interest on all the bonds and both principal and interest of the debendures. 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 \$5,068,000 consolidated 68 authorized \$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.

June 30, 1893, ourrent liabilities exceeded current assets by \$375,486.

EARNINGS.—The earnings, &c., have been as follows:

Year ending June 30—

1891.

1892.

\$1,003,437

 Year ending June 30—
 1891.

 assenger, mail, etc.
 \$1,024,959

 reight.
 2,550,084

 1892 \$982,183 2,788,247 \$1,003,437 3,185,873 nci-ue. est

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of

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

| RAILROADS.  | Miles                                  | Date of Bonds  | Size, or<br>Par<br>Value.   | -  | INT  | Bonds—Princi   |   |   |
|---|--|--|---|--|--|--|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.        | of                                     |  |   | Amount<br>Outstanding  |  | When<br>Payable  | Where Payable, and by   | Stocks—Last<br>Dividend.  |
| Huntingdon & Broad Top—Common stock   | 798<br>567<br>567<br>567<br>567<br>100 | 1854<br>1857<br>1865<br>1875<br>1875<br>1875<br>1886<br>1886<br>1886<br>1887<br>1881<br>1888<br>1890<br>1892<br>1894<br>1877<br>1877<br>1877<br>1877 | \$50<br>500<br>1,000<br>1,000<br>100<br>2200<br>\$200<br>\$200<br>1,000<br>1,000<br>1,000<br>1,000<br>500 &c.<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1 | \$1,371,750 2,000,000 416,000 367,500 1,497,000 50,000,000 10,000,000 1,500,000 1,500,000 2,499,000 5,266,000 1,500,000 968,000 15,000,000 21,129,000 4,517,000 828,000 11,281,000 828,000 11,281,000 3,500,000 88,000 11,281,000 3,500,000 88,000 457,500 | 7 per an. 4 g. 5 5 c. 4 per an. 6 g. 5 4 g. 3 2 g. 6 5 5 g. 4 4 g. 7 7 6 6 g. 4 4 g. 7 7 6 g. 4 g. 4 g. 7 7 6 g. 4 g. 4 g. 6 5 g. 6 6 5 g. 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | J. & J. & O. A. & O. A. & O. A. & S. J. & J. & J. & J. & J. J. & | do do do do do do do New York, 214 B'dway. do London. London, Morton, R. & Co. do New York, 214 B'dway. do do London, Baring Bros. New York, 214 B'dway. do | July 30, 189 Sept. 30, 192 Feb. 1, 189 Apr. 1, 189 Sept. 1, 189 July 2, 189 Apr. 1, 190 Jan. 1, 195 Nov. 1, 195 Nov. 1, 195 Jan. 1, 195 Jan. 1, 195 Jan. 1, 195 Dec. 1, 195 |
| 1st M. So. Bend Ext. (\$500,000) g., red. at 105.e* Indiana & Illinois Southern—Bonds |  | 1893   | 1,000   | 301,000<br>790,000<br>965,000  |  | M. & S.  | do do Phila., Fidelity Trust.   | Mar. 1, 194<br>May 1, 192   |

 
 Year ending June 30—
 1891.

 Total gross earnings.
 \$3,575,043

 Operating expenses.
 2,610,154
 1893. \$4,189,310 2,737,768 1892. \$3,770,430 2,647,937 

SECURITIES.—Preferred stock is 7 per cent non-cumulative. Dec. 31, 1893, car trusts were \$589,459; bills payable, \$30,000. Bonds due in 1995 and 1925 have interest but not principal payable in gold.

DIVIDENDS on preferred—In 1884, 1½ per cent; in 1887,2; in 1893 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 '93,5 p.c.; in '94,5 p. c.

REPORT.—Report for 1893, in V. 58, p. 344, showed gross earnings, \$703,608; net, \$369,419; net from collicries, etc., \$3,185; interest. \$117,295; dividends, common and preferred \$208,587. In 1893 \$54,821 was spent for improvements. In 1892, gross, \$678,122; net, \$365,712. —(V. 56, p. 1055; V. 58, p. 344)

I linois Central.—(See Map.)—Road.—Operates from Chicago, Ill., southerly to New Orleans, La., 912 miles, and westerly to Sioux. City, Ia., 509 miles, with numerous branches. Its road, clearly shown on the accompanying map, is made up as follows:

Road owned.

Miles.
Chicago to Cairo, Ill.—(Main) 365 stem. 341
Chicago to Cairo, Ill.—(Main) 365
Centralia, Ill., to East 547
Mem., Ten., to Grenada, Miss. 100
Yazoo & Mississippi Val. RR.
Memphis to N. O. and brs. 923

History, Leases, &c.—Chartered in December, 1850, and organized in March, 1851. The company pays to the State 7 per cent of gross earnings yearly in lieu of taxes. The Chicago St. Louis & New Orleans is leased for 400 years from July 1, 1882, at 4 per cent per annum on its \$10,000,000 stock all of which is deposited to secure the leased line stock. Dunleith & Dubuque Bridge stock, \$1,000,000, is owned.

In 1892 practically all the stock and bonds of the Louisv. New Orleans \$20,000,000 in 4 per cent bonds, and the company then merged in the Yazoo & Mississippi Valley, making 923 miles, as above. In 1887 the Illinois Central acquired the stocks of the leased lines in Iowa. In December, 1893, control of the C. O. & S. W. was acquired by Illinois Central, which has contracted to sell the same to the Louisv. & Nashv. See V. 59, p. 556.

Captral Stock. The leased

December, 1893, control of the C. O. & S. W. was acquired by Illinois See V. 59, p. 556.

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.

Dividense, On common stock since 1884—In 1885, 8; in 1886, 7¹2; in 1897 and 1888, 7; in 1889, 5¹2; in 1890, 6; in 1891, 5; in 1892, 5; in 1893, 5; in 1894, March, 2¹2 per cent; Sept., 2¹2 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. The rental for the bridge is \$180,000 in gold annually, of which \$30,000 goes to a contingent and sinking fund till 1902, then \$20,000 to regular sinking fund. See advertisement in Chronicle, May 7, 1892.

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 of 1953 issued on pledge of the Louisy. N. O. & Texas securities purchased in 1892, \$5,000,000 or the \$25,000,000 collateral trust bonds of 1953 issued on pledge of the Louisy. N. O. & Texas securities purchased in 1892, \$5,000,000 or reheld by Ill. Cent. for Louisy. N. O. & Texas securities purchased in 1892, \$5,000,000 or reheld by Ill. Cent. for Louisy. N. O. & Texas securities purchased in 1892, \$5,000,000 or reheld by Ill. Cent. for Louisy. N. O. & Texas extensions, improvements, &c., and of these bonds \$3,871,000 were held in its treasury June 30, 1894. Trustee of deed, U. S. Trust Company. \$318,000 L. N. O. & Text. The Illinois Central collateral trust bonds of 1904, (United States Trust Co., Trustee.) were authorized to a total of \$12,750,000 to acquire the Chesapeake & Ohio S. W. itself: 2d intge. 6s, \$2,369,000 and \$673,950 overdue coupons thereon; \$3,511,600 pr

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 pleged as security for the Illinois Central trust bonds of 1886.

unese consol. 28 \$5,260,000 additional to the amount outstanding above are pleged as security for the Illinois Central trust bonds of 1886.

General Finances.—Bills payable were, July 1, 1894, \$2,448,574; coupons and rents payable, \$504,227; contra, cash assets, \$253,217; tills receivable secured by collateral, \$2,512,226. In January, 1894, for acquisition of the Ches. O. & S. W., \$5,000,000 collateral trust bonds were issued, the deal being made under an arrangement with the Louisville & Nashville. See Ches. Ohio & Southwestern.

Earnings—3 months, \$1894...gross, \$4,392,675; net, \$1,049,282 July 1 to Sept. 30. \$1893...gross, \$5,869,409; net, 1,970,468

Annual Report.—Fiscal year ends June 30. Annual meeting is held at Chicago the second Wednesday in October. Report for 1893-94 was published at length in V. 59, p. 535, 550 and 555. During the year \$1,902,587 was spent for capital account. The following does not include Yazoo & Mississippi Valley—which see below.

Year ending June 30— 1892. 2,883 2,888
Passenger earnings. \$4,388,269 \$5,151,398 \$6,116,603 Freight earnings. \$4,388,269 \$5,151,398 \$6,116,603 Freight earnings. \$12,809,973 12,781,201 12,253,612 Mall, express & miscellaneous 2,093,518 \$2,162,591 2,2287,249 \$20,095,190 14,283,934 71.08 \$20,657,464 14,369,416 69.56 
 Net earnings
 \$5,221,740

 Net receipts from interest, &c.
 913,733

 Miscellaneous
 61,038
 \$5,811,256 1,259,586 66,906 \$6,288,048 1,865,325 41,120 Total receipts. \$6,196,511
Interest on Ill. Central bonds. \$1,459,925
Int. on Chic. St. L. & N. O. bonds. Rental Dub. & Sioux City RR. Dividends on Ill. Central stock Dividends on Leased Line stock Miscellaneous. \$9,921 \$8,194,493 \$2,665,265 1,217,840 867,148 2,500,000 400,000 \$7,137,748 \$2,077,42 1,217,840 732,914 2.500,000 400,000 80,910

Indiana Decatur & Western,—Indianapolis, Ind., to Decatur, Ill., 152 miles.

History.—Organized by bondholders' committee in 1894 to succeed Indianapolis Springfield & Western, sold under foreclosure of old Indianapolis Decatur & Springfield first mortgage of 1876. See Supplement of July, 1894. H. W. Smith, President, 7 Nassau Street, N. Y. Leases Decatur & Eastern, included in mileage above. In November, 1894, bondholders authorized the acceptance of 130 for their bonds. Negotiations for purchase on behalf of Lake Erie & Western were reported. V. 59, p. 879.

Latest Earnings.—3 months, 1894. Gross, \$132,529; net, \$50,670 July 1 to Sept. 30. (1893...Gross, 120,295; net, 36,153 Year's Earnings of Indianapolis Decatur & Western were: For year'from (1893-94, gross, \$387,870; net, \$70,910 July 1 to June 30. (1992-93, gross, 504,931; net, 147,216 Indiana Illinois & Lowa.—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; (Ode & E. Ill.) Wheatfield to La Crosse, Ind., 13; (Kan. & Sen. R.) Kankakee to Seneca, Ill., 38 miles; total of all, 209 miles. Extension to South Bend, Ind., about 20 miles, completed in November, 1894.

Securities.—Stock, \$3,597,800; par, \$100. Car trusts Dec., 1893,

kee to Seneca, III., 38 miles; total of all, 209 miles. Extension to South Bend, Ind., about 20 miles, completed in November, 1894.

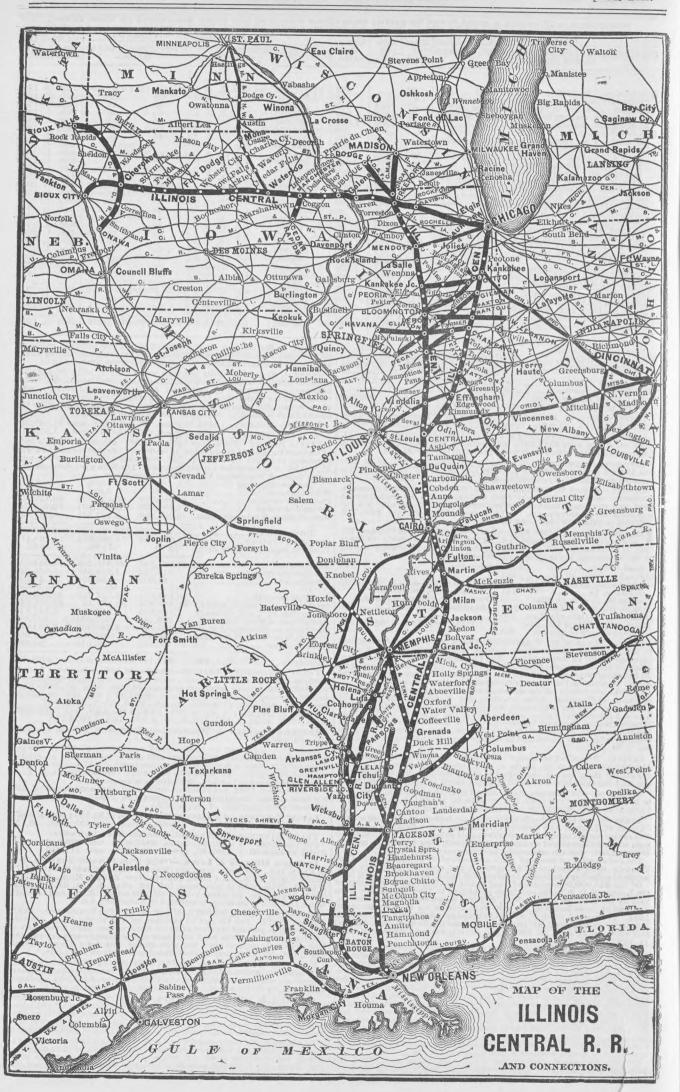
SECURITIES.—Stock, \$3,597,800; par, \$100. Car trusts Dec., 1893, were \$107,513. The 1st and 2d incomes, as well as the 1st 4s, are subject to call at par and interest after 30 days' notice. The 5 per cents of 1893 are secured by the joint mortgage of the parent company and the Indiana company, and are a first lien on the line from Knox to South Bend, Ind., 35 miles, and a consolidated mortgage on main line.

EARNINGS.—In year ending June 30, 1893, gross \$782,840; net, \$164,614; interest, \$50,300; rentals, etc., \$15,600; car trusts and extraordinary improvements, \$\$61,396. In 1891-92 gross, \$601,306. Balance sheet, etc., in V. 55, p. 146. (V. 55, p. 146, 331; V. 56, p. 413.)

Indiana & Illinois Southern.—Suitz City, Ind., to Effingham, Ill., 90 miles. Stock, \$740,900. In year ending June 30, 1893, gross earnings were \$98,764, against \$91,202 in 1891-2; net, \$9,036, against \$18,431. Other liabilities, July, 1893, \$677,46. In 1892-93 road was purchased by the St. Louis Indianap. & Ill. South'n and debt readjusted

Indianapolis Union.—Owns 3 miles of track with terminals at Indianapolis, Ind., and leases for 999 years the Belt RR. of Indianapoli—which see—consisting of 14 miles of road emeircling the cvty, etc. Formed in 1850 and furnishes terminal facilities to the every allowed the servant and indianapolis. Stock—The Cleveland Cincinnati

ci-86.



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

| RAILROADS.  | Miles                         | Date         | Size, or |                       | IN'               | TEREST          | OR DIVIDENDS.  | Bonds—Princi                |
|---|-------------------------------|--------------|----------|-----------------------|-------------------|-----------------|--|-----------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                              |                               | of<br>Bonds  | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where Payable, and by<br>Whom.                       | Stocks—Last<br>Dividend.    |
| Indianapolis & Vincennes-1st M., guar. p.&i. (end.)c  | 133                           | 1867         | \$1,000  | \$1,700,000           | 7                 | F. & A.         | N. Y., Farm. L. & Tr. Co.                            | Feb. 1, 1908                |
| 2d M., guaranteed p. & i. Penn. RR. Co. (end.)c   | 133                           | 1870         | 1,000    | 1,401,000             | 6                 | M. & N.         |  | May 1, 1900<br>Nov. 1, 1919 |
| International & Great Northern-1st mort., gold  | 776                           |              | Various  | 7,954,000             | 6 g.              |                 | N.Y., office, 195 B'way.<br>N. Y., Central Trust Co. | Nov.1, '95-'97              |
| Certificates of indebt. sec. by 1stm. coupons, gold.  | 776<br>776                    |              | 500 &c.  | 374,277<br>85,500     | 5 g.              | M. & S.         | do do  | Sept. 1, 1909               |
| Purchase money 2d mort, incomes, non-cum  | 776                           |              | 500 &c.  |                       | 410 to 5 0        |                 |  | Sept. 1, 1909               |
| 2d M. gold, int. 4½ p.c. till Sept. 97, then 5 p.c. c* 3d m. (\$3,000,000) income till Sept. 1, 1897, g. c* | 776                           |              | 500 &c.  | 2,652,000             | 4 0               | M. & S.         | See remarks.   | Sept. 1, 192                |
| Colorado Bridge bonds, sinking fund   | 710                           | 1880         | 1,000    | 206,000               | 7 8.              | M. & N.         | N.Y., office, 195 B'way.                             | May 1, 1920                 |
| Zowa Cent.—Stock (\$5,545,166 is pref. 5 p.c. non-cu.)  |                               |              | 100      | 13,760,323            |                   |                 | N. Y. office, 11 Wall St.                            | Apr. 11, 1895               |
| 1st M., for \$7,650,000; \$15,000 per mile, goldc*  | 503                           | 1888         | 1.000    | 6,327,370             | 5 g.              | J. & D.         | N. Y., Mercantile Tr. Co.                            | June 1, 193                 |
| Keithsburg Bridge 1st mortgage, gold, guarc*  |                               | 1885         | 1,000    | 591,000               | 6 g.              | J. & D.         | N. Y., Central Trust Co.                             | June 1, 192                 |
| Iron Railway-Stock  | 20                            |              | 100      |                       | See text.         | yearly.         | Boston.  | July 10, 189                |
| Jacksonville Louisv. & St. LJack. S. E. 1st mort  | 54                            | 1880         | 1,000    | 300,000               | 6                 |                 | July, '93, coup. last pd.                            | July 1, 191                 |
| J. L. & St. L. cons. M., gold, guar, p.&i., endc*   | 112                           | 1890         | 1,000    | 1,380,000             |                   | J. & J.         | July, '93, coup. last pd.                            | Jan. 1, 194                 |
| Jacksonv'e St. Aug. & Ind. Riv.—J. St. A. & Hal. R. 1stM.   |                               | 1888         | 1,000    | 1,000,000             | 6                 | F. & A.         | N. Y., Mercantile Tr. Co.                            | Aug. 1, 191                 |
| St. Augustine & Halifax River 1st M. bonds  | ****                          | ****         |          | 360,000               |                   |                 | ********   |                             |
| St. Johns & Halifax River 1st M. bonds  | ****                          | 1000         |          | 390,000               |                   |                 |  |                             |
| Jacksonville Tampa & Key West-Receiver's certifs.   | 1201-                         | 1893<br>1884 | 1.000    | 49,300<br>1,566,000   | 6 g.              | J. & J.         | Jan., '94, paid Mar., '94.                           | Jan. 1, 191                 |
| 1st, gold, redeemable at 110ex  | 130 <sup>1</sup> <sub>2</sub> | 1886         | 1,000    | 360,000               |                   | M & S           | Sept., '93, coup. last pd.                           | Jan. 1, 190                 |
| Atlantic Coast St. Johns & Indian R. 1st M., gold .c  | 29                            | 1886         | 1.000    | 290,000               | 6 g.              | M & S           | Sept., '93, coup. last pd.                           | Sept. 1, 191                |
| Sanford & Lake Eustis 1st M. (\$350,000), gold<br>J. T. & K. W. consol. mortgage for \$4,000,0000           | 200                           | 1890         | 1,000    | 1,784,000             | 6                 | M. & S.         | No coupons paid.                                     | 1940                        |
| Collat. Trust loan on Fla. So. bonds, Series A  | 200                           | 1888         | 1.000    | 1                     | 5 412             | F. & A.         | See text.  | Aug. 1, 189                 |
| Do do do stock, Series B  |                               | 1888         | 1,000    | { 3,673,000           | 1 4               | F. & A.         | See text.  | Aug. 1, 189                 |
| Equipment bonds, Series A and B   |                               | 88-89        | 500      | 30,500                | 6                 |                 | N.Y., Mercantile Tr Co.                              | \$7,500 san.                |
| St. Johns&Lake Eustis 1stM., gu.p.&i.byFla.So.Ry,   | 48                            |              |          | 285,500               | 6                 | M. & S.         |  | 1916                        |
| Jefferson-1st & 2d Ms, ext. in '87&'89 (H'dale Br.) c   | 8                             | 1867         | 1,000    | 300,000               | 412 & 6           | J. & J.         | Phila., Fidelity Tr. Co.                             | Jan. 1, 192                 |
| 1st M. Carbondale to S. depot, gold, guar. p. & i c*  | 37                            | 1889         | 1,000    | 2,800,000             | 5 g.              | A. & O.         | N.Y., N.Y. L.E. & W.RR.<br>N. Y., Farm. L. & Tr. Co. | Jan. 1, 190                 |
| Joliet & Northern Indiana-1st M. gu. p. & i. M. C. c  | 45                            | 1877         | 1,000    | 800,000               | 7                 | J. & J.         | N. Y., Farm. L. & Tr. Co.                            | July 10, 190                |
| Junction (Philadelphia)—1st m., guar. p.&i. (ext'd).  | 3.56                          | 1882         | 1,000    | 425,000               | 412               |                 | Phila., 233 So. 4th St.                              | July 1, 190<br>Apr. 1, 190  |
| 2d mortgage, guaranteed prin. & int   | 3.56                          | 1865         | 1,000    | 300,000               | 6                 | A. & O.         | uo uo  | Арг. 1, 130                 |
| Kanawha & Mich.—Stock, \$10,000,000 authorized.   | 165                           | 1890         | 1,000    | 9,000,000             | 1 0               | A & O           | N. Y., Central Tr. Co.                               | Apr. 1. 199                 |
| 1st mortgage, \$15,000 per mile, gold, guar. p.& i.e.   | 100                           | 1090         | 1,000    | 2,409,000             | 4 %.              | A. 00 O.        | 1 1. 1., Contrat 11. Co.                             | Try I, 100                  |

Chicago & St. Louis, the Pittsburg Cincinnati Chicago & St. Louis and the Terre Haute & Indianapolis are virtual proprietors, they having in vested in it \$851,172 to Jan. 1, 1894. No stock outstanding. Bonds—Trustee of mortgage is the Fidelity Ins. Trust & Safe Deposit Co. of Philadelphia. Bonds for \$35,000 have been canceled by sinking fund. but he bonds are not subject to call before maturity. EARNINGS.—In year 1892-93 gross, \$456,137; net, \$151,396; charges, \$92,613.

Indianapolis & Vincennes.—Owns from Indianapolis, Ind., to Vincennes, Ind., 117 miles; branches, Bushrod to Dugger, etc., 16 miles. Securities.—Connecting line for Penn. RR. to Vincennes. Stock, \$1,402,000; par, \$50; of which Pennsylvania Company on Jan. 1 1894, owned \$1.401,900. The Penn. RR. to Vincennes. Stock, \$1,402,000; par, \$50; of which Pennsylvania Company on Jan. 1 1894, owned \$1.401,900. The Penn. RR. to Co. guarantees by endorsement on each the principal and interest of the bonds.

EARNINGS.—In 1893 gross, \$520,908; net, \$102,977; interest, \$203,-118; rentals, etc., \$3,563; deficit, \$103,704, against \$94,566 in 1892.

International & Great Northern.—Owns Longview, Texas, 150 miles; branches—Houston & Columbia, 50 miles; Phelps to Huntsville, 7 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.—Reorganized without foreclosure in 1892 under piles. Organization.—Reorganized without foreclosure in 1892 under piles. Organized to Mr. Gould. (See V. 50, p. 313; V. 54, p. 366.)

Stock—Stock authorized is \$25,000,000; outstanding, \$9,755,000; par, \$100; controlled in interest of Missouri Pacific as stated above.

Bonds.—In the reorganization the first 6s were unchanged. The second mortgage interest was scaled to 4½ per cent from Sept. 1,

par, \$100; controlled in interest of Missouri Pacific as stated above.

BONDS.—In the reorganization the first 6s were unchanged. The second mortgage interest was 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. Second mortgage bonds are reserved to take up the \$85,000 old incomes. 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. There is also outstanding fractional bond scrip (in March, 1894.) for \$42,975. The certificates of indebtedness are secured by first mortgage coupons held in trust and are payable \$124,742 each Nov. 1. 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 Oct. 31, 1894 (10 months), gross earn-

ton Houston & Henderson 1st mortgage 5 per cent bonds.

EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross earnings were \$2,821,153, against \$3,280,412 in 1893. In calendar year 1893 gross on \$25 miles, including Gal. H. & H., were \$4,088,036; net, \$1,241,763. In 1892 gross, \$4,195,833; net, \$594,515. (V. 56, p. 82; V. 57, p. 256, 298, 341, 375, 853; V. 58, p. 430, 512, 595, 773.)

Iron Railway.—Owns road, Ironton, O., to Centre, O., 13 miles, and branches 7 miles. Dividend in 1891, 1½ per cent. No fund d debt. Bills payable June 30, 1894, \$47,000. In year end. June 30, 1894, gross \$38,077, agst. \$43,357 in '92-3; net, \$3,026, agst. \$3,340; taxes, \$3,351.

HISTORY.—Reorganization (by plan in V. 44, p. 653) of the Central Towa 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-sumulative), then common to 5, then both share pro rata.

DIVIDENDS.—On preferred stock in 1892 paid 1 per cent.

Bonds, Etc.—Trustee of first mortgage, Mercantile Trust Co. Seabstract V. 49, p. 582. In February, 1892, \$400,000 five per cents of 1888 were issued for new equipment and improvements. On July 1894, \$244,940 bills payable were outstanding, agst. \$470,635 in 1893 Earnings.—3 months, \$1894....gross, \$412,768; net, \$129,91 July 1 to Sept. 30. \$1893.....gross, \$455,532; net, 163,16

129,914 163,166

acksonville Louisville & St. Louis.—Owns Jacksonville to Centralia, III., 112 miles. Formerly belonged to Chic. Peoria & St. Louis system, but in 1894 the bondholders declined to accept terms of reorganization offered by that company. See V.58, p. 81,512. May 16, 1894 S. R. Wheeler was appointed receiver. V.58, p. 815. Foreclosure proceedings under Jacksonville S. E. 1st mortgage of 1880 were brought in August, 1894 V. 59, p. 331. R. F. Kenny and J. H. Dunn, appointed to prepare a plan for protection of co sol. mortgage bondholders, advise consols to pay off the \$300,000 firsts. V. 59, p. 738. On Sept. 12, 1893, unpaid taxes, etc., were \$238,230; claims of Chicago Peoria & St. Louis, \$214,696; joint liability, account Adams Express Co., \$100,000; total, \$552,926. (V.59, p. 331, 738.)

Jacksonville St. Augustine & Indian River.—See September, 1894, Supplement

ber, 1894, Supplement.

Jacksonville Tampa & Key West.—Line of road Jacksonville, Fla., to Sanford, 125 miles: Enterprise branch, 4 miles; beland 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 other companies. Receiver appointed Aug. 4, 1892. Receivers are now James H. Durkee and R. B. Cable. See V. 55, p. 100, 146, 679; V. 56, p. 623. The land grant was about 1,500,000 acres. Decree of sale for about 40 miles of road and 361,000 acres of land, subject to all mortgage liens, was rendered August 24, 1894. It is understood there is no intention to force an immediate sale.

Receivers? Certificates to the total amount of \$215,000 have been

RECEIVERS' CERTIFICATES to the total amount of \$215,000 have been authorized. On March 31, 1894, only \$49,300 had been issued.

COUPON PAYMENTS.—The first mortgage interest due July 1, 1893, was paid in January, 1894: January, 1894, interest was paid in March; July, 1894, interest not paid.

Of the interest due Aug. 1, 1893, on the collateral trust loan (series A and B), one-half was paid at that date and the balance Jan. 29, 1894; the February and August, 1894, interest was not paid.

STOCK—Stock July 1, 1892, was \$3,010,000, or which it is said the Florida construction Co. owns \$2,715,300.

BONDS.—Certain consols bearing numbers higher than 2,216 are out-

January, 1889, control of the Florida Southern was purchased and a collateral trust loan Series A for \$2,905,000 issued on its bonds and Series B for \$900,000 on its stock.

Jefferson.—Owns from Lanesboro, Pa., to Carbondale, Pa., 37 miles double track; branch, Hawley, Pa., to Carbondale, Pa., 8 miles. Leased in perpetuity to the New York Lake Eric & Western for \$140,000 per annum for main line and \$14,940 for branch. Used by Delaware & Hudson to reach Carbondale. Mortgage of 1889 is guaranteed principal and interest by lessee. Stock, \$2,096,050; par, \$50.

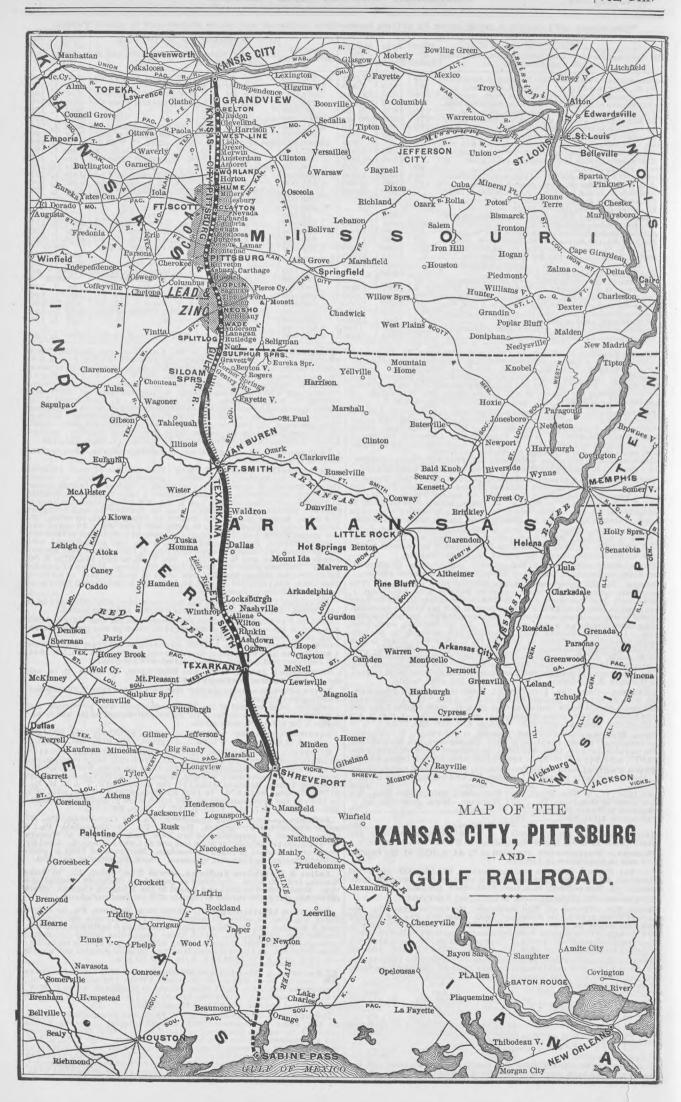
Joliet & Northern Indiana.—Owns from Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central sys-tem. Road opened in 1854 and leased to the Michigan Central. Stock (\$300,000, par \$100) carries dividends of 8 per cent per annum.

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, which three companies jointly guarantee principal and interest of bonds. Stock \$250,000 (par \$50), is all held by these three cos., and pays dividends of from 20 to 50 percent per annum—in 1891 40 p. c., in 1892 35 p. c., in 1893 30 p. c.

—in 1891 40 p. c., in 1892 35 p. c., in 1893 30 p. c.

Ranawha & Michigan.—(See Map Toledo & Ohio Central.)—Owns Corning, O., to Gauley on the Ches. & Ohio, 173 miles, less 17 m., Pomeroy to Gallipolis, and 1 mile, 4 thens to Armitage, where C. H. V. & T. tracks are used. Also owns branch of 11 miles leased to Toledo & Ohio Central and Col. Shawnee & Hocking Ry.

History, Etc.—Foreclosed March 4, 1890, and reorganized. (V. 50, pp. 451, 483.) In October, 1890, a large interest in the stock was acquired by parties interested in the Toledo & Ohio Central, which has guaranteed the bonds, principal and interest. (See V. 52, p. 165, 351.) The first mortgage bonds may be increased to any amount at \$15,000 per mile of road actually constructed. 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, 1893, with earnings, etc., in V. 57, p. 62.



| RAILROADS.  | Wilon                     | Data         | Size, or         |                        | IN'          | TEREST             | OR DIVIDENDS.  | Bonds-Princi-<br>pal. When Due. |
|---|---------------------------|--------------|------------------|------------------------|--------------|--------------------|--|---------------------------------|
| For explanation of column headings, &c., see note   | Miles<br>of               | Date         | Par              | Amount<br>Outstanding  | Rate per     | When               | Where Payable, and by<br>Whom.                       |                                 |
| on first page of tables.  | Road.                     |              | Value.           |                        | Cont.        |                    |  |                                 |
| Kansas City & Atlantic-1st mortgage, gold   | * 10                      | 1893<br>1886 | 1.000            | \$1,950,000            | 6 g.         | J. & J.            | Bos on, 18 P.O. Square.<br>Boston, Of., 50 State St. | July 1, 1916                    |
| Kansas City Belt—1st (\$534,000 gu. K.C.F.S.&M.).c<br>Kansas City Clinton & Spring.—1st M., g., guar          |                           | 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                 |              | A. & O.            | do do  | Oct., 1907<br>July 1, 1922      |
| Kan. City Elevated.—1st M. preference bds., gold.o  | * 15                      | 1892         | 1,000            | 2,000,000              | 6 g.<br>5 g. | J. & J.<br>J. & J. | N. Y., Manhat. Trust.<br>New York.                   | July 1, 1922                    |
| First mortgage common bonds, gold   | . 10                      | 1892         | 1,000            | 9 997 000              | See text     | F. & A.            | Boston, Of., 50 State St.                            |                                 |
| Kansas City Ft. Scott & Memphis—Stock<br>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 110.0  | 160                       | 1879         | 100 &c.          | 2,197,000              | 7            | J. & D.            | Bost., Nat. Webster Bk.                              | June 1, 1908<br>Sept. 1, 1910   |
| Ft. Scott So'eastern & M., 1st M. (see text)  | 103                       | 1880         | 1,000            | 571,000                | 7 7          | M. & S.<br>M. & S. | do do do   | Sept. 1, 1910                   |
| Rich Hill RR. 1st M. (see text)   | * 28<br>* 22              | 1880         | 1,000            | 57,000<br>94,000       | 7            | M. & S.            | do do  | Sept. 1, 1910                   |
| Short Creek & Joplin 1st M. (see text)  |                           | 1884         | 1,000            | 492,000                | 7            | M. & S.            | do do  | Sept. 1, 1910                   |
| Kansas & Missouri RR. 1st mortgage  | * 26                      | 1882         | 1,000            | 390,000                | 5            | F. & A.            | do do  | Aug. 1, 1922<br>Var. 1895-96    |
| K. C. Ft. S. & G. Ten-year coupon notes   |                           |              | 5,000&c          | 320,000                | 6            | Various            | Boston, Of., 50 State St.<br>Bost., Nat. Webster Bk. |                                 |
| Consol. mortgage (\$25,000 per mile) not dr'n   | * 671                     | 1888         | 1,000            | 11,974,000             | 5            | A & O              | Boston, Nat. Union Bk.                               |                                 |
| Current Riv. RR. 1st mort., \$20,000 p. m., guar<br>Kan. C.& M. R'y & B'dge 1stM.g.,s.f.,dr'n at 110.         |                           | 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            | 761,000                | 5            |                    | Bost., Nat. Webster Bk.                              | Jan. 1, 1905                    |
| Kan. O. Memph. & Bir.—Gen. mort., \$4,500,000.0   | *                         |              | 500 &c.          |                        |              | Sept. 1            | Boston, Old Col. Tr. Co.                             | Meh. 1, 1934<br>Meh. 1, 1934    |
| Income, non-cumulative, \$7,000,000   | *                         | 1894         | 500 &c.<br>1,000 | 6,340,640<br>1,000,000 | 5<br>6 g.    | M & 8              | Boston,OldCol'nyTr.Co                                | Mch. 1, 1903                    |
| Birmingham equipment M., g., gu. (red. at 110)<br>Memphis Equipment Co., guar., red. at 110                   | *                         | 1890         | 1,000            | 189,000                | 6 8.         | F. & A.            | Boston Office.                                       | Aug. 1, 1905                    |
| Kan. City Northwestern-Mort., gold. See text  | *                         |              | 500 &c.          | See text.              | 5 g.         | J. & J.            |  | Jan. 1, 1933                    |
| Kansas City & Pacific—1st M., gold, int. gu. (end.).  | 125                       | 1890         | 1,000            | 2,500,000              |              |                    | N. Y., Office, 45 Wall St<br>Incomes till 1897.      | Aug. 1, 1990<br>Apr. 1, 1923    |
| Kan. C. Pilts. & Gulf.—1st mort., gold, inc. 4 yrs.   | * 248<br>* 274            | 1893<br>1877 | 1,000<br>100 &c. | 6,200,000<br>5,000,000 |              | A. & O.<br>J. & J  | Boston, 2d Nat'l Bank                                |                                 |
| K. C. St. Jo. & Coun. Bl.—Con. M. (Nos. 1 to 500 pf.) of 1st Ms. Nod. and Tark. Val. RRs. s. f. (dr. at 100). |                           | 1880         | 1.000            | 545,000                |              | J. & D             |  | June 1, 1920                    |
| Kan. City Suburban Belt—Stock   |                           | 1000         | 100              | 4,750,000              | See text.    |                    |  | June 1, 1894                    |
| 1st mortgage, gold  | 0 30                      | 1890         | 1,000            | 1,000,000              |              | J. & D             | Phila., Union Trust Co.<br>Phila. of., 400 Chestnut  | June 1, 1920<br>Feb. 1, 1922    |
| Consol, Terminal Rv. of K. C., 1st M., gold   | * 10                      | 1892<br>1893 | 1,000            | 750,000                |              | F. & A             |  | Feb. 1, 1923                    |
| Union Ter. RR. Co. 1st M. (\$2,000,000) g. guar. C<br>Kansas City & Indep. Air Line 1st M., gold. cs          | * 10<br>r 51 <sub>2</sub> | 1893         | 1,000            | 300,000                | 5 g.         | NE & C             | Phil., Prov. Life & Trust                            |                                 |

LATEST EARNINGS—3 months, [1894, gross, \$103,461; net, \$29,767. July 1 to Sept. 30. [1893, gross, 93,967; net, 28,299. ANNUAL STATEMENT.—Fiscal year ends June 30. In year 1893-94 gross, \$366,493, against \$364,766 in 1892-93; net, \$104,964, against \$116,142; surplus over charges 1892-93, \$30,448. (V. 57, p. 22, 62.)

gross, \$306,493. against \$364,766 in 1892-93; net, \$104,964, against \$116,142; surplus over charges 1892-93, \$30,448. (V. 57, p. 22, 62.)

Kansas City & Allantic RR.—A reorganization in 1893 of the Kansas City Bridge & Terminal and Chicago Kansas City & Texas companies, which see in V. 55, p. 1034; V. 56, p. 246.

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 1893 gross, \$237,988; net, \$139,964; interest, \$117,191; balance, surplus, \$22,773. In 1892 gross, \$233,945; net, \$132,184.

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 Jan. 1 to Oct. 21, 1894 (93 months), gross, \$241, 927, against \$209,601.

ANNUAL REPORT.—Fiscal year ends June 30. Report (see K. C. F.

927, against \$209,601.

ANNUAL REPORT.—Fiscal year ends June 30. Report (see K. C. F. S. & M. report) for 1893-94 showed gross earnings, \$338,528; net, \$129,102; interest, \$163,660; deficit, \$34,558. In 1892-93 gross, \$351,560; net, \$123,200; deficit under charges, \$40,460. (V. 59, p. 878.)

Kansas City Elevated.—Kansas City, Mo., to Kansas City, Kan., 15 miles. Organized in 1892, completed in 1893. Stock authorized and outstanding, \$2,600,000.

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 R., 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. Dividends.—On (year, 1886, 1887, 1888, 1889, 1890, 1891, 1891, none

Organization.—Formed in April, 1888, by consolidation of the Kan.

C. Ft. Scott & Gulf and Kansas City Springfield & Memphis railroads.

Dividends.—On (year, 1886, 1887, 1888, 1889, 1890, 1891, none common since '85, (p. c., 4, 4½, 3½, 3, 3½, 1, since. On preferred (year, 1881, 1882 to 1890, 1891, 1892, 1893, none since 1880, \ p. c., 8½, 8, 4, 8, 5, since.

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 \$277,000 were on June 30, 1894, 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 \$8,192,000 Kansas City Clinton & Springfield bonds—see those co.'s.

LATEST EARNINGS.—From July 1 to Sept. 30 (3 months):

3 months. Gross earns. Net earns. Int., rent., &c. Balance.

\$1,132,494 \$349,666 \$331,144 sur. \$18,522

1,139,362 248,681 338,126 def. 89,445

GENERAL FINANCES.—Kansas City Springfield & M. 6s due May 1, 1894 were paid in cash, and K. C. Ft. S. & M. consols, were held in

1,139,362 248,681 338,126 def. 89,445
GENERAL FINANCES.—Kansas City Springfield & M. 6s due May 1,
1894, were paid in cash, and K. C. Ft. S. & M. consols. were held in
treasury June 30, 1894, subject to sale therefor. On June 30, 1894,
bills payable, \$762,889; equipment notes, \$259,718. Cash on hand,
\$202,205; common stock in treasury, \$99,000, included in table.

ANNUAL REPORT.—Report for 1893-94 was in V. 59, p. 877. The
earnings given below are on the 671 miles owned.

Venrend, June 30, 1894, 1892

 Year end. June 30.
 1894.
 1893.
 1892.
 1891.

 Gross earnings.
 \$4,406,740
 \$5,111,152
 \$4,991,278
 \$4,703,142

 Net earnings.
 \$1,269,187
 \$1,308,217
 \$1,356,603
 \$1,313,924

 Interest and miscell.
 1,125,841
 1,104,606
 1,111,644
 1,068,846

 Bal., incl. other inc. \$143,346 \$203,611 Dividends paid...... 137,490

\$143,346 sur.\$66,121 sur.\$24,975 sur.\$47,909 For 1891-92 paid deficits on the Current River RR. and the Kansas City Clinton & Springfield RR. amounting to \$72,829; in 1892-93 to \$53,596; in 1893-94 \$75,113. (V. 57, p. 298, 851; V. 59, p. 228, 877.)

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.

REORGANIZATION.—The reorganization plan presented in Dec., 1893 [see V. 57, p. 938], provides for the issue of \$4,500,000 bonds dated March 1, 1894, to bear interest at 2 p. c. first year, 3 p. c. second year and 4 p. c. thereafter, and for \$7,000,000 non-cumulative 5 p. c. incomes. Holders of old firsts, coupon extension notes and overdue coupons to receive 40 p. c. of face of such securities in new bonds at par and 80 p. c. in incomes. The old stock is not disturbed.

Jan. 5, 1894. Kan. City & Beatrice bought by Mo. Pacific in May, '94.

BONDS.—Mortgage for \$3,500,000 (Mercautile Trust Co., N. Y., trustee) issued in July, 1894. Of the bonds, \$900,000 are series "A," "preferred" as to principal and interest, and are redeemable after 5 years at 105, proceeds of which used to pay purchase price, etc. Balance of issue for betterments. Road belongs to Mo. Pac. V. 59, p. 152. In year 1893 gross earnings of K. C. W. & N. W. were \$325,094; nett, \$45,403; other income, \$34,365; rentals, \$25,907; taxes, interest, etc., on receiver's certificates, \$42,218; rental, etc., of equipment, and other charges, \$95,746; deficit for year, \$84,103. (V. 59, p. 152.)

Kansas City Pittsburg & Gulf.—(See Map.)—Operates road from Kansas City, Mo., to Siloam Sprigs, Ark., 230 miles, of which 206 miles, Grand View, Mo., to Siloam, Ark., owned and 24 trackage; also trackage from Texarkana to Morris Ferry, Ark., 44 miles.

History.—Chartered in 1887 as Kansas City Nevada & Ft. Smith.

HISTORY.—Chartered in 1887 as Kansas City Nevada & Ft. Smith. Name changed to present title in Jan., 1893. In Nov., 1894, the Texarkana & Ft. Smith was merged. Completed from Hume to Siloam Springs in 1893. Contract let to Arkansas Construction Co. for construction to Shreveport, La., from whence the K. C. Shreveport & Gulf (chartered in Sept., 1894,) will build to Sabine Pass on Gulf of Mexico. V. 59, p. 651. Congress has granted right of way in Indian Territory. Stock authorized, \$25,000 per mile; outstanding in Nov., 1894, \$6,200, 200. pg \$100.

Stock authorized, \$25,000 per mile; outstanding in Nov., 1894, \$6,200,000; 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 Co., of Kansas City, Mo., and the State Trust Co., of N. Y., trustees. Earnings.—From Jan. 1 to Oct. 31, 1894 (10 months), gross \$298,452, against \$137,607 in 1893. New York office. 36 Walf Street. (V. 56, p. 668; V. 57, p. 422, 1039; V. 59, p. 651, 879.)

Kansas City & Pacific.—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), a dif 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.—See mag.

\*\*Ransas City St. Joseph & Council Bluffs.—(See mag-Ohicago Burlington & Quincy.)—Owns from Kansas City to Council Bluffs, 197 miles, branches 58 miles, proprietary lines (Nodaway Valley and Tarkio Valley railreads), 61 miles; total operated, 316 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 1893 gross earnings were \$2,019,008; net, \$869,118; interest, rentals, &c., \$412,466: dividend (8.65 p. c. Dec. 31, 1893), \$455,267; balance, surplus, \$1,385. In 1892, net, \$803,654.

\$455,267; balance, surplus, \$1,385. In 1892, net, \$803,654.

Kansas City Suburban Belt.—(See Map.)—ROAD—Extends from Second Street and Broadway around Kansas City, via the East Bottoms and the valley of the Blue and Brush Creek, providing terminal facilities for the railroads centering at Kansas City, and furnishes quick transit from the manufacturing suburbs along the Blue Valley. By connection with Union Terminal RR., 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 northwest, west and southwest.

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

| RAILROADS.  | Miles  | Date   | Size, or   |                       | IN                                      | PEREST   |   | Bonds-Prince  |
|---|--|--|--|-----------------------|---|--|---|---|
| or explanation of column headings, &c., see notes<br>on first page of tables.   |  | of   | Par<br>Value.  | Amount<br>Outstanding | Rate per<br>Cent.                       | When<br>Payable  | Where Payable, and by   | pal, When Due<br>Stocks—Last<br>Dividend.   |
| K. C. Sub. Belt (Con.) K.C. & I.A. L. 2d M. (\$200,000) Kansas Otty Watkins & Gulf—1st mort., gold c. Kearney & Black Hills—1st mortgage. C. Kentucky & Indiana Bridge—1st mortgage, gold 2d mertgage, gold 2d mertgage, gold 12d mertgage, interest guar. C. R. I. & P c. Kentucky Union—See Lexington & Eastern. 12d mortgage, interest guar. C. R. I. & P c. Keokuk & Western—Common stock 1. & P c. Keokuk & Western—Common stock 1. & P c. Kings Oounty Elevated—Stock 12d mortgage, gold. series "A." \$550,000 per mile c. Funded coup. scrip of 1890 12d mortgage, gold c. Kingston & Pembroke—1st M., gold, (redem. at 105). Kingson of Pembroke—1st M., gold, (redem. at 105). Kingson of Pembroke—1st M., gold, (redem. at 105). 2d mortgage, gold c. Kanger. & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. c. kingston & Ohio—1st mort., gold, guar. by rent. c. kingston & Ohio—1st mort., gold, guar. by rent. c. kingston & Ohio—1st mort., gold, guar. by rent. c. kingston & Ohio—1st mort., gold, guar. by rent. | 6<br>384<br>113<br>70<br>66<br>36<br>36<br>725<br>725<br>725 | 1893<br>1890<br>1890<br>1881<br>1889<br>1886<br>1898<br>1885<br>1890<br>1889<br>1885<br>1894<br>1888<br>1887<br>1887<br>1887 | \$&\$\frac{1}{8}\$, \$\frac{1}{8}\$, \$\fr | 2,750,000             | 5 g. 6 g. | M. & N. M. & S. A. & S. C. L. & D. J. & J. & | N. Y., Office, 13 Wm. St. do do N. Y., Cuyler, Morgan N.Y., Mercantile Tr.Co. | May 1, 192<br>Mar., 1911<br>April, 1919<br>Dec., 1916<br>June 1, 192<br>Aug. 1, 191<br>May 1, 189<br>Oct. 1, 192<br>Oct. 1, 192<br>Oct. 1, 189<br>Dec. 1, 190<br>Jan. 1, 192<br>Apr. 1, 190<br>Mch. 1, 192<br>Jan. 1, 191 |

ORGANIZATION.—In 1892 consolidated with the Consol. Terminal Ry Co., and in January, 1893, bought the entire capital stock of the Kansas City & Independence Air Line Company. (V. 55, p. 995.) Capital stock is \$4,750,000. all of which has been issued.
Dividend of 2 per cent in stock was paid Nov. 1, 1893, and 2 p. c. in stock in May, 1894. Trustee of the Suburban Belt mortgage is the Missouri Kansas & Texas Trust Co., of Kansas City.

EAPNINGS—From Lap 140,004 31, 1894, (10 months), gross FOLS.

EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross \$218,-442, agst. \$202,295 in 1893. N. Y. office, 36 Wall St.—(V. 58, p. 1072.)

Kansas City Watkins & Gulf.—See Supplement of September 1894. President, J. B. Watkins, Lawrence, Kansas.

Kausas City Wyandotte & Northwestern.—See Kansas City Northwestern.

Kearney & Black Hills .- See Supplement of Sept., 1894.

Kearney & Black Hills,—See SUPPLEMENT of Sept., 1894.

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; also operates New Albany Belt & Terminal RR., 2 miles, and owns Louis. & New Albany Ferry Co. and N. Albany Street Car Co. RECEIVERSHP.—Defaulted on coupons Sept., 1893. See V. 57, p. 510, 596. John McLeod, F. W. Tracy and S. M. Felton are receivers. Reorganization, giving Balt. & Ohio RR. control, was said to be under way. See V. 57, p. 722. Petition to foreclose terminal mortgage was filed at Louisville in October, 1894. New Albany Belt first mortgage bond-holders' committee was appointed in October, 1894.

SECURTIES.—Capital stock \$1.700.000 (mar \$100). City of New Al-

SECURITIES.—Capital stock \$1,700,000 (par \$100). City of New Albany, Ind., guarantees \$250,000 of 1st mortgage bonds.

INTEREST PAYMENTS.—First mortgage interest due Sept. 11, 1893, was paid at Louisville Trust Co. on July 1, 1894, and the March 11, 1894, int. paid at American Nat. Bank of Louisville, Ky., Sept. 1, 1894. In 1892-93 gross earnings were \$215,343; net, \$126,703; interest, \$100,000. In 1891-92 gross, \$198,359. (See V. 57, p. 510, 596, 683, 722; V. 58, p. 682, 773; V. 59, p. 697.)

Kentucky Midland.—Owns road Frankfort, Ky., to Paris, Ky., 40 miles; completed in 1890. Extensions projected. Stock authorized, \$1,250,000; issued, \$910,000; par, \$100. First mortgage is for \$5,000,000, trustee, Central Trust Co. In October, 1894, Geo. B. Harper was appointed receiver. In year 1892-93 gross, \$67,614; net, \$11,622. In 1891-92 gross, \$63,383; net, \$13,537.

Kentucky Union .- See LEXINGTON & EASTERN.

Kentucky Union.—See Lexington & Eastern.

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 each \$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 eash 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.

Keokuk & Western.—Owns Alexandria, Mo., to Van Wert, Ia., 143 m.; operates to Keokuk, 5 m. Organized in 1886 after foreclosure. MORTGAGE NOTE.—A 6 per cent note for \$200,000, secured by mort gage, 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.; 1894, June, 1 p. c.; October, 1 p. c.

Kings County Elevated.—Owns double-track road through Fulton Street, Brooklyn, to former city line, 6:14 miles; leases Fulton Elevated, former city limits to Montauk Ave., thence to new city line, 3:78 miles, of which Logan St. to terminus, 0:9 miles, completed in July, 1894. Extension from Fulton St. and Franklin Ave. to connect with Brooklyn & Brighton Beach RR. is proposed.

STOCK.—Under plan below mentioned company is to absorb the Fulton Elevated company. In October, 1894, K. C. stock was increased from \$3,250,000 to \$4,750,000, the increase to be issued in exchange for like amount of Fulton stock. In November the exchange had not been affected.

BONDS.—Interest on second mortgage bonds for three years ending

been affected.

Bonds.—Interest on second mortgage bonds for three years ending Oct. 1, 1892, was funded into scrip.

A plan of readjustment proposed in June, 1894, and given in V. 58, p. 1034, was as follows:

\$3,377,000 K. C. 2d mortgage 5s with one year's interest added, to receive new income non-cum. debenture 6s.

\$448,950 funded coupon scrip of 1890 to receive new 2d mortgage \$448,950 funded coupon scrip of 1890 to receive new 2d mortgage \$48,950 funded coupon scrip of 1890 to receive new 2d mortgage for floating debt and future needs.

It is also proposed to consolidate the Fulton and Kings County companies, bringing the Fulton road under the Kings County 2d mortgage. 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 \$198,133 September 30, 1894; unpaid interest on seconds and scrip, \$182,797; subscription to income bonds, \$237,633.

Kingston & Pembroke,—See Supplement of March, 1894. I ct., 1894, Joseph Gordon of Kingston, Ont., was appointed receiver.

Knoxville Cumberland Gap & Louisville,—Knoxville, Tenn., with tunnel at Cumberland Gap, to L. & N. at Middles, boro, 74 miles; branches, 7 miles. Default on 1st mortgage coupons occurred December 1, 1892, and Clarence Cary was made re-ceiver. Receiver's certificates for \$88,000 issued in July, 1894 for building bridges. Mortgage trustee Central Trust Co. Stock paid in, \$2,730,000; par, \$100. Current liabilities July 1, 1892, \$508,377. EARNINGS.—In year 1892-93 gross, \$157,840; deficit from operating, \$20,195, against net of \$29,418 in 1891-92. (V.55, p. 1078.)

Knoxville & Ohio.—Owns from Knoxville, Tenn., to Jellico, Tenn., and branch, 69 miles Leased Nov. 1, 1888, to Ea.4 Tenn. Va. & Ga. for 99 years for net earnings, but interest or bond graranteed by rental. Lease assumed by Southern Ry. Co. and first mortgage 68 left undisturbed. Stock is \$1,122,200. Southern Railway owns \$767,000 of the stock pledged under its consolidated mortgage of 1894.

Alliance, O., 36 miles. Major E. E. Scranton appointed receiver in November 24, 1893. See V. 57, p. 938. This road is to be sold.

Earnings, 9 months, 1894.....gross, \$53,911; net, \$7,251 Jan. 1 to Sept. 30, 1893....gross, 58,280; net, 9,438 Jan. 1 to Sept. 30, (1893.....gross, 58,280; net, 9,438 In year 1893 gross, \$77,792; net, \$13,388. In 1892 gross, \$83,659; net, \$20,768. (V. 57, p. 938; V. 58, p. 716.)

Lake Erie & Western Hailroad.—(See Map.)—Owns from Sandusky, O., to Peoria, Ill., 420 miles, and branch to Minster, 10 miles, Indianapolus to Michigan City, 162 miles; Fort Wayne to Connersville and branch to Rushville, 133 miles; total, 725 miles, of which 691 steel.

and branch to Rushville, 133 miles; total, 725 miles, of which 691 steel.

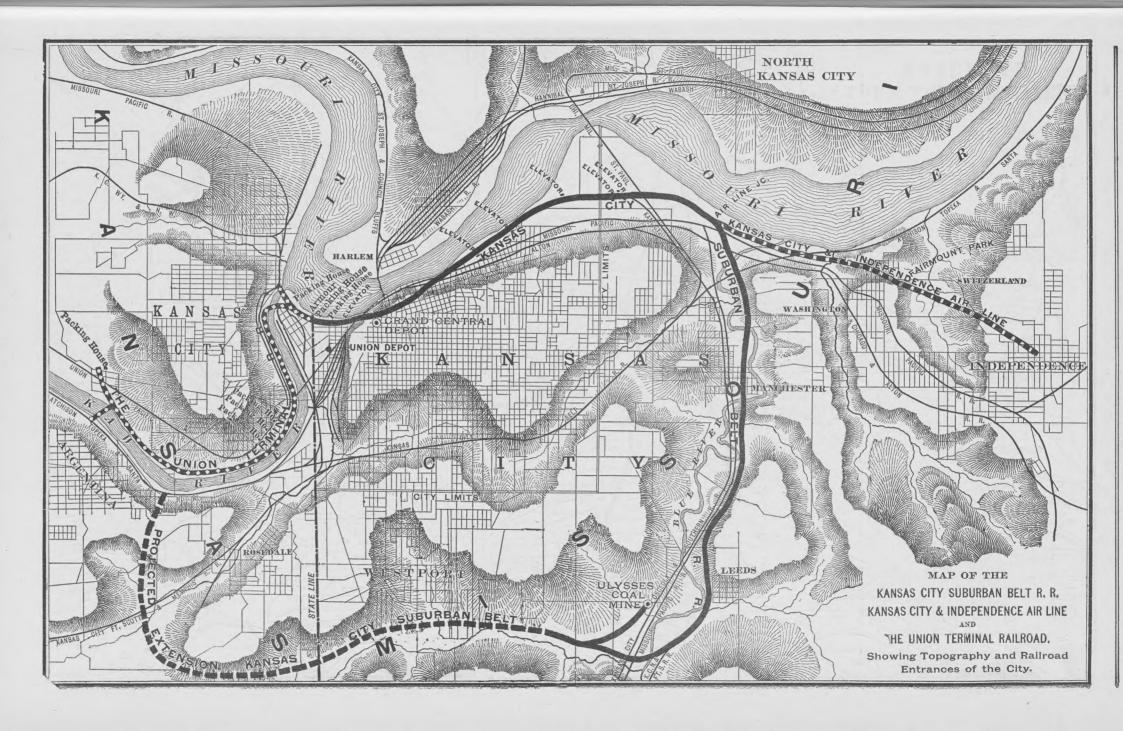
HISTORY, ETC.—Company formed in 1887 after foreclosure of the Lake Erie & Western Railway. In March, 1887, purchased Indianapolis Peru & Chicago, 162 miles, and in June, 1890. acquired Fort Wayne Cin. & Louisville. (See V. 50, p. 590.) The terminals at Indianapolis, Peoria, Fort Wayne and New Castle are operated partly under lease. The company lets about 88 miles of trackage and terminal rights, receiving about \$57,000 yearly. Purchase of Indiana Decatur & Western was reported under consideration in November, 1894.

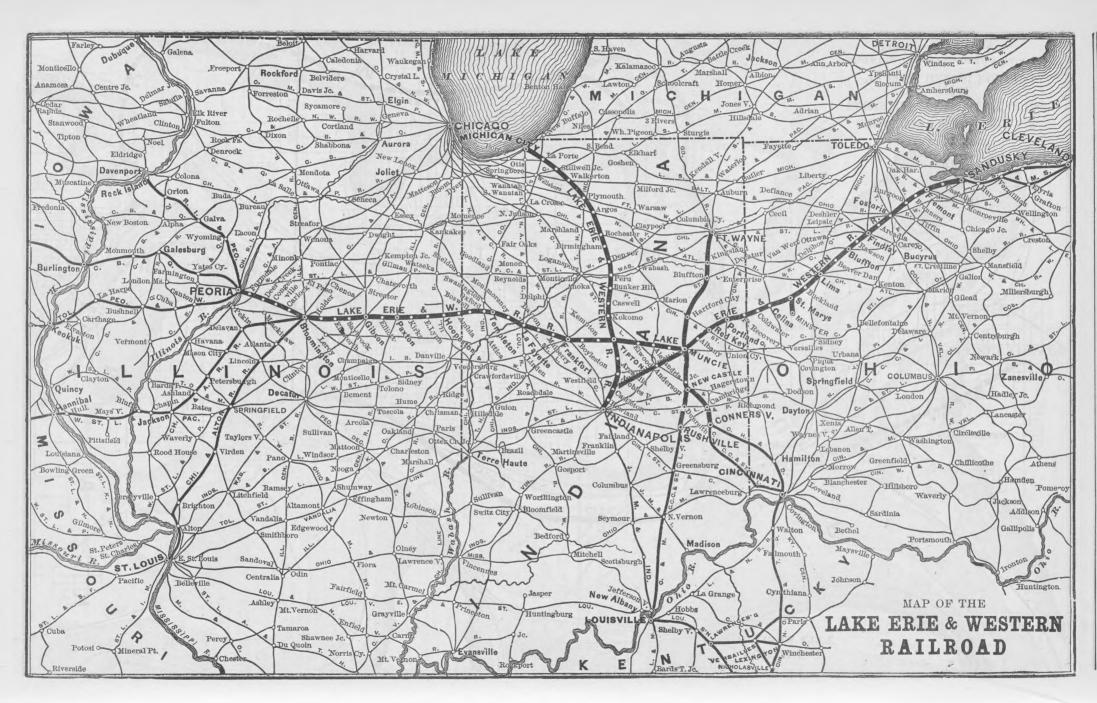
DIVIDENDS | Year. 1890. 1891. 1892. 1893. 1894. on preferred— | Per ct. 4 4 4 4 5 5 BONDS.—Abstract of first mortage (Central Trust Company and A. L.

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.

LATEST EARNINGS.—January 1 to September 30 (9 months):

\$455,479 Balance, surplus. \$322,803 \$393,659 \$221,407





| RAILROADS.  | Miles    | Date            | Size, or |                        | INT               | TEREST             | OR DIVIDENDS.  | Bonds—Princ              |
|---|----------|-----------------|----------|------------------------|-------------------|--------------------|--|--------------------------|
| or explanation of column headings, &c., see notes<br>on first page of tables.                         |          | of<br>Bonds     | Par      | Amount<br>Outstanding  | Rate per<br>Cent. | When<br>Payable    |  |                          |
| ake Shore & Michigan Southern—Stock   |          |                 | \$100    | \$49,466,500           | See text.         | F. & A.            | N.Y., Grand Cent. Office.                            | Aug. 1, 189              |
| Guar. 10 per cent stock (Mich. So. & No. Ind.)  |          |                 | 100      |                        | 10 peran          |                    |  | Aug. 1, 189              |
| Buffalo & Erie 1st m. (Buffalo, N.Y., to Erie, Pa.).c   |          |                 | 500 &c.  | 2,755,000              | 7                 | A. & O.            |  | Apr. 1, 189              |
| Lake Shore div. bonds (Buffalo to Toledo, O.) c   |          | 1869            | 1,000    | 1,355,000              | 7                 | A. & O.            |  | Apr. 1, 189              |
| Consol. 1st mort.sink.fund \$250,000 yearly.car   |          | 1870            | 1,000    | 15,140,000             | 7                 | See text           |  | July 1, 190              |
| Consol. 2d mort. (for \$25,000,000), doc&r  | 859      | 1873            | 1,000    | 24,692,000             | 7                 | J. & D.            |  | Dec. 1, 190              |
| Detroit Monroe & Toledo 1st mortgage, guarc   | 62       | 1876            | 1,000    | 924,000                |                   | F. & A.            |  | Aug. 1, 190              |
| Kalamazo & White Pigeon 1st mort., guar   | 37       | 1890            | 1,000    | 400,000                | 5 g.              | J. & J.            |  | Jan. 1, 194              |
| Bat. Cr. & Stur. 1st M., g., guar. p. & i. (see M.Cen.)   | 41       | 1889            | 1,000    | 79,000                 | 3 g.              | J. & D.            |  | Dec. 1, 198              |
| Sturgis Goshen & St. L. 1st mort., g., p. & i. guar.  | 29       | 1889            | ******   | 322,000                | 3 g.              | J. & D.            |  | Dec. 1, 19               |
| Kal. Allegan & Gr. Rapids stock, 6 p. c. guar   | 58       | 1000            | 100      | 610,000                | 6 per an.         | A. & O.            |  | Oct. 1, 18               |
| 1st mortgage, guaranteed  | 58       | 1888            | 1,000    | 840,000                | 5                 | J. & J.            |  | July 1, 19               |
| Jamestown & Frank. 1st M. (L.S. owns \$251,000).c   |          | 1863            | 1,000    | 298,000                | 7                 | J. & J.            |  | Var. to J'ly,            |
| Erie & Kalamazoo (leased) st'k, Toledo to Adrian  | 26       | ****            | *****    | 300,000                | 10 p. an.         | F. & A.            | N. Y., Gr. Cent. Station.                            | Aug., 1894               |
| ake Shore System-Mahoning Coal RRStock  | 43       |                 | 50<br>50 |                        |                   |                    | N. Y., Gr'd Cent. Stat'n.                            | Aug. 1, 18               |
| Preserred stock, guaranteed 5 p. c. See text  | 43<br>43 | 1004            |          |                        |                   |                    | N. Y., Union Trust Co.                               | July 1, 18               |
| 1st M., Youngs. to And., etc., guar. p.&i.(end).c   |          | 1884<br>1893    | 1,000    | 1,500,000<br>5,500,000 |                   | J. & J.<br>J. & J. | do do<br>N.Y.Farm'L.&T.& Chic.                       | July 1, 19               |
| ake St. (Chic.) Elevated-1st M. \$6,500,000, gold.  | 712      |                 | 1,000    |                        |                   | J. O. J.           | N. I. Farm L. & L. & Chie.                           | July 1, 19               |
| ear. Top. & S. W.—1st M., 2 guar. by At. & 2 by Un. P.  | 46<br>41 | 1882<br>1881    | 1,000    | 1,380,000              | 4 g.              | J. & J.<br>J. & J. | July, '93, coup. last pd.<br>N. Y., Nat. Exch. Bank. | July 1, 19<br>July 1, 19 |
| ehigh & Hudson River-1st M.,g.,int.red'c'dto 5p.c.  | 63       | 1887            | 1,000    | 209,800                | 5                 | J. & J.            | do do  | July 1, 19               |
| 2d mortgage   | Text.    |                 | 500 &c.  | 385,000                | 6                 | A. & O.            |  | 1899 & 19                |
| Warwick Valley 1st & 2d Ms. (\$240,000 2ds,1912)  | TOAU.    | 1880            | 10000    | 65,000                 | 6                 | J. & J.            |  | Jan. 1. 19               |
| Wawayanda RR. 1st mortgage<br>Leh, & Hud. River Con.M.for \$3,000,000,golde*                          | 63       | 1890            | 1,000    | 584,000                | 5 g.              | J. & J.            |  | July 1, 19               |
| ehigh & Lackawanna-1st mort. (\$100,000)  | 25       | 1877            | 500      | 100,000                | 7 8.              | J. & D.            |  | Dec. 1. 19               |
| ehigh Valley—Stock (\$106,300 is 10 p. c. pref.)  |          | No. of the last | 50       | 40,441,310             |                   |                    | Phila., 228 So. Third St.                            | See text.                |
| 1st mortgage, coupon and registered   | 101      | 1868            | 1.000    | 5,000,000              | 6                 |                    | Reg. atoffice; cp. Bk. N. A.                         | June 1, 18               |
|   | 101      | 1870            | 1,000    | 6,000,000              | 7                 | M & S              | Phila. Of., 228 So. 3d St.                           |                          |
| 2d mortgager<br>Con. M., sterling, g.,s.f.2 p.c.y'rly, dr'n at par.c&r                                |          | 1873            | 1,000    | 1,329,000              | 6                 | J. & D.            |  | Dec. 1, 18               |
| do coup. and regis., \$4,762,000 are 4\(^1\)2s.c&r  |          | 1873            | 1,000    | 10,400,000             |                   |                    | Reg.at office; cp.Bk.N.A.                            | Dec. 1, 19               |
| do coup. and regis., \$4,762,000 are 4 <sup>1</sup> 2s.c&r annuity, \$2,538,000 are 4 <sup>1</sup> 2s | 285      | 1873            | 1,000    | 11,000,000             |                   |                    | Phila., Of., 228 So. 3d St.                          | Irredeemab               |
| Leh. Val. of N.Y., 1st M., gold, gu. p. & i. (end.) c*&r  |          | 1890            | 1,000    | 15,000,000             | 4100              | J & J              | N.Y., Merch. N. Bk. & Ph.                            | July 1, 19               |
| Leh. Val. Terminal 1st M. g., gu. p.&i., end., e &r.  | 31       | 1891            | 1,000    | 10.000.000             |                   | A. & O.            |  | Oct. 1. 19               |

Lake Shore & Michigan Southern.—(See Map N. Y. Central.)
Operates from Buffalo to Chicago with branches. The system, wellshown on the map, is made up as below. The main line (540 miles)
includes 26 miles betweenToledo and Adrian, Mich., under lease from
the Erie & Kalamazoo.

Road owned directly. Miles. Buffalo, N. Y., to Chicago, Ill. 540 Sundry branches. 319 Entire stock owned. Detroit & Chicago. 62 Detroit Monroe & Toledo. 62 Kalamazoo & White Pigeon. 37 Northern Central Michigan. 61 Sturgis Goshen & St. Louis, &c. 45 Leased, [¶see this Co...] Miles. Kalamazoo A. & G. R. 59 Jamestown & Franklin. 51 Mahoning Coal RR. 50 Erie & Kalamazoo (26 m.) Text. Detroit Hillsdale & S. W. ¶ 65 Fort Wayne & Jackson. ¶ 98 Grand tot. oper. Jan. 1, 94.1,449

Of the main line 499 miles has double track. By control of "Nickel late" the Lake Shore has still another line from Buffalo to Chicago.

Organization, &c.—A consolidation on 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 &R. [see Lake Shore "System" below] and owns (besides the entire stock of the proprietary lines) \$2,000,050 Pittsburg & Lake Erie stock.

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 Year. 1887. '88. '89. '90. '91. '92. '93. '94. com. since '86 P. ct. 4 4 5 5 6 6 2 6 2 6 6

Bonds.—Interest on the consol. first mort, is paid on coupon bonds J. & J., on registered bonds Q.—J. The first consol, 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 \$5,750,000 Jan. 1, 1894.

GUARANTIES.—In addition to securities in table above, company guarantees by endorsement on each bond \$1,000,000 Cincinnati & Springfield 1st 7s, described under Cl. Cin. Ch. & St. Louis. See also Detroit Hilsdale & S. W. and Fort Wayne & Jackson.

GENERAL FINANCES, &c.—Vanderbilt road having a large business greatly dependent on traffic from competitive points.

Nothing has been charged to construction or equipment account since 1883, the outlays therefor charged to operating expenses amounting in 1893 to \$2,164,619 for new equipment and \$478,822 for construction, these items being exclusive of expenditures for renewals. Profit and loss surplus Jan. 1, 1894, \$12,019,106.

LATEST EARNINGS .- For 6 months ending June 30:

6 mos.— 6 ross. Net. Int., rent., etc. Div'nds. Bat., surp 1894...\$9,396,327 \$3,201,241 \$1,680,000 (3) \$1,483,995 \$37,246 1893...11,816,580 3,437,910 1,680,000 (3) 1,483,995 273,915

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held the first Wednesday in May, at Cleveland. The annual report for 1893 was published in V. 58, p. 754, 772.

Years— 1890. 1891. 1892. 1893. 1,445 Total gross earnings \$20,865,760 \$21,431,385 \$22,415,382 \$23,685,932 Oper. exp. & taxes. 14,220,481 14,632,675 15,830,190 17,123,913

 
 Net earnings...
 \$6,645,279
 \$6,798,710
 \$6,612,192
 \$6,562,019

 P.o.of op.ex. to ear'gs
 68:15
 68:27
 70:50
 72:29

 Net, incl. oth. inc'me
 \$7,144,037
 \$7,254,333
 \$7,095,433
 \$7,021,151
 

Surplus over divs. - \$332,555 \$471,450 \$268,837 \$228.654

-(V. 56, p. 375, 500, **733**, **751**, 923, 1056; V. 57, p. 6, 342, 894, 1064, 1083; V. 58, p. 384, **754**, **772**, 902, 1073, 1092; V. 59, p. 423, 780.)

Lake Shore System.—Mahoning Coal RR.—Owns from Youngstown to Andover, O., and branch, 50 miles. Leased in perpetuity for 40 per cent of gross earnings to Lake Shore, which Jan. 1, 1894, 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. 8 p. c.; in 1894, Feb., 5 per cent; Aug., 3 per cent. Gross earnings in 1893 were \$591,877, against \$614,502 in 1892; rental, \$245,134; surplus over interest and dividends, \$15,228.

Lake Street (Chicago) Elevated.—Owns in Chicago a double-track elevated railway, Market St. from Madison St. to Lake St., thence to the Western city limits; also a single track loop from Market St., through the business centre, making altogether 7½ miles. Road turned ever to the company by the contractor March 1, 1894.

STOCK, fully paid, \$10,000,000; par, \$100. Bonds—Provision was 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 extensions of road and equipment. 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. Union Pacific ceased operating this road in March, 1894. C. L. McLellan appointed receiver April 20. Bill of foreclosure filed in April. V. 58, p. 716. Stock (\$1,380,000) is owned \$550,900 each by Un. Pac. and Atch. Top. & Santa Fe. Of the bonds \$690,000 are guar. by U. P., the balance by Atchison. Coupons due Jan. 1, 1894, were not paid. Accounts payable were \$1,046,350 Jan. 1. 1894. In 1893 gross \$29,341; deficit from operating, \$30,151, against \$30,735 in 1892; interest charges and taxes, \$64,108; deficit under charges in 1893, \$94,259. (V. 58, p. 430, 512, 716.)

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 1892-93 gross, \$64,652; deficit under oper. exp., \$6,921, against \$9,192 in 1891-92.

\$64,652; deficit under oper. exp., \$6,921, against \$9,192 in 1891-92.

Lehigh & Hudson River.—Owns from Greycourt, on Erle 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 R.B., Belvidere to Phillipsburg, 13 miles; other mileage, 3 miles; total operated, 90 miles. In August, 1888, the Central of N. J. purchased about one-third the company's stock, and this, with the stock held by the Lehigh Coal & Nav. Co., controls the road. Cartusts, June 30, 1894, \$104,595; loans and bills payable, \$397,946. Stock, \$1,340,000; par, \$100. Warwick Valley 1st mort. covers 15 miles of road; 2d mort. covers 22 miles.

EARNINGS.—In year ending June 30, 1894, gross, \$480,856; net, \$133,128; other income, \$16,801; interest, rentals and taxes, \$142, 271; balance, surplus, \$7,658. In 1892-3, gross, \$507,167; net \$164,606. Grinnell Burt. President, 80 Broadway, N. Y. City. (V. 55, p. 298, 543, 935, 1076; V. 56, p. 290, 836; V. 57, p. 510, 1082; V. 58, p. 345, 864; V. 59, p. 291, 421.)

Lehigh & Lackawanna.—(See Map Central RR. of New Jersey,)

Lehigh & Lackawanna,—(See Map Central RR. of New Jersey.)
—Owns from Bethlehem, Pa., to Wind Gap, Pa., 25 miles Operated by Central of N. J. under special contract. Stock \$370,500; par, \$50. Second mortgage for \$500,000 is held by the Lehigh Coal & Nav. Co. and no bonds issued.

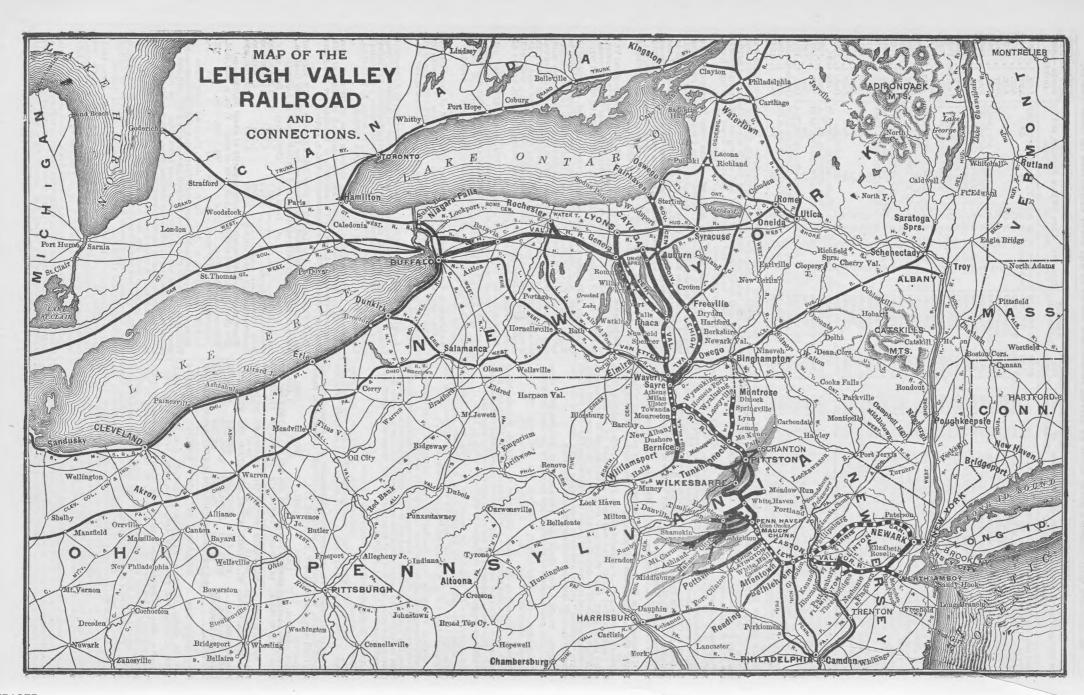
Lehigh Valley.—(See Map)—Main line, Jersey City, N. J., opposite N. Y. City, to Buffalo, N. Y., 448 miles; branches to Audenried, Tomhicken, Hazleton, &c., 442 miles; Southern Central Railroad, 114 miles; State Line & Sullivan Railroad, 24 miles. Total system 1,028 miles; second track, 525 miles. Trackage: Penn. RR., 59 miles; N. Y. Central, 15 miles; Penn. Division of Pa. 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. Lease to Philadelphia & Reading for 999 years from December 1, 1891, was terminated Aug. 8, 1893.

COAL PROPERTY.—The Lehigh Valley RR. Co. owns 3,619 acres of coal lands and all the (\$650,000) stock of the Lehigh Valley Coal Co., which in turn owns anthracite coal and surface lands as follows:

Total acres. Coal games

 $Est^*d.\ yield$  124,000,000 111,000,000 47,000,000 50,000,000



| RAILROADS.   | Miles       | Date   | Size, or |                       | IN'               | TEREST          | OR DIVIDENDS.                  | Bonds-Princ                               |
|--|-------------|--------|----------|-----------------------|-------------------|-----------------|--------------------------------|---|
| For explanation of column headings, &c., see notes<br>on first page of tables. | of<br>Road. | of     | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where Payable, and by<br>Whom. | pal, When Due<br>Stocks—Last<br>Dividend. |
| Leh. Val. (Con.)-Penn. & N. Y1st M. endc*&r.                                   | 105         | 1866   | \$1,000  | \$3,000,000           | 7                 | J. & D.         | Phila., Bk. N. America.        | June,'96&'0                               |
| Penn. & N.Y.Gen.M., \$10,000,000, gu.p.&i.(end.)r                              | 105         | 1888   | 1,000    | 7,000,000             | 4 & 5             | A. & C.         | Phila., Lehigh Val. RR.        | Apr. 1, 193                               |
| Easton & Amboy, 1st M. Easton to P. Amboy, guar.                               | 60          | 1880   | 1,000    | 6,000,000             | 5                 | M. & N.         | Phila., Of., 228 So. 3d St.    | May 1, 192                                |
| Delano Land Co. bonds, gold, guar. p. &i. (end.)                               | ****        | 1892   | 1,000    | 1,200,000             | 5 g.              | J. & J.         | do do                          | Jan. 1, 193                               |
| Morris Canal stock, 4 p. c., guar. 999 years                                   | ****        |        | 100      | 1,025,000             | 4 per an          | F. & A.         | do do                          | Aug. 1, 188                               |
| Preferred stock, 10 p. c., guar. 999 years                                     | ****        |        | 100      | 1,175,000             | 10 per an         | F. & A.         | do do                          | Aug. 1, 189                               |
| L.V.Coal Co.1st M.\$12,000,000,g.s.f.,not drn.c*&r                             |             | 1893   | 1,000&c  | 3,400,000             | 5 g.              | J. & J.         | N. Y. and Philadelphia.        | Jan. 1, 193                               |
| Snow Shoe, 1st mortgage, not guaranteedr                                       |             |        | 500      | 500,000               | 5                 | T & T           |                                | Jan. 1, 191                               |
| Lexington & Eastern-1st M. and gen. M. See text.                               |             | 1894   |          | 2,500,000             | 5 9.              |                 |                                | 1900 & 193                                |
| Little Miami-St'k,com.,gu.8 p.c.,99 yrs.,P.C.&St.L.                            | ****        |        | 50       | 4,943,100             | 8 per an.         | QM.             | Cinn., Office, 1st Nat.Bk.     | Sept. 10, 18                              |
| Street con. 2d mort. (now 1st.)  |             | 1864-8 | 1,000    | 275,000               | 6                 | Various         | do do                          | 1898                                      |
| Renewal mortgagec  | 84          | 1882   | 1,000    | 1,500,000             | 5                 | M. & N.         | N. Y., Bank of America.        | Nov. 2, 19                                |
| Betterment bonds (\$3,000,000) convertible                                     | 84          | 1892   | 1,000    | 694,000               | - 1               | A. & O.         | do do                          | Apr. 1, 19                                |
| Attle Rock & Memphis-First mortgage, golde                                     | 133         | 1887   | 1,000    | 3,250,000             | 5 0               | M. & 8          | See text                       | Sept. 1, 19                               |
| Little Schuylkill—Stock  | 28          |        | 50       | 2,487,850             | 7 per an.         | J. & J.         | Phila., Of., 410 Walnut        | July 10, 18                               |
| Long Island—Stock  |             |        | 50       | 12,000,000            | See text.         | QF.             | N. Y., Corbin Bank'g Co.       | Nov. 1, 18                                |
| 1st mort., main line, L. I. City to Greenportc*                                | 94          | 1868   | 500      | 1,121,000             | 7                 | M. & N.         | do do                          | Mov 1 10                                  |
| 2d mortgagee*  | 158         |        | 100 &c.  | 268,703               |                   | F. & A.         |                                | May 1, 18<br>Aug. 1, 19                   |
| Consol. mortgage, gold, \$5,000,000  | 180         | 1881   | 1,000    | 3,610,000             | 5 g.              | QJ.             | do do                          | July 1, 19                                |
| General mortgage, golde*   | 180         | 1888   | 1,000    | 3,000,000             |                   | J. & D.         | do do                          | June 1, 19                                |
| Metropolitan Ferry Co. 1st M., gold, red. at 110.e*                            |             | 1887   | 500 &c.  | 1,250,000             |                   | M. & N.         | do do                          | Nov. 1. 19                                |
| L. I. RR. mort. on ferry for \$2,750,000, goldc*                               |             | 1892   | 1.000    | 1,500,000             | 4100              | M. & S.         | do do                          | Mch. 1, 19                                |
| Mortgage bonds of 1932 for \$500,000, gold                                     |             | 1892   | 1,000    | 325,000               | 4 g.              | J. & D.         | do do                          | June 1, 19                                |
| Debenture bonds (\$1,500,000)  |             | 1894   |          | 1,275,000             | 5                 | J. & D.         | do do                          | June 1, 19                                |
| New York & Flushing 1st mortgage, assumed                                      | 2           | 1880   | 1,000    | 125,000               |                   | M. & S.         | do do                          | Mah 1 10                                  |
| Brooklyn & Montauk 1st M., \$250,000 are 6sc*                                  | 76          | 1881   | 1,000    | 1,000,000             |                   | M. & S.         | do do                          | Meh. 1, 19<br>Meh. 1, 19                  |
| 2d M., g., assum., Bush. Sta. to Eastp. & brs.c'                               | 76          | 1888   | 1,000    | 600,000               | 5 g.              | J. & D.         | do do                          | Tuno 1 10                                 |
| Long Island City & Flushing 1st M, assumedc*                                   |             | 1881   | 1,000    | 600,000               |                   | M. & N.         | do do                          | June 1, 19                                |
| Consol, mortgage gold, assumed   |             | 1887   | 1,000    | 650,000               |                   | M. & N.         | do do                          | May 1, 19:                                |
| New York & Rockaway 1st mort., int. only guar.                                 | 312         | 1871   | 500      | 250,000               |                   | A. & O.         | do do                          | May 1, 193                                |
| Smithtown & Port Jeff 1st M., guar. p. & i. (end.)                             | 3 6         | 1871   | 500      | 75,000                |                   | M. & S.         | do do                          | Apr. 1, 190                               |
| L.I. RR. North Sh. Br. consol, M. S1.500.000, guar.c*                          | { 19 }      | 1892   | 1.000    | 1,075,000             | 5 g.              | Q.—J.           | do do                          | Sept. 1, 190                              |
| N. Y. Bay Ext. RR. 1st M. gold, gu. p. & i., end. c                            | 6           | 1893   | 1,000    | 200,000               | 5 g.              | J. & J.         | do do                          | Oct. 1, 193                               |
|  | -           |        |          | 20,000 [              | 0 8.              | 0. 00 0.        | uo uo                          | Jan. 1, 194                               |

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 mortgage bonds of 1889 (trustee, Girard Life Insurance Co.) are reserved to take up prior bonds when due.

Lehigh Valley Coal Co.-See "Coal Property" above

FLOATING DEBT.—Company reported floating debt Nov. 30, 1893, to be \$3,870,000, secured by L. V. Coal Co. bonds.

GENERAL FINANCES.—In 1894 the Lehigh Valley owned \$8,600,000 Lehigh Valley Coal Company bonds, the balance having been sold. Dividends had been paid regularly for 35 years, when in 1893 the October dividend was omitted. It was thought the suspension of dividends would be temporary. In Jan., 1894, \$1,750,000 received from its int. in Newark Water Co. was to be applied to the float. debt. V. 58, p. 223. In November, 1894, the Lehigh Valley Company contracted for the building of 1,400 new coal cars.

REPORT of earnings from Aug. 8, 1893, to June 30, 1894 (about 11

| Gross \$15,844,960 Net. \$4,256,093 Other income 1,561,397 | Fixed charges \$4,749,676<br>Dividends on com(1 <sup>1</sup> 4)504,185<br>Dividends on pref 55.315 |
|--|--|
| Other medite   | Dividends on pret (5) 5,315  |

ANNUAL, REPORT.—The fiscal year ends November 30. The report for

| 1892-93 was in the CHRONICLE, V. 58, p. 80.   |  |  |
|---|--|--|
| Year ending Nov. 30—       1891.         Earnings from coal.       \$8,679,884         Miscellaneous freight       5,944,820         Passengers       2,149,298         Mail, express, etc.       554,307 | 1892.                                      | 1893. $$9,225,027$ $6,009,420$ $2,606,026$ $770,304$ |
| Total gross\$17,328,309<br>Op. expenses, incl. rentals. 13,075,909  | ished<br>s year                            | \$18,610,777<br>12,705,360                           |
| Net earnings \$4,252,400<br>Income from invest, etc 1,581,951   | publ<br>or thi                             | \$5,905,417<br>363,233                               |
| Total net income  | he lessee published<br>talls for this year | \$6,268,650<br>4,179,860<br>522,377<br>1,016,343     |

Balance, surplus..... \$266,231 \$550.070 -(V. 56, p. 125, 288, 373, 413, 463, 753; V. 57, p. 145, 255, 510, 548, 638, 853, 854, 893, 979; V. 58, p. 80, 125, 127, 223, 306; V. 59, p. 834.)

Lexington & Eastern.—Owns from Lexington, Ky., to Jackson Ky., about 92 miles.

A reorganization of the Kentucky Union, sold in foreclosure in March, 1894. Stock is \$500,000. First mortgage is for \$1,000,000; trustee, Central Trust Company, New York. General mortgage is for \$2,500,000, of which \$1,000,000 reserved to retire the firsts; trustee, Continental Trust Co., New York. (V. 59, p. 697.)

Litchfield Carrollton & Western.—See SUPPLEMENT of Sepumber, 1894.

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, 199 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 Penn. RR. Co. 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. There is \$100,000 6 per cent permanent capitalized debt; interest J. & J. Lessee's report for this road shows net loss to lessee: In 1887, \$298,405; in 1888, \$421,355; in 1889, \$353,873; in 1890, \$384,451; in 1891, \$452,748; in 1892, \$230,636; in 1893, \$204,871. Stock authorized, \$8,000,000.

Bonns.—In January, 1890, stockholders authorized \$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. Early in 1894 \$694,000 of these bonds were issued. July 1, 1894, \$250,000 firsts falling due were paid.

Little Rock & Memphis.—Owns from Little Rock, Ark., to Mississippi River, opposite Memphis, 133 miles. Of the coupons due Sept. 1, 1892, part only were paid. (See V. 56, p. 463.) In June, 1893, Rudolf Fink was appointed receiver. Extension, Little Rock to Wistar Junction, I. T., proposed.

REORGANIZATION.—Bondholders' committee consists of F. P. Colcott, Chairman, 52 Wall Street, N. Y.; Augustus D. Juilliard, James

H. Smith, Henry De Coppet and Henry K. Sheldon. Depositary, Central Trust Co., N. Y. In October, 1894, \$1,720,000 bonds had been deposited and receipts were listed on N. Y. Exchange.

STOCK, \$3,250,000; par, \$100. In 1892 gross earns., \$519,230; net \$47,181. In 1891 gross, \$709,083; net, \$186,345.—(V. 58, p. 550, 636; V. 59, p. 742.)

V. 59, p. 742.)

Little Schuylkill.—Owns from Port Clinton to Tamanend, 28 miles. Leased July 7, 1868, to Philadelphia & Reading for 93 years.

Long Island.—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, 97 miles; total owned, 303 miles. Operates North Shore Branch road (formerly Smithtown & Port Jefferson RR.), 19 miles; leases New York & Rockaway RR., 9 miles; Brooklyn & Jamaica RR., 10 miles; New York Brooklyn & Manhattan Beach Railway and branches, 20 miles; total leased, 58 miles. Total of all, 361 miles, of which 91 miles has second track. Also operates N. Y. & Rockaway Beach RR., 12 m., carns. keptseparate, The N. Y. Bay Extension RR. was completed from Garden City to Valley Stream, 8 miles, in 1894.

ORGANIZATION. STOCK. ETC.—Control was acquired in December.

Stream, 8 miles, in 1894.

ORGANIZATION, STOCK, ETC.—Control was acquired in December, 1880, by the "Long Island Company," controlled by Austin Corbin and others. In July, 1881, the stock was increased from \$3,260,700 to \$10,000,000, and in 1889 to \$12,000,000 to purchase Brooklyn & Mont'k.

A controlling interest in the stock of the Pros. Park & Coney Island—which see—was acquired in 1893. See also V. 56, p. 42. In February, 1893, the company bought, and issued a mortgage for \$500,000 upon the Stewart RR. In May, 1893, the Montauk Extension RR. Co. was organized, with capital of \$500,000, to build to Culloden Point, 25 miles.

DIVIDENDS.—In 1882, 1; from 1883 to 1890, both inclusive, at the rate of 4 per cent per annum; in 1891, 42; in 1892, 5; in 1893, 5 p. 6; in 1894, Feb., 1'4 p. c.; May dividend réduced to 1 p. c. on account of general depression in business and extraordinary expenses; Aug., 1 p.c.; Nov., 1 p. c.

general depression in business and extraordinary expenses; Aug., 1 p.o.; Nov., 1 p. e.

Bonds.—Central Trust Co. is trustee of general mortgage of 1838.
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. Debenture bonds for \$1,500,000 were authorized in 1894 to provide for improvements made during the year or now in progress.

GUARANTIES.—In addition to guaranteed bords in table above the Long Island guarantees bonds of the following companies—which see. New York Brooklyn & Manhattan Beach, New York & Rockaway Beach and Prospect Park & Coney Island.

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.

The New York Bay Extension RR. bonds (Central Trust Co., trustee), will be a first mortgage on about 17 miles of road from Garden City to Manhattan Beach RR.; 6 miles now built; total authorized, \$600,000. Capital stock, \$600,000. See V. 57, p. 723.

GENERAL FINANCES.—In the spring of 1894 \$1,275,000 debenture 5s were sold, and a like amount of loans and bills payable issued for improvements were retired. On June 30, 1894, mortgages on real estate, \$291,238; equipment trust, \$366,195; the funded debt in year 1892-93 increased \$520,000. New York Bay Extension Railroad bonds for \$200,000 were issued in October, 1893. Renewals of rails are being made with 76 to 80-pound steel rails.

LATEST EARNINGS.—July 1 to Sept. 30, 3 months.

3 mos. G

LATEST EARNINGS.—July 1 to Sept. 30, 3 months.

 3 mos.
 Gross.
 Net.
 Oth. inc.
 Int., rent., tax.
 Bal. sur

 1894....\$1,405,472
 \$633,475
 \$666,398
 \$288,586
 \$411,287

 1893....\$1,450,515
 623,147
 51,448
 258,825
 415,770

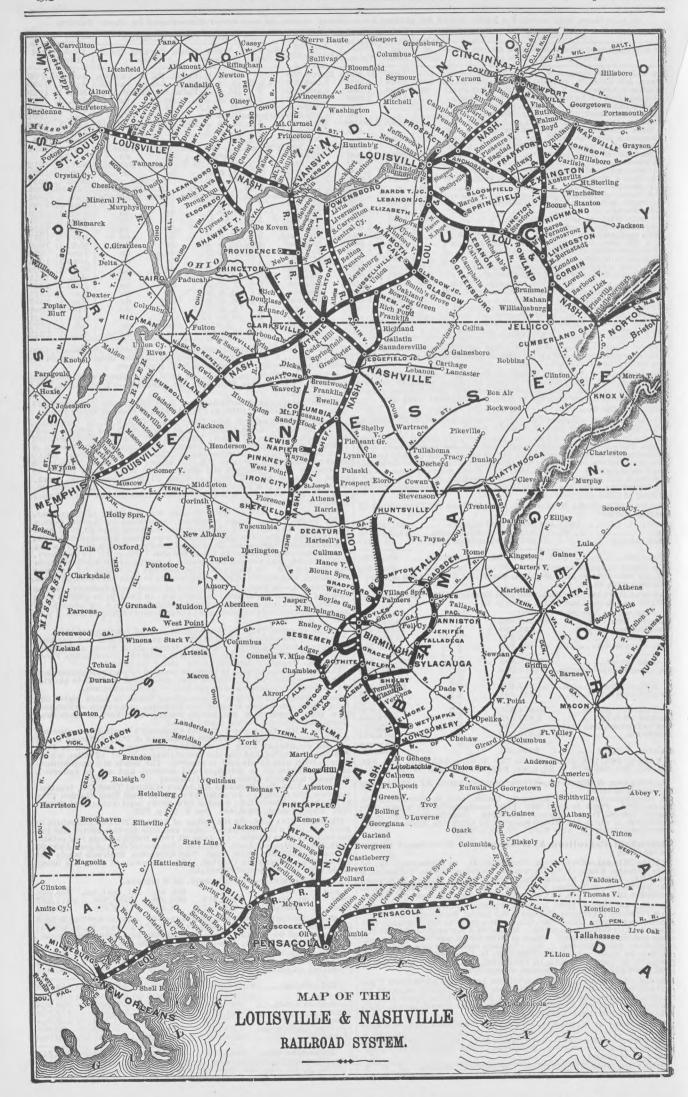
1893..... 1,450,515 623,147 51,448 258,825 415,770

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Tuesday in April. Report for 1893-94 was in V. 59, p. 834. In year 1893-94 of the gross \$2,353,569 was from passengers; \$1,309,228 from freight; balance, mail, express, &c.

Year ending June 30 — 1891. 1892. 1893. 1894. Gross earnings......\$4,061,899 \$4,171,524 \$4,300,336 \$4,143,433 Operating expenses. 2,529,239 2,734,416 2,833,892 2,690,085

Net earnings.....\$1,532,660 \$1,437,108 \$1,466,444 \$1,453,348 

Balance, surplus. \$253,165 \$23,186 \$19,295 def.\$50,345 Includes ferry operations also. —(V.56, p. 42, 164, 247, 608, 625, 973; V. 57, p. 510, 594, 807, 936; V. 58, p. 307, 682, 816; V. 59, p. 599, 834, 879.)



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

| RAILROADS.  | Miles                           | Date   | Size, or   |   | IN'                    | TEREST   | OR DIVIDE   | NDS.  | Bonds-Princi  |
|---|---------------------------------|--|--|---|------------------------|--|---|---|---|
| For explanation of column headings, &c., see notes on first page of tables.   |                                 | of<br>Bonds                                  | Par  | Amount<br>Outstanding   | Rate per<br>Cent.      | When   | Where Paya<br>Who   | ble, and by   | pal, When Due<br>Stocks—Last<br>Dividend.   |
| Louisiana Western—1st mortgage, gold  | 72<br>182<br>182<br>24<br>20    | 1881<br>1881<br>1886<br>1886<br>1887<br>1875 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>500   | \$2,240,000<br>900,000<br>2,000,000<br>670,000<br>300,000<br>200,000      | 6 g.<br>6 g.<br>6 g.   | J. & J.<br>A. & O.<br>A. & O.<br>J. & D.                       | N.Y., S. Pac.<br>July, '94, pd.<br>Apr., '94, co.<br>Apr., '94, co.<br>Apr., '94, co.<br>Dec., '93, co. | Aug. 30,'94<br>up. last pd.<br>up. last pd.<br>up. last pd.<br>up. last pd.<br>up. last pd. | June 1, 1921<br>Oct. 1, 1926<br>Oct. 1, 1936<br>Oct. 1, 1927<br>June 1, 1898                |
| Ven. & Car. 1st Ms., due Dec., 1900 & Apr. 1, 1902. e <sup>x</sup> L. E. & St. L. consol. mort., gold (\$8,000,000). e <sup>x</sup> General mortgage for \$15,000,000, gold. e <sup>x</sup> Louisville & Nashville—Stock. e <sup>x</sup> Consol. 1st mortgage (now 1st lien). e <sup>x</sup> Memphis & Ohio 1st M., Paris to Mem., g., guar. e <sup>x</sup> | 7<br>353<br>353<br>419<br>130   | 1880-2<br>1889<br>1893<br>1868<br>1871       | 1,000<br>1,000<br>1,000<br>100<br>1,000<br>\$ & £    | 300,000<br>3,797,500<br>2,076,850<br>52,800,000<br>7,070,000<br>3,500,000 | See text.              | M. & S.<br>F. & A.<br>A. & O.                                  | July, '93, con<br>Sept., '93, con<br>N. Y., 120 H   | up. last pd.<br>up. last pd.<br>Broadway.<br>do   | Mar. 1, 1943<br>See text.<br>Apr. 1, 1898   |
| Mem.Clarks.&L.1st M., & Guthrie to Paris, Tenn. e <sup>1</sup><br>Cecilian Br.1stM., Cecil.to Louis., s.f., dr'n at 100.e <sup>8</sup><br>E.H.&N.1stM., Henderson to Nash., g, dr'n at 110.e <sup>8</sup><br>Louis ville Ry. Transfer 1st M.<br>Louis. & Nash. general M., gold, drawn at 110.e <sup>8</sup>  | 83<br>46<br>151<br>802          | 1872<br>1877<br>1879                         | \$200<br>\$1,000<br>1,000                            | 3,500,000<br>1,996,660<br>680,000<br>2,150,000<br>286,000<br>10,985,000   | 6 g.<br>7 6 g.<br>8    | J. & D.<br>F. & A.<br>M. & S.<br>J. & D.<br>M. & N.<br>J. & D. | N. Y., 120  | do  | June 1, 1901<br>Aug. 1, 1902<br>Mch. 1, 1907<br>Dec. 1, 1919<br>May 1, 1901<br>June 1, 1930 |
| 10-40 Adjustment Mort., gold (red. aft. 1894).c* L.C. & Lex. 1st M.,s.f. (not dr'n) Louis to Newp't.c* 2d mortgage, sinking fund, not drawnc* L. & Nash.bds., S.&N. Ala. R.K., 2d m. as col. gold.c* Pensacola Division 1st m. gold (dr'n at 105)c*   | 785<br>175<br>175<br>189<br>45  | 1884<br>1867<br>1877<br>1880<br>1880         | 1,000<br>1,000<br>100 &c.<br>1,000<br>1,000          | 4,531,000<br>2,850,000<br>892,000<br>1,960,000<br>580,000                 | 6 g.<br>7<br>7<br>6 g. | M. & N.<br>J. & J.<br>A. & O.<br>A. & O.<br>M. & S.            |   | do<br>do<br>do<br>do<br>do  | Nov. 1, 1924<br>Jan. 1, 1897<br>Oct. 1, 1907<br>Apr. 1, 1910<br>Mch. 1, 1920                |
| N. O. & Mob. Div. 1st M., N.O. to Mobile, gold. c* 2d M., N. O. to Mobile, gold   | 141<br>141<br>208<br>208<br>175 | 1880<br>1880<br>1881<br>1881<br>1881         | 1,000<br>1,000<br>1,000<br>1,000<br>1,000            | 5,000,000<br>1,000,000<br>3,500,000<br>3,000,000<br>50,000                | 6 g. 6 g. 6 g. 3 g.    | J. & J.<br>J. & J.<br>M. & S.<br>M. & S.<br>M. & N.            | do<br>do<br>do<br>do  | do<br>do<br>do<br>do<br>do  | Jan. 1, 1930<br>Jan. 1, 1930<br>Meh. 1, 1921<br>Meh. 1, 1980<br>Nov. 1, 1931                |
| 1st M. (50-year 58), \$15,000 p.m., golde <sup>*</sup> 1st mortgage, collat. trust (\$7,000,000), gold.e <sup>*</sup> Unified mortgage for \$75,000,000, golde <sup>*</sup> &r L. & N. 2-10 gold obligations, \$5,000,000e Pens.&At. 1st Mgold,s.f.,dr'n at 110 assumed.e Kentucky Central—Coving. & Lexing.mort.ext.                                       | 118<br>Text.<br>160<br>80       | 1887<br>1888<br>1890<br>1894<br>1881<br>1855 | 1,000<br>1,000<br>1,000&c<br>1,000<br>1,000<br>1,000 | 1,764,000<br>5,129,000<br>14,974,000<br>See text.<br>1,905,000<br>219,000 | 554555<br>456          | M. & N.<br>M. & N.<br>J. & J.<br>F. & A.<br>J. & D.            | do<br>do<br>do<br>do<br>do  | do<br>do<br>do<br>do<br>do  | May 1, 1937<br>Nov. 1, 1931<br>July 1, 1946<br>1896-1904<br>Aug. 1, 1921<br>June 1, 1895    |

Los Angeles Terminal.—See Supplement of September, 1894.

Louisiana Western.—(See Map of Southern Pacific.)—Owns from Lafayette, La., to Orange, Texas, 112 miles. Operated under lease by the Southern Pacific Co., which owns all but \$50,000 of the \$3,360,000 stock. The lessee pays all charges and turns over to this company 7 per cent of the total net profits under the omnibus lease.

EARNINGS.—9 months, \$1894.......gross, \$701,275; net, \$326,582 Jan. 1 to Sept. 30. \$1894.......gross, \$80,280; net, 365,726 In 1893 gross, \$1,106,144; net, \$529,708; surplus over charges, \$387,389; amount of net profit due this company, as per lease, \$185,299. In 1892 gross, \$1,098,470; net, \$549,073.

Louisville Evansville & St. Louis Consolidated.—Operates Louisville, Ky., to East St. Louis, Ill., 275 miles; branches to Evansville, Rockport, etc., in Indiana, 93 miles; total, 368 miles, of which 353 miles owned and 16 miles trackage; 345 miles are steel, from 56 to 70 pounds. Also owns Venice & Carondelet, leased to East St. Louis Connecting, 7 miles. Portions main line operated under trackage rights; Louisville to New Albany, 6 m.; Walnut Hill to Centralia, 7½ m

ORGANIZATION.—A consolidation in 1889 of the Louisville Evansville & St. Louis and other companies. It belonged to the "Mackey" system. RECEIVERSHIP.—On Jan. 4, 1894, E. O. Hopkins and James H. Wilson were appointed receivers. V. 58, p. 43. Charles S. Fairchild, 46 Wall St. N. Y., is chairman of bondholders' committee. V. 58, p. 82. Venice & Carondelet interest due Oct. 1, 1894, was paid by N. Y. Security & Trust Co., N. Y. See also V. 59, p. 600, and table above as to coupons paid and unpaid.

to coupons paid and unpaid.

CAPITAL STOCK.—Common stock issued, \$3,790,747; par, \$100. (See V. 56, p. 289, 413.) In January, 1894, \$457,162 prefd. outstanding.

Bonds.—Abstract of consolidated mortgage in V. 49, p. 208. Of the general mort. 4s, in Jan., 1894, \$2,076,850 had been issued in exchange for preferred stock, settlement of E. & T. H. account, etc., \$577,000 were held as collateral for loans and \$695,400 were in hands of trustees to be issued for preferred stock. On Nov, 19, 1894, the Stock Exchange reported \$2,432,000 listed. (See V. 56, p. 289, 413.)

General. Finances.—The receivers report dated March 4, 1894.

GENERAL FINANCES.—The receivers report dated March 4, 1894, stated that about \$1,000,000 should be expended during the next six years to put the road in condition for its safe and economical operation, \$237,000 being needed in the year 1894-95.

On Jan. 5, 1894, current liabilities were \$801,116; current assets, not including materials on hand, \$229,750.

EARNINGS.—9 months, { 1894, gross, \$1,052,222; net, \$224,677 Jan. 1 to Sept. 30. { 1893, gross, 1,286,210; net, 353,106 Report.—Fiscal year ends June 30. Receivers' report shows:

REFORT.—FISCAL YEAR ENGAGEMENT SOLVEN RECEIVERS report Shows:

1878. June 30. Gross-earns. Net. Other inc. Int., taxes, &c. Balance,
1892-93. ....\$1,786,484 \$574,588 \$19,200 \$683,829 def.\$90,041
1891-92. ....\$1,411,552 328,265 21,600 606,676 def.256,811
1890-91. ....\$1,462,973 507,374 21,600 521,664 sur.7,310
1889-90. ...\$1,151,412 443,671 21,600 396,296 sur.68,975 -(V. 57, p. 170; V. 58, p. 43, 82, 595, 864; V. 59, p. 372, 600.)

Total system proper......2,956

Total of all June 30, '94. 4,831

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 sink'g fund June 30, 1894, was in V. 59, p. 608. In December, 1890, the stock of Kentucky Central was acquired. For Henderson Bridge see Miscellaneous Companies.

In November, 1893, control of the C. O. & S. W. was purchased by the Illinois Central for account of Louisville & Nashville. See also V. 57, p. 763, 853; V. 57, p. 1039. In July, 1894, the courts decided that purchase of the C. O. & S. W. by the L. & N. would be unconstitutional. V. 59, p. 28. See terms of contract with Illinois Central V. 59, p. 605.

Stock.—In July, 1891, it was voted to increase the stock from \$48.

STOCK.—In July, 1891, it was voted to increase the stock from \$48,000,000 to \$55,000,000 for purchase of Kent. Cent. RR., &c. Of the new stock \$4,800,000 was taken by stockholders of July 21 at 70, and July 1, 1894, \$2,200,000 was held in the treasury. Further increase in stock to \$60,000,000 authorized in Nov., 1893. V. 57, p. 596, 809.

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, 4 p. c.; in 1893, Feb., 2 p. c.; Aug., 2 p. c.; in Feb., 1894, none; Aug., none. See V. 58, p. 81.

Bonds.—The 10-40 adjustment mortgage of 1884 (trustee, Cer Trust Co.) besides 783 miles of road covers \$28,162,700 of stocks bonds. See V. 39, p. 409, and V. 51, p. 463.

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 Pensacota 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 \$223,000 in all in 1893-94.

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 overs (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. N. Y. Stock Exchange reports \$12,975,000 as listed to November, 1894.

As to Kenlucky 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.

GUARANTIES.—Besides bonds in table, the Louisy, & Nashv. is responsible for \$2,100,000 bonds and dividends on \$2,305,582 stock of Nashville & Decatur (which see); for \$9,873,830 bonds South & North Alabama (see that company); for interest on \$300,000 So. Div. Cumb. & Ohio, and for \$2,096,000 Nashville Florence & Sheffield bonds—see that company

pany.

GENERAL FINANCES, &C.—The Louisville & Nashville system has been developed in its present extensive form since 1879. 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. As a precautionary measure no dividend was paid in Feb., 1894, and none in Aug., 1894. See estimated interest charges for 1894-95. V. 59, p. 603.

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 year 1893-94 company increased its bonded debt \$2,463,000, of which \$375,000 unified 4s for Lebanon Br. bonds redeemed, &c., \$337,000 for sinking funds and \$1,465,000 for improvements and construction; and \$286,000 Louisv. \*Y. Transfer bonds were issued. In 1894 \$5,000,000 "two-ten gold obligations" were issued for the purchase of C. O. & S. W. RE. These bonds are held in trust by U. S. Trust Co. (trustee), pending negotiations—see above and V. 59, p. 602. Bonds canceled were \$662,000.

The company's interest in the South Carolina road (sold in foreclosure), amounting to \$1,247,441, was charged to profit and loss in 1893-94.

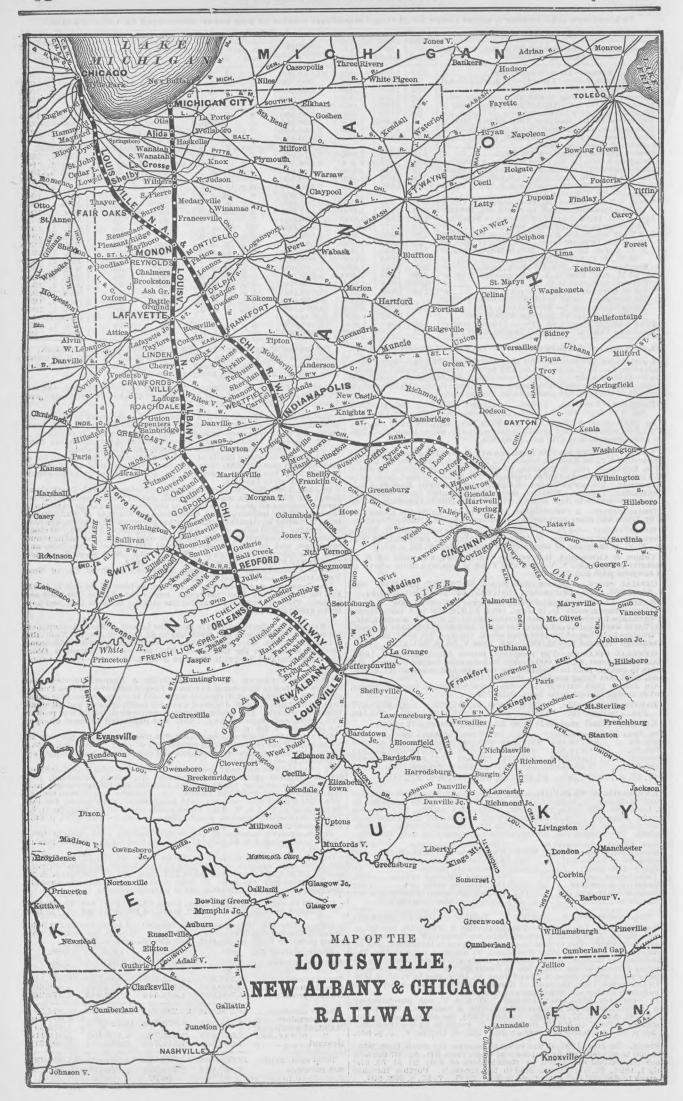
On June 30, 1894, current liabilities were \$4,465,629, including \$924,996 bitls payable and \$1,200,200.

1893-94.
On June 30, 1894, current liabilities were \$4,465,629, including \$924,996 bills payable and \$1,208,220 contracts payable—current assets, \$4,554,904, including \$598,220 cash and \$2,200,000 L. & N. stock in treasury. On Sept. 30 bills payable and contracts payable had been reduced to \$1,200,000 out of current receipts.

Latest Earnings—3 mos., 1894, gross, \$4,810,260; net, \$1,869,658 July 1 to Sept. 30. 1893, gross, 4,697,404; net, 1,730,000

Annual Report.—Fiscal year ends June 30. Annual meeting is held in Louisville the first Wednesday in October. Report for 1893-94 was given in full in V. 59, p. 599, 602. See also editorial p. 580.

| Year end. June 30.                                   | 1891.                                | 1892.                                | 1893.                             | 1894.   |
|--|--------------------------------------|--------------------------------------|-----------------------------------|---|
| Average mileage                                      | 2,250                                | 2,857                                | 2,943                             | 2,956   |
| Freight earnings<br>Passengers<br>Mail, express, etc | 13,113,965<br>4,800,688<br>1,306,076 | 14,604,220<br>5,137,017<br>1,494,444 | 5,450,163 $5,213,533$ $1,739,943$ | $\substack{12,901,114\\4,600,961\\1,472,262}$ |
| Gross earnings                                       | 19,220,729                           | 21,235,721                           | 22,403,639                        | 18,974,337                                    |
| Transportation \ Maint. of equip \                   | 8,758,383                            | 9,876,679                            | 10,163,578                        | 6,077,215                                     |
| " of way, &c<br>General                              | 2,097,670<br>1,202,391               | 2,404,712<br>1,510,731               | 2,570,492<br>1,648,573            | 2,044,412<br>1,805,211                        |
| Total oper. expen.                                   | 12,058,444                           | 13,792,122                           | 14,382,643                        | 11,863,785                                    |
| Net earnings<br>P. ct. of exp. to ear'i'gs           | 7,162,284                            | 7,443,599<br>64.95                   | 8,020,996                         | 7,110,5 <b>52</b><br>62.53                    |



| RAILROADS.  | Miles  | Date   | Size, or  |   | IN'   | PEREST  | OR DIVIDENDS.   | Bonds-Princi-  |
|---|--|--|---|---|---|---|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  | of   | of<br>Bonds  | Par<br>Value.   | Amount<br>Outstanding   | Rate per<br>Cent.   | When<br>Payable   | Where Payable and by Whom.  | pal, When Due.<br>Stocks—Last<br>Dividend.   |
| Louisville & Nashville—(Uoncl.)—Kentucky Cent.— Maysville & Lex. RR. mort., Maysv. to Paris New mortgage (\$7,000,000) gold | 49<br>220<br>288<br>512<br>512<br>512<br>512<br>115<br>21<br>115<br>97<br>107<br><br>72<br>109<br>36<br>304<br>41<br><br>56<br>114<br>109<br>117 | 1870<br>1871<br>1872<br>1872<br>1883<br>1885<br>1886-7<br>1893 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 1,940,000<br>2,200,000<br>4,984,800<br>821,900<br>756,800<br>496,500<br>633,000<br>4,176,700<br>1,530,000<br>679,000<br>450,000<br>1,000,000<br>2,488,700 | See text. 6 g. 6 g. 6 g. 5 g. 5 g. 10 p. an. see text. 5 g. 4 l2 g. 4 l2 g. 5 g. 4 g. 5 per an. 2 per an. 5 per an. 5 per an. | J. & A.O. M. J. & A.A. & D.A. & A.A. & B.A. & A.A. & B.A. & A.A. & B.A. | do do do N. Y., Office, 80 B'way. N. Y., Chase Nat. Bank do | 1940<br>Meh. 1, 1990<br>Oct. 1, 1894<br>Apr. 1, 1895<br>July 1, 1896<br>Oct. 1, 1900<br>July 1, 1896<br>Apr. 1, 1912<br>Apr. 1, 1912<br>June 1, 1923<br>Feb. 1, 1905 |

1891. 1892. Net, incl. invs'ts..... \$7,880,160 \$7,976,892 \$8,437,105 \$7,382,840 579,538 4,911,258 70,978 127,043 225,737600,359 5,065,277 24,784 139,930 2,376,000

Balance.....sr.\$656,226 def.\$25,867 sr.\$410,551sr.\$1,552,490

These dividends were: In 1889-90 4 90 per cent stock and 1 10 cash; in 1890-91 5 cash; in 1891-92 4 1 2 p. c. cash; in 1892-93 4 p. c. cash. -(V. 56, p. 57, 83, 165, 217, 246, 500; V. 57, p. 22, 105, 375, 510, 548, 577, 593, 596, 597, 721, 763, 808, 853, 938, 1039; V. 58, p. 81, 512, 716, 904; V. 59, p. 28, 70, 291, 580, 599, 602, 742, 878, b. Louisville New Albany & Chicago.—(See Map)—Operates the "Monon Route" from Chicago, Ill., via Monon, Ind., to Indianapolis, Ind., and Louisville, Ky., with branches—the system including:

Of the 510 miles owned, 180 miles are laid with 52 to 56 pound steel, 295 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.

1852 and sold in foreclosure Dec. 27, 1872, and reorganized. In August 1881, consolidated with Chic. & Ind. Air Line.

CAPITAL STOCK.—In November, 1893, the \$12,000,000 of stock then outstanding was classified into \$9,000,000 of common and \$3,000,000 of preferred, an additional \$1,500,000 preferred being sold to stockholders at 40 per cent to pay for equipment. For future capital requirements it is proposed to issue from time to time an additional \$2,500,000 of preferred. The preferred is entitled to 6 p. c. dividends, if earned, non-cumulative, common to receive all remaining profits.

DIVIDENDS.—On new preferred February 15, 1894, 12 per cent.

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. The Bedford & Bloomfield Railroad and the Orleans West Baden & French Lick Springs Railway have no debt, and their entire capital stock is deposited as security for the Louisville New Albany & Chicago consolidated and general mortgages, as is also the \$1,000,000 of Chicago & West Indiana RR. stock and \$240,000 stock of the Belt Railway of Chicago.

The equipment bonds were issued in September, 1894. Mortgage trustees are James Murdock, Lafayette, Ind., and Central Trust Co., New York. Sinking fund is \$30,000 yearly and bonds can be drawn at 105. New bonds will be issued as title of equipment is vested in Trust Co., New York. Sinking fund is \$30,000 yearly and bonds can be drawn at 105. New bonds will be issued as title of equipment is vested in September; in Nov., 1894, none had been issued.

Bills payable June 30, 1894, were \$342,081. American Express Co. 10-year instalment loan, \$200,000.

GENERAL FINANCES.—Under the new management more than \$1,682,000 has been expended for improvements the entire lips heing vary loid.

10-year instalment loan, \$200,000.

GENERAL FINANCES.—Under the new management more than \$1,682,000 has been expended for improvements, the entire line being now laid with steel except the narrow-gauge branch to Switz City, which branch is being made standard.

EARNINGS.—3 months, \$1894 .....gross, \$798,621; net, \$298,301 July 1 to Sept. 30. \$1893 .....gross, 1,011,803; net, 409,526

ANNUAL REPORT.—Fiscal year changed to end June 30. Report for 1893-94 in V. 59, p. 470. Earnings have been as follows for the calendar year 1890 and the fiscal years ending June 30, 1892, '98 and '94.

| Gross earnings Net earnings Dividends received         | 917,176 | 1891-92.<br>\$3,067,108<br>952,160<br>45,000 | 1892-93.<br>\$3,416,488<br>1,060,622<br>74,400 | 1,017,272                         |
|--|---------|--|--|-----------------------------------|
| Total net income.<br>Interest on bonds, etc<br>Rentals |         | \$997,160<br>768,243<br>163,001              |  | \$1,077,272<br>772,599<br>226,688 |

\$135,098 \$65,916 Balance, surplus .. \$180,181 1877,985 T Paid on preferred \$57,252; balance surplus, 1893-94, \$20,733. Samuel Thomas, Pres., N. Y. (V. 57, p. 374, 375, 421, 510, 6; 722, 853, 894; V. 58, p. 82, 941; V. 59, p. 191, 423, 470, 473, 515.)

Louisville St. Louis & Texas.—Road.—Louisville to Henderson Ky., 142 miles, of which West Point to Louisville, Ky., 20 miles is trackage; owns also 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 is partly graded.

RECEIVERSHIP.-August, 1893, coupon was not paid, and Attilla Cox

was appointed receiver. Bondholders' committee, W. H. Male, Samuel D. Davis and John J. McCook. In June, 1894, committee were holding any reorganization plan till road's earning power is determined. Consols are outstanding only as collateral. No receiver's certificates outstanding in September, 1894. See V. 57, p. 1039.

sols are outstanding only as collateral. No receiver's certificates outstanding in September, 1894. See V. 57, p. 1039.

STOCK—Capital stock is \$3,071,100, par, \$100.

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 have first lien on 44 miles from Irvington to Fordsville, Ky. Feb. 9, 1893, there were outstanding \$294,-900 car trust notes and certificates. Mortgage trustee, Central Tr. Co. EARNINGS.—9 mos., \ 1894, gross, \$311,719; net, \$58,278.

Jan. 1 to Sept. 30. \ 1893, gross, 422,166; net, 144,885.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 1077. In year 1892-93 gross earnings were \$628,112, against \$606,787 in 1891-92; net \$250,952, against \$229,770. (V. 55, p. 256, 373 723, 1077; V. 56, p. 331, 332; V. 57, p. 217, 298, 510, 1039.)

Louisville Southern.—SEE SOUTHERN RALLWAY CO.

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.

EARNINGS.—From mining and selling coal.—Jan. 1 to July 31, 1894, (7 months), gross \$467,898, against \$639,293 in 1893; deficit, \$19,850; against net, \$66,251. In 1893 gross, \$1,112,548, against \$1,069,833 in 1892; net, \$68,568, against \$35,582.

Lynchburg & Durham.—Completed in 1890 from Lynchburg & Lynchburg & Durham.—Completed for 999 years from March 1.

in 1892; net, \$68,568, against \$35,582.

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 was 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 by endorsement. President, W. C. Houston, Jr., Philadelphia. In year 1891 gross earnings were \$166,132. No separate report of earnings now made. (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 bond-holders' committee. Foreelosure proceedings were instituted in April, 1892, by the mortgage trustee. As to status in Nov., 1893, see V. 57, p. 853, under Ga. So. & Fla. item. First mort. bondholders' committee request deposit of bonds in N. Y. Security & Trust Co. V. 58, p. 82. W. B. Sparks is receiver. Receiver's certificates for \$30,000 have been authorized. In year ending June 30, 1894, gross, \$71,050; net, \$12,331. In 1892-93 gross, \$69,761; net, \$11,200. In 1891-92, gross, \$79,624; deficit under operating expenses, \$988. (V. 54, p. 683; V. 58, p. 82.)

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.

Road sold in foreclosure October 2, 1894 to Alexander Brown of

made receiver March 24, 1893. Interest due March 1, 1893, was not paid.

Road sold in foreclosure October 2, 1894, to Alexander Brown of Baltimore for \$1,070,000. V. 59, p. 600.

From July 1, 1892, to June 30, 1893 (12 months), gross earns, \$82,-295; net, \$5,935 (V. 56, p. 463, 538, 579, 881; V. 59, p. 234, 600.)

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, Rucksport and Mt. Desert Ferry, 133 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) 43 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, Somerset Kennebec & Leeds and Leeds & Farmington RR. Co.

Stock.—Of the stock \$2,516,000 is owned by Boston & Maine.

and Leeds & Farmington RR. Co.

STOCK.—Of the stock \$2,516,000 is owned by Boston & Maine.
DIVIDENDS.—In 1882, 2 per cent; in 1883, 5½: from 1884 to October,
1894, both inclusive, at the rate of 6 per cent yearly.
BONDS, GUARANTIES.—Consols of 1872 are held in trust to retire all
underlying bonds at maturity. The European & North American 6 per
cents due Jan. 1, 1894, were refunded into the Maine Central gold 4 per
cents, issued under mortgage made jointly with the E. & N. A.

The \$600,000 sinking fund 6s of 1885 have been called for redemption on Feb. 1, 1895. Extension of these bonds for 10 years at 4½ p. c.
was offered prior to Oct. 1, 1894. Vol. 58, p. 1109.

There are also \$42,000 Shore Line 6s, due 1923; 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 B. & M. guarantees \$300,000 Portland Union Station bonds.
FLOATING DEBT.—Notes payable were \$388,000 Oct. 1, 1893.

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

| RAILROADS.  | Miles | Date     | Size, or |                       | INT       | TEREST          |                             | Bonds-Princi  |
|---|-------|----------|----------|-----------------------|-----------|-----------------|-----------------------------|---------------|
| For explanation of column headings, &c., see notes on first page of tables. |       | of       | Par      | Amount<br>Outstanding |           | When<br>Payable | Where Payable, and by       |               |
| Maine Oentral-(Concluded.)-   |       |          | 2        | 1                     |           |                 |                             |               |
| Hereford R'y stock (4 p. c. rental for 999 years)                           | 53    |          | \$100    |                       |           |                 | Portland, Me. Cent. Of.     | Nov. 1, 189   |
| 1st mortgage, guar. p. & i. (endorsed)                                      | 53    | 1890     | 1,000    | 800,000               |           |                 | Boston, Mass. Nat. Bk.      | May 1, 1930   |
| Upper Coos RR. stock, 6 p. c. rental 999 years.                             | 22    |          | 100      |                       | 6 per an. | M. & N.         | Portland, Me., Office.      | Nov. 1, 189   |
| 1st mort., guar. p. & i. (endorsed)   | 22    | 1890     | 1,000    | 350,000               |           |                 | Bost., N. Rev.Bk.; Port.    | May 1, 193    |
| Extension M., \$21,000 p. m., guar. p. & i.(end.).                          | 33    | 1890     | 1,000    | 566,000               |           |                 | Portland, Me., Office.      | May 1, 193    |
| Knox & Lincoln stock, guar., 5 p. c., 999 years                             | 48    | ****     | 100      |                       |           |                 | Portl'd, Me., Me. Cent. Of. | Aug. 1, 189   |
| 1st M. Penobscot Shore Line RR. Co., assumed.                               | 48    | 1890     | 1,000    | 1,300,000             |           | F. & A.         | Boston, Nat. Revere Bk.     | Aug. 1, 192   |
| K. & L. 2d mortgage (for \$400,000) assumed                                 | 48    | 1891     | 1,000    | 114,000               |           | F. & A.         | do do                       | July 1, 192   |
| Dexter & Newport, stock, 5 p. c. after Nov. 25, 98.                         | 14    |          | 100      | 122,000               |           |                 | Dexter, Me., Office.        | Sept., 189    |
| Eastern Maine, stock, 412 p. ct., rental 999 years                          | 18    |          | 100      |                       |           |                 | Rockland, Me., Office.      | May 1, 189    |
| Manchester & Augusta-1st mortgage, goldc*                                   | 65    | 1893     | 1,000    | 975,000               | 5 g.      | J. & J.         | Balto., Safe Dep. & Tr.     | Jan. 1, 19    |
| Manches. & Law.—Stock, 10 p.c. ren'l till 1937. B. & M.                     | 22    |          | 100      |                       |           | M. & N.         | Manchester and Boston.      | Nov. 1, 18    |
| Real estate bonds (not mort.) int. gu. by B.& M.c                           |       | 1892     | 1,000    | 274,000               | 4         |                 | Boston, B. & M. RR.         | Jan. 1, 19    |
| Manhattan Elevated.—Consolidated stock                                      | 36    |          | 100      | 30,000,000            |           | Q.—J.           | N. Y., 71 Broadway.         | Oct. 1, 18    |
| Metropol. El. 1st M., \$600,000 p.m., assum'd.g.c*                          | 18    | 1878     | 2 & \$   | 10,818,000            |           | J. & J.         | N. Y., Mercantile Tr. Co.   | July 1, 19    |
| 2d mortgage (assumed)   | 18    | 1879     | 1,000    | 4,000,000             |           | M. & N.         | do do                       | Nov. 1, 18    |
| N.Y. El. 1st M. (payable at 105 aft. 1895)\$&£.c&1                          | 14    | 1876     | 8 & £    | 8,500,000             |           | J. & J.         | do do                       | Jan. 1, 19    |
| N. Y. El. deb., secured by consol. mort. of 1890                            | 32    | 1886     | 1,000    | 1,000,000             | 5         | M. & S.         |                             | Mch. 1, 19    |
| Manhattan Elevated consolidated mort., goldc'                               | 32    | 1890     | 1,000    | 11,760,000            |           |                 | N. Y., Of., 71 Broadw'y.    |               |
| Maricopa & Phanix-1st mortgage, gold  | 34    | 1886     | 1,000    | 540,000               | 6 g.      | M. & N.         | N. Y., Farm. L. & Tr. Co.   | Nov. 1, 19    |
| Marietta & No. Ga.—1st mort., \$7,000 p. m., gold                           |       | 1881     | 1,000    | 383,000               |           | J. & J.         | July, '90, last paid.       | July 1, 19:   |
| 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, 19    |
| Marquette Houghton & Onton See DULUTH SOUTH                                 | SHOR  |          | TLANTIC  |                       |           |                 |                             | 3 5 11 12 100 |
| Mason City & Fort Dodge-1stm.\$15,000 p. mile, g                            | 92    | 1886     |          | 1,380,000             | 6 g.      | J. & J          | . In default.               | July 1, 19    |
| Memphis & Charleston-Stock  |       |          | 25       | 5,312,725             |           |                 |                             |               |
| Tenn. State lien \$1,736,906,1st M.on line in Tenn                          | 93    |          |          | As collatera          |           |                 |                             | *******       |
| Ala. & Miss. old 1st and 2d morts. (See text)                               |       | 1'54-'67 |          | As collatera          |           | Various         |                             | Jan. 1, 19    |
| Bonds of 1880, secured by old morts.in trust, gold                          |       | 1880     | 1,000    | 2,155,000             | 7 g.      | J. & J          | . Jan '93, coup. last paid  | Jan. 1, 19    |
| Old 2d mortgage bonds, extended (See text)                                  | text. | 1867     | 1,000    | 105,000               |           | J. & J          |                             | Jan. 1, 19    |
| 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, 19    |
| Consol, mortgage of 1877, gold  |       | 1877     | 1,00     | 864,000               | 7 g.      | J. & J          | do do                       | Jan. 1, 19    |
| General mortgage, golde&  |       | 1884     | 1,000    | 1,000,000             | 6 g.      | J. & J          | July, 1892, last paid.      | Jan. 1, 19    |

ANNUAL REPORT.—Fiscal year ends Sept. 30. Report for 1892-93 was in V. 57, p. 1037.

|  | 741<br>\$4,226,465 |         | 1892.<br>822<br>\$4,757,603 | 1893.<br>822<br>\$4,951,835 |
|--|--------------------|---------|-----------------------------|-----------------------------|
| Net earnings<br>Other receipts                 | 43,765             | 39,074  | 60,817                      | \$1,610,311                 |
| Total net income                               |                    |         |                             | \$1,670,146<br>\$483,196    |
| Rentals paid<br>Interest on bonds<br>Dividends | 821,165            | 828,189 | 830,308                     | 829,936<br>276,248          |

\$90.127 \$17,691 \$176,950 -(V. 56, p. 164, 852; V. 57, p. 852, 1037; V. 58, p. 1109.)

Manchester & Augusta.—Owns road completed in July, 1894, from Sumter, Ga., to Denmark, South Carolina, 65 miles; part of Atlantic Coast Line System. Connects at Denmark with South Carolina and with South Bound roads. See traffic contract below.

Bonds.—First mortgage 5s are limited to \$15,000 per mile and \$200,000 for terminals. Under a joint traffic contract with the Richmond Fredericksburg & Potomac, Richmond & Petersburg, Petersburg RR., Norfolk & Carolina, Wilmington & Weldon, Wilm. Col. & Augusta and Florence RR., those companies agree to set aside monthly 20 per cent of gross receipts from traffic with Manchester & Augusta, same to be used each year to make up any deficit for interest on M. & A. bonds

Manchester & Lawrence.—Owns from Manchester, N. H., Methaen (State Line), 224 miles. Leased for 50 years from Septeml 1, 1887, to Boston & Maine at a rental paying 10 per cent dividen Suit has been instituted to recover \$1,000,000, said to be due fr Concord Railroad. See V. 56, p. 82, under item as to Boston & Maine.

Manhattan Elevated,—ROAD.—Controls and operates all televated railroads in N. Y. City, its main track aggregating 32 mil Besides these it owns and operates the Suburban R. T. RR., 34 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. The exchange was completed in May, 1894, and the properties of the consolidated companies are now owned in fee. In May, 1891, \$4,000,000 stock was issued to acquire the Suburban Rapid Transit RR., owning a bridge across the Harlem River, and a road in operation to near 171st St., N. Y., 2½ miles. 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 Co.) 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 in Nov., 1894, \$11,963,000 consols had been listed, but of these the company held \$300,000 against "special account" and \$88,000 consols to redeem convertible certificates.

DIVIDENDS.—In 1884, 3 p. c.; 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 from January, 1891, to Oct., 1894 (inclusive), 6 p. c. (1½ quar.)

LATEST EARNINGS.—From July 1 to Sept. 30, 3 months:

3 mos. Gross. Net. Other inc. Charges. 1894. \$2,049,810 \$799,174 \$37,500 \$660,227 1893. 2,379,420 1,078,614 35,000 644,699 Bal, surp. \$176,447 468,915

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Wednesday in November.

 Year ending June 30—
 1891-92.

 Gross earnings.
 \$10,695,977

 Net over operating exp.
 5,270,629

 Other income.
 140,000

 Interest, rentals and taxes
 2,414,916

 Dividends.
 1,800,000

 1892-93. \$11,086,359 5,500,059 140,000 1893-94, \$10,153,576 4,621,536 311,678 2,668,767 1,800,000 \$1,171,292

Surplus over dividends..... \$1,195,713 Number of passengers carried and gross earnings have been:

 Year end.
 Sept. 30. Passengers.
 Earnings.
 Year end.
 June 30. Passengers.
 Earnings.

 1884-85...102,354,729
 \$7,000,566
 June 30. Passengers.
 Earnings.

 1885-86...115,109,591
 7,426,216
 189-90...185,833,632
 \$9,388,681

 1886-87...158,963,232
 8,102,662
 1891-92...213,692,570
 10,835,978

 1887-88...171,529,789
 8,673,871
 1892-93...221,407,197
 11,226,359

 -(Y, 56, p. 621. 835. 836. 1086. Y.
 188-90...221,407,197
 11,226,359

-(Y. 56, p. 621, 835, 836, 1056; V. 57, p. 105, 256, 298, 469, **808**, 809, **854**; V. 58, p. 264, 816, 902, 1073; V. 59, p. 291, 371, **421**, 780, 879.)

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. At foreclosure sale May 8, 1894, there were no bidders. The Atlantic Trust Co. reorganization plan declared operative. See the plan in V. 54, p. 887.

It was 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—July 1, 1893, Receiver's certifactes and obligations were \$410,000; Mar. & Nor. Ga. old 2ds, \$6,000; cash outlay needed to complete improvements deemed essential, \$500,000. Stock (including Knoxville Southern), \$5,250,000. Contractor's claim of \$293,000 reported as decided against the company in February, 1894.

Earnings.—For year ending Feb. 28, 1893, gross, \$215,853; net,

EARNINGS.—For year ending Feb. 28, 1893, gross, \$215,853; net, \$27,674. (V. 57, p. 683, 979; V. 58, p. 430, 595, 815, 866.)

Mason City & Fort Dodge.—Owns road from Mason City, Ia., to Lehgh, Ia., 88 miles, and branch, 4 miles. Stock authorized, \$5,000,000; outstanding, \$920,000; par, \$100. In year 1892-93 gross earnings, \$140,500; net \$27,179, against \$35,771 in 1891-92; charges, \$91,376. Interest due and accrued July 1, 1892, \$496,800; bills payable, \$3,483. Total deficit to June 30, 1892, \$401,464. President, James J. Hill, of St. Paul.

Memphis & Charleston.—Road.—Owns from Memphis to Stevenson, Ala., 272 miles; branches to Florence, etc., 20 miles; leases to Chattanooga, 38 miles; total, 330 miles—largely 56 pounds steel.

Chattanooga, 38 miles; total, 330 miles—largely 56 pounds steel.

Receivership, Etc.—The Southern Bailway Company on October 31, 1894, owned \$2,656,525 of the stock, but right to vote thereon was contested. (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.

Coupon Payments—Coupons due July 1, 1892, were paid with interest Jan. 3, 1893. Coupons due January 1, 1893, excepting general mortgage coupons were paid with interest Jan. 2, 1894.

Redganization,—The Richmond & W. P. Terminal plan of May, 1893, provided that this company's \$864,000 consol. 78, as well as the general bonds, should be exchanged for securities of a new company to succeed the Rich. Terminal. The holders of these bonds refused to accept the terms offered, and in the modified plan of Feb. 20, 1894, this company was not included. Large expenditures for improvements are said to be necessary. V. 56, p. 882, Foreclosure proceedings under the general mortgage were filed in Dec., 1893.

Committee.—For general mortgage 68: Simon Borg, J. Kennedy Tod

the general mortgage were filed in Dec., 1893.

COMMITTEE.—For general mortgage 6s: Simon Borg, J. Kennedy Tod and Albert S. Roe; depository, Central Trust Co., N. Y.

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 of 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 assignment in Trust therefor of the Tennessee State lienfor \$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. In June, 1894, car trusts, principal and interest, were \$90,517; loans and bills payable on Dec. 31, 1893, were \$133,400.

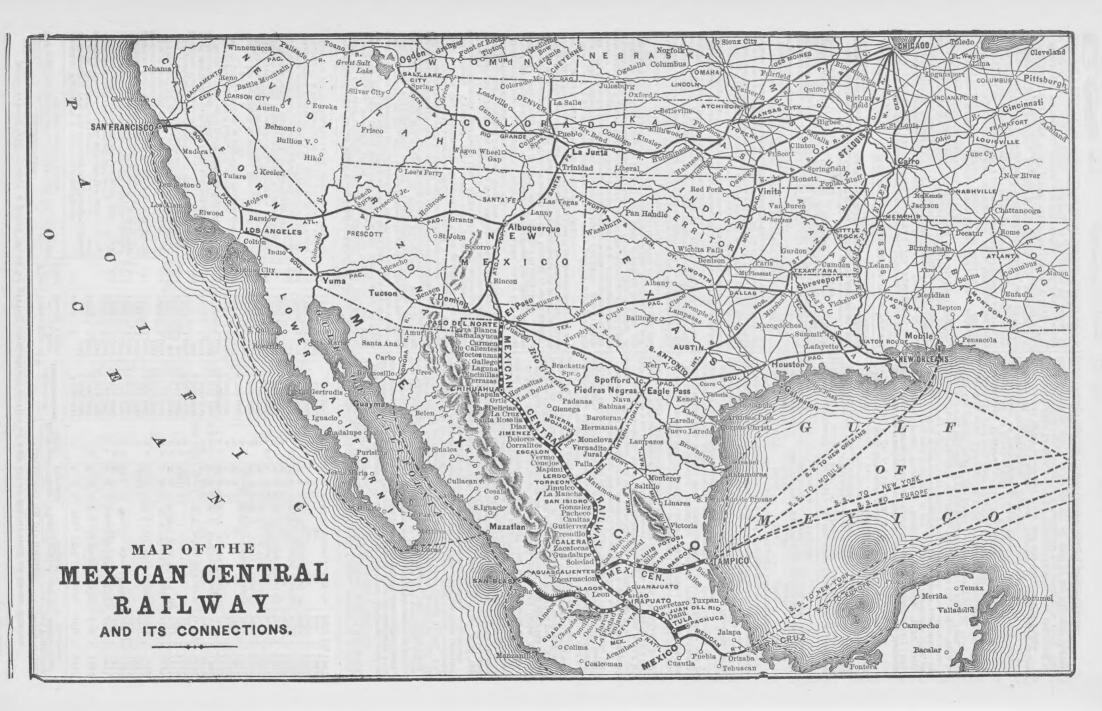
EARNINGS.—Jan. 1 to Oct. 21, 1894 (94 mos.), gross. \$988,138, agst.

EARNINGS.—Jan. 1 to Oct. 21, 1894 (934 mos.), gross, \$988,138, agst. \$1,082,353 in 1893. July 1 to Dec. 31, 1893 (6 months), gross, \$675,896 against \$790,011 in 1892; net \$156,139, against \$197,704.

ANUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 in V. 57, p. 850, showed the following. The charges in 1892-93 include interest on bonds (not paid), \$376,680; car trusts, \$2,730; miscellaneous, \$33,131.

Net. Other inc. Charges. Gross. Year. 1892-93. \$1,520,241 \$293,709 \$485 \$412,541 df.\$118,347 \$191-92. \$1,531,514 \$307,281 \$240 \$34,553 def. 77,032 \$1890-91. \$1,747,461 \$462,850 \$29,181 \$395,868 sur. 96,163 \$1889-90. \$1,783,730 \$514,730 \$11,751 \$390,149 sur.136,331 \$-(V. 57, p. 850, 1084; V. 58, p. 12, 223; V. 59, p. 600.)

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 authorized, \$500,000: par. \$100. The New England went into receivers' hands in December, 1893. January, 1894, coupons of 1st mortgage have been paid. (V. 54, p. 367, 648.) In 1892-93 gross, \$13,582; deficit from operating, \$4,348, against deficit \$8,433 in 1891-92.



| RAILROADS.  | Miles  | Date   | Size, or  |   | INT  | PEREST   |  | Bonds-Princi   |
|---|--|--|---|---|--|--|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |  | of<br>Bonds  | Par   | Amount<br>Outstanding   | Rate per<br>Cent.  | When<br>Payable  | Where Payable, and by  | pal, When Due<br>Stocks—Last<br>Dividend.  |
| Meriden Waterbury & Conn.—1st mortgage  | of Road. 30 1,832 1,832 1,832 1,064 1,064 1,064 1,064 1,064 1,4064 1 | of Bonds 1888 1892 1881 1889 1889 1889 1881 1897 1887 1887 | Par<br>Value.<br>\$                             | 0utstanding<br>\$450,000<br>2,500,000<br>4,000,000<br>47,844,100<br>642,982<br>57,021,000<br>17,256,300<br>11,222,000<br>578,200<br>14,000,000<br>12,265,000<br>12,265,000<br>12,265,000<br>14,600,000<br>18,738,204<br>10,000,000<br>2,600,000<br>2,800,000<br>2,800,000<br>2,800,000<br>2,800,000 | Cenî.  5 5 6 7 4 4 9 3 9 3 3 4 9 6 6 6 6 6 6 6 6 6 7 6 7 8 5 6 7 8 5 6 6 7 8 6 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 | Payable J. & J. F. & A. J. & J. July 1 M. & S. April 1. May 1 J. & D. M. & N. J. & D. M. & S. April 1. May 1 J. & D. J. & D. M. & S. April 1. May 1 J. & D. J. & M. M. M. & M. | Where Payable, and by Whom.  Jan., 1894, last paid.  N.Y., 32 Nassau & Chic. Boston, SafeDep.&Tr.Co do do do do N.Y., Off., Mills Build'g.  N. Y., Nat. City Bank. Paid 2 p. ct. Mar, 1, '93  N. Y., office, 42 Pine St. do N.Y., Gr'd Cent. Depot.  N. Y., Union Trust Co. do do do N.Y., Gr'd Cent. Station.  N. Y. Union Trust Co. | Stocks—Last Dividend.  July 1, 192  Aug. 1, 194  July 1, 191  July 1, 191  Jan. 10, 193  Jan. 10, 193  July 1, 191  Sept. 1, 194  June 1, 192  July 1, 191  July 1, 191  July 1, 191  July 1, 193  Oct. 20, 189  Dec. 1, 191  Aug. 1, 189  May 1, 190  Aug. 1, 189  May 1, 190  May 1, 190  Mch. 1, 193  Mch. 1, 193  Sept. 1, 190 |
| M. C. 1st mortgage on Kalamazoo & S. Havenr<br>G'd River Valley stock, 5 p.c. rental in perpetuity<br>Det. & B. City bonds, endorsed, no mort lienc<br>Bridge bonds, endorsed, no mortgage lien<br>Jack.Lans. & Sag. stock, 3 2 p.c. y'rly, guar.by end.<br>Cons. mortgage, assumed, extended in 1891c* | 84   | 1889<br>1872<br>1873<br>71&80                              | 1,000&c<br>50<br>1,000<br>1,000<br>100<br>1,000 | 700,000 $491,200$ $274,000$ $150,000$ $2,000,000$   | 5 per an.<br>8<br>8<br>8   | M. & N.<br>J. & J.<br>M. & N.<br>M. & N.<br>M. & S.  | N. Y., Gr. Cent. Stat'n. Jackson, Mich. N. Y., Union Trust Co. do N. Y., Gr. Cent. Station   | Nov. 1, 193<br>July 1, 189<br>May 1, 190<br>May 1, 190<br>Sept. 1, 189   |
| Bay City & Battle C., 1st M., gold, gu.p. & i. end.e* Battle C. & Sturgis 1st M., gold, gu. p. & i. end.e* Joliet & North.Indiana 1st M., guar. p.&i. (end.).e  | 18<br>41   | 1889<br>1889<br>1877                                       | 1,000<br>1,000<br>1,000<br>1,000                | 2,204,000<br>250,000<br>421,000<br>800,000  | 3 g.   | J. & D.  | N. Y., Union Trust Co.<br>do do<br>do do<br>N. Y., Farm. L.& Tr. Co.   | Sept. 1, 196<br>Dec. 1, 198<br>Dec. 1, 198<br>July 10, 196   |

Metropolitan West Side Elevated (Chicago).—Organized to Isaild 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. In November, 1894, about 10 miles had been erected. The road will be operated by electricity. See V. 58, p. 866. The right of way is owned in fee, and is mortgaged to secure the bonds. Stock authorized, \$15,000,000; issued to subscribers to bonds on final payment of subscription, June 15, 1894, \$2,500,000. Road is being fault under contract by the West Side Construction Company, and during construction the voting power on the construction company's stock will be in the hands of G. C. Clark, of Clark, Dodge & Co., N. Y.; George C. Allen, late of Busk & Jevons, N. Y., and H. L. Higginson, of Lee, Higginson & Co., Boston. V. 55, p. 1035; V. 56, p. 206; V. 58, p. 866.

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, 1893, 1,876 miles. All standard gauge and 56-pound steel rail.

OBGANIZATION.—Incorporated February 25, 1880, under the general aw of Massachusetts, and also holds a charter from the Mexican Government. Debt readjusted in 1889—see V. 48, p. 191, 292, 327.

SUBSIDY.—Jan. 1, 1894, there was left of the subsidy in trust \$4,027,-522, to be used whenever necessary for the payment of principal and anterest of the consolidated mortgage bonds. In addition to which was \$3,000,000 receivable under the Tampico Harbor concession. See further facts in Supplement of principal and anterest of the consolidated mortgage bonds. In addition to which was \$3,000,000 receivable under the Tampico Harbor concession. See further facts in Supplement of the consol. mort. 4 p. c. (trustee, Boston 390 of these \$1,403,000

The remainder of the received 3 per cent interest July 10, 1890, and 3 per cent in July, 1891, and 1892, respectively; none since.

General Finances.—The report for 1893 states that the depreciation in silver caused a loss during the year of \$386,074, as compared with the year 1892, from operations and depreciation in Mexican currency assets. On Jan 1, 1894, notes outstanding were \$1,000,000, the same as 1893. Notes and accounts receivable, \$1,709,046.

Earnings.—Mexican our. (1894, gross, \$6,217,883; net, \$1,995,363 Jan. 1 to Sept. 30 (9 mos.) (1893, gross, 5,842,390; net, 1,958,222 Annual Report—Fiscal year ends Dec. 31. Report for 1893 was in w. 56, p. 715, with earnings, balance sheet, &c. The gross earnings below are Mexican currency, all other figures U. S. currency. In 1893 the company received an average of only 62:02 cents for its Mexican dollars, against 68:26 cents in 1892 and 76:74 cents in 1891.

INCOME ACCOUNT—(U. S. CURRENCY EXCEPT AS INDICATED).

Year ending Dec. 31— 1890. 1891. 1892. 1893.

Avige miles operated.... 1,527 1,665 1,825 1,847

Gross earnings, Mex. cur. \$6,425,694 \$7,374,539 \$7,963,254 \$7,981,768
Net earns. Mex. cur. \$2,424,524 \$2,694,750 \$2,961,467 \$2,845,588

Do do in U. S. cur. ... 1,978,157 2,068,013 2,021,515 1,764,823

Subsidy acc't in U. S. cur. 19,78,157 2,068,013 2,021,515 1,764,823

Subsidy acc't in U. S. cur. 17,953 ... 7,170 ... 7,170

Eotal net income. ... \$2,597,237 \$2,368,013 \$2,528,685 \$2,264,823

Total net income....\$2,597,237 \$2,368,013 \$2,528,685 \$2,264,823
Tation est on bonds....2,434,581 2,321,180 2,667,769 2,226,962
Miscollaneous...261 39,374 16,387 Balance..... sr.\$162,395 \$7,459 ¶df139,084 sr.\$21,474

TBalance to credit of income account Dec. 31, 1893, was \$76,219.

—(V. 56, p. 734, 752, 973; V. 58, p. 714, 755, 773, 776, 879.)

Mexican International.—(See Map Southern Pacific)—Road—
Owns in Mexico a standard gauge road from Ciudad Porfirio Diaz, on Southern Pacific, via Torreon, on Mexican Central, to Durango, 540 miles, with branches, 33 miles. Completed in October, 1892. Extensions are under construction. Capital stock Dec. 31, 1893, \$16,975,—000. Trustee, Metropolitan Trust Co. of N. Y.

EARNINGS—8 months, {1894, gross, \$1,380,203; net, \$569,495 Jan. 1 to Aug. 31. {1893, gross, 1,358,612; net, 406,268 ANNILLA REPORT—Report for 1893, was in V. 58 n. 593 showing gross.

Jan. 1 to Aug. 31. (1893, gross, 1,358,612; net, 406,263
ANNUAL REPORT.—Reportfor 1893 was in V. 58, p. 593, showing gross
earnings on an average of 573 miles, \$2,050,934 (Mexican currency);
met, \$749,540; exchange on purchases in United States and duties,
met, \$93,260; total, \$842,800, equal in U. S. currency to \$561,867;
other income, \$64,651; total, \$626,518; deduct interest, &c., \$577,477;
balance, surplus, \$49,041. In 1892 gross, \$2,095,726; net, \$766,815.
Precident, C. P. Huntington, N. Y. City. New York office, 23 Broad
St. (V. 56, p. 811, 834; V. 57, p, 179, 181; V. 58, p. 593; V. 59, p. 371.)

Mexican National.—Owns narrow gauge road 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 owner-

Comment of the state of the sta

ship of stock, Texas Mexican Railway, Corpus Christi to Laredo, Texas, and branch, 163 miles; other lines, 5 miles; total 1,232 miles. Gauge, 3 feet; rail (steel and iron) 40 and 45 pounds to the yard.

Gauge, 3 feet; rail (steel and iron) 40 and 45 pounds to the yard.

Organization.—Successor of the Mexican National Railway, sold in foreclosure May 23, 1887. Owns all the Texas Mexican Railway 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 in March, 1894, \$2,667,434 had 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 p. c., the remaining 4 p. c. to be deferred and bear 6 p. c. interest.

STOCK.—Stock. \$33,350,000 (par \$100). placed in trust with the

nual 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 p. c., the remaining 4 p. c. to be deferred and bear 6 p. c. interest.

STOCK.—Stock, \$33,350,000 (par \$1.00), 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. The first mortgage bonds have two votes, the 2d mortgage, A. & B., bonds one vote each. The Mexican Nat. Const. Co. is supposed to own a majority of the stock and \$7,000.000 of the incomes. Capital reserve fund Jan. 1, 1894, held \$76,004.

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. Original issue \$12,500,000, which has been reduced to present figure by redemption with subsidy of \$319,000 in 1891, \$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; \$200,000 of 2d mortgage bonds are reserved for betterments. 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, 1894, \$89,216.

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.

EARNINGS—9 months, \$1894, gross, \$3,122,314; net, \$1,298,006 Jan. 1 to Sept. 30. \$1893, gross, \$3,186,294; net, \$1,287,006 Jan. 1 to Sept. 30. \$1893, gross, \$3,186,294; net, \$1,188,748 Net available for interest, including earnings

INCOME ACCOUNT-(U. S. CURRENCY EXCEPT GROSS EARNINGS).

| Year end'g Dec. 31—       1890.         Miles operated       1,218         Gross earnings       \$3,754,966         Net earnings       \$625,169         Subsidy receipts       305,314 | 1891.<br>1,218<br>\$4,206,422<br>\$892,788<br>112,500 | 1892.<br>1,218<br>\$4,756,030<br>\$1,346,898   | 1893.<br>1,218<br>\$4,224,804<br>\$1,296,096   |
|---|---|--|--|
| Total net income. \$930,483 Int. on 1st M. bonds. \$809,500 Exchange(cr.)14,671 Misc., bet'm'ts, etc. 135,654   | \$1,005,288<br>\$738,835<br>loss 51,796<br>360,341    | \$1,346,898<br>\$720,185<br>248,622<br>132,598 | \$1,296,096<br>\$702,130<br>434,242<br>137,156 |

Central Ky., to Sierra Mojada, 83 miles, all steel, completed July 1891.

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 4½ per cent. In 1894, Jan., 1½; April, 1½ per cent; July, 1 per cent; Oct., 1 per cent. Bonds.—The mortgage of which the State Trust Co. of New York is trustee, is for \$1,660,000, of which \$162,000 bonds in Sept., 1894, were held by the sinking fund. The bonds are not subject to call.

held by the sinking fund. The bonds are not subject to call.

EARNINGS.—Jan. 1 to Sept 30, 1894 (9 months), gross, \$472,682; net,

\$247,518. In year end. June 30, 1893, gross \$1,160,148; net, \$566,673.

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 1,124 miles;
trackage III. Cen., 14 miles; total January 1, 1894, 1,634 miles.

There are 244 miles of second track and 839 miles of side tracks.

ORGANIZATION, LEASES for The Michigan Contral was chartered in

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. To enter Chicago uses the Illinois Central under a perpetual lease.

| RAILROADS.   | Miles                                       | Date  | Size, or  | La company in   | LN   | PEREST   |  | Bonds—Principal, When Due                                    |
|--|---|---|---|---|--|--|--|--|
| For explanation of column headings, &c., see notes on first page of tables.  |   | of  | Par   | Amount<br>Outstanding   |  | When<br>Payable  | Where Payable, and by  |  |
| on first page of tables.  Middle Ga. & Atlantic—Stock, \$12,000 per mile Mortrage, \$18,000 per mile, gold Mortrage, \$18,000 per mile, gold Middlesborough Belt—1st mort. for \$1,000,000 1st mort., \$600,000, gold, (\$20,000 per mile) 2d mort., \$600,000, gold, (\$20,000 per mile) 2d mort. guar. interest, reduced to 5 per cent 2d mort. guar. interest, reduced to 5 per cent 2d mort. guar. interest, reduced to 5 per cent 2d mort. guar. interest, reduced to 5 per cent 2d morte guar. interest, reduced to 5 per cent 2d Milvaukee & Lake Winnebago—Common stock Preferred stock, 6 per cent, cumulative 1st mortgage, gold 1ncome mort. (cumulative), gold, interest paid 2d Debentures, convert., gold, see remarks | Road.  16 22 22 13 NORT 100 66 66 St. Pa 53 | 1892<br>1890<br>1892<br>1896<br>1871<br>H-WES<br>1882<br>1882 | \$100<br>1,000<br>1,000<br>1,000<br>1,000<br>100 &c.<br>500 &c. | See text. See text. \$552,000 500,000 440,000 150,000 250,000 780,000 780,000 1,430,000 520,000 244,000 | Cent.  5 6 5 5 8 8 6 8 6 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 | J. & J. M. & N. M. & N. J. & D. J. & J. & J. J. & D. J | Whom.  Jan., '93, coup. last pd. N. Y., Central Trust Co. N. Y., N. Y. Susq. & W. do  N.Y., 36 Wall St. & Bost. do do do Phila., Office, 119 S. 4th. N. Y., Third Nat. Bank. | July 1, 1930<br>Nov. 1, 1942<br>Nov. 1, 1941<br>Dec. 1, 1896 |

CANADA SOUTHERN CONTRACT.—In Nov., 1882, a close contract was made with Can. So. for the operation of its road. 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, nll; in 1887 and 1888, 4; in 1889, 4; in 1890, 5; in 1891, 5; in 1892, 5½; in 1893, 5½ p. c.; in 1894, Feb., 3½ per cent, of which 1½ extra; Aug. 2 p.c.

1893, 5½ p. c.; in 1894, Feb., 3½ per cent, of which 1½ extra; Aug. 2 p.c. Bonds.—The Jackson Lansing & Saginaw bonds were assumed by Michigan Central, which also guarantees in perpetuity 3½ per cent on the stock. The Bay City & Battle Creek mortgage is for \$1,800,000, but amount outstanding is limited to \$15,000 per mile. The total issue of Battle Creek & Sturgis bonds is \$500,000, but of this \$79,000 was sub-guaranteed by the Lake Shore & Michgan 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 of the Michigan Central endorsed on the bonds.

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.—Jan. 1 to June 30 (6 months).

LATEST EARNINGS.—Jan. 1 to June 30 (6 months).

6 Months. Gross. Net. Int., rentals, etc. share. 1894 ....\$6,169,000 \$1,740,000 \$1,200,000 \$152,000 \$389,000 \$1,765,000 \$1,200,000 \$162,000 \$403,000 ANNUAL REPORT,—Fiscal year ends Dec. 31. Annual meeting is held on the Thursday following the first Wednesday in May. Report for 1893 was in V. 58, p. 773.

 Year ending Dec. 31— 1890.
 1891.
 1892.
 1893.

 Miles operated.......
 1,609
 1,609
 1,639

 1,639
 1,639
 1,639

 3,634
 1,634

 4,490,711
 \$15,162,960
 \$15,908,292
 \$16,178,031

 3,731,754
 11,107,569
 12,046,095
 12,287,792

Net earnings.... \$3,758,957 \$4,055,391 \$3,862,197 \$3,890,239 P. c. op. ex. to earns. 74.06 73.25 75.72 75.95 Net, incl'g other inc. \$3,816,450 \$4,114,019 \$3,908,995 \$3,936,029 

Surplus...... def.\$65,148 \$197,355 \$93,318

236 miles.—(V. 53, p. 126; V. 59, p. 291.)

Middlesborough Belt.—Road around City of Middlesborough, Ky., 11 miles; branches to coal mines, 10 m.; sidings, 7 m.; total, 28 miles; opened January 1, 1891. Capital stock authorized, \$1.000,000; par, \$50. There are car trusts outstanding. July 1, 1893, interest was not paid and in Oct., 1893, J. H. Bartlett was appointed receiver. In 1892.93 gross, \$25,816; net, \$2,742.

Middlesex Valley.—Opened for business in October, 1892, from Raples, N. Y., north to Stanley, N. Y., 22 miles. Extension 8 miles to Geneva opened in September, 1894. In 2 mos. ending June 30, 1893, gross, \$22,643; net, \$8,294.

Middletown Unionville & Water Cap.—(See Map N. V. Suc.

Middletown Unionville & Water Gap.—(See Map N. Y. Susquehanna & Western.)—Owns from Middletown, N. Y., to Unionville, N. J. State line, 14 miles. Stock, \$149,850; par, \$50. Is controlled through ownership of stock by New York Susquehanna & Western, which pays interest on bonds. In year ending June 30, 1893, net income from operation, \$21,192, against \$13,921 in 1892; deficit under fixed charges, \$835, agst. \$7,842; total deficit June 30, 1893, \$278,958.

Milwaukee Lake Shore & Western.—Merged into Chicago & Northwestern RR. Co. Sept. 1, 1893. V. 57, p. 375. See V. 56, p. 792.

Milwaukee & Lake Winnebago.—Owns Neenah to Schleisingerville, Wis., 65 miles. Leased for 99 years to Wis. Cent. at 3712 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.

Dividents.—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 on account of accrued back dividends, of which nly \$5 00 per share remained unpaid in June, 1894.

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.

Mineral Range.—Houghton, Mich., to Calumet, Mich., 15 miles; ranch, Franklin Station to Franklin, 2 m.; total, 17 miles (3-foot gauge. HISTORY, ETC.—Operated in close connection with Hancock & Calumet (which see.) Reorganized in 1891. Capital stock, \$400,000; par, \$100.

Bonds.—The consolidated mortgage covers all the property, including \$250,000 of Hancock & Calumet stock, which is five-sevenths of the whole issue. Mortgage is for \$600,000, of which \$252,500 are in company's treasury and \$7,000 with trustee.

pany's treasury and \$7,000 with trustee.

LATEST EARNINGS—From Jan. 1 to Jan. 31, 1894 (1 month), gross \$23,539, against \$22,514.

In 1893 gross earnings, including operations of Hancock & Calumet, were \$304,767; net, \$106,177. In 1892 gross, \$314,329; net, \$117,878. President, W. F. Fitch, Marquette, Mich. Secretary, Geo. H. Church, 45 William St., N. Y. (V. 54, p. 557; V. 55, p. 1110.)

Minneapolis & St. Louis RR.—(See Map.)—Owns main line, Minneapolis to Angus, Ia., 259 miles; Pacific Div., 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. Operates, but accounts kept separate, Wisconsin Minnesota & Pacific Ry., 218 miles.

Pacific Ry., 218 miles.

History — A reorganization in October, 1894, as per plan given in V. 59, p. 371, of the Minneapolis & St. Louis Ry., sold Oct. 11, 1894, at foreclosure under improvement and equipment mortgage.

Stock.—The capital stock of the new company is common, \$6,000,000; first preferred, 5 p. c., cumulative, \$2,500,000; second preferred, 5 p. c., non-cumulative, \$4,000,000. Under the plan, old common and old preferred were assessed \$25 per share, new first preferred being issued therefor.

issued therefor.

Bonds, Erc.—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. & Duluth bonds due May 1,1907.

The new first consol. mortgage provides for the issue of \$10,000,000 first consol. 40 year, 5 p. c. gold bonds, of which preserved \$4,718,000 for underlying mortgage, the remainder to pay past-due coupons, to retire or acquire certain outstanding bonds, and for expenses, etc.

The 2d mortgage incomes for \$500,000, which matured Jan. 1,1891, with all unpaid coupons attached, were paid with interest thereon to Nov. 13, 1894, under the reorganization.

Nov. 13, 1894, under the reorganization.

PAYMENT OF COUPONS.—On July 1, 1894, coupons due and unpaid amounted to \$1,588,687. The table gives the date of the last coupon paid on each of the several issues of bonds. Payment of coupons in default has included interest accrued to date of payment. See payments V. 56, p. 164, 753; V. 57, p. 683, 979. V. 58, p. 127.

GENERAL FIVANCES.—Estimated fixed charges under plan are \$580,540 per year. A syndicate has purchased \$5,000,000 of the new 40-year 5 per cent bonds and will pay the assessment and take the place of non-assenting stockholders. See V. 59, p. 371.

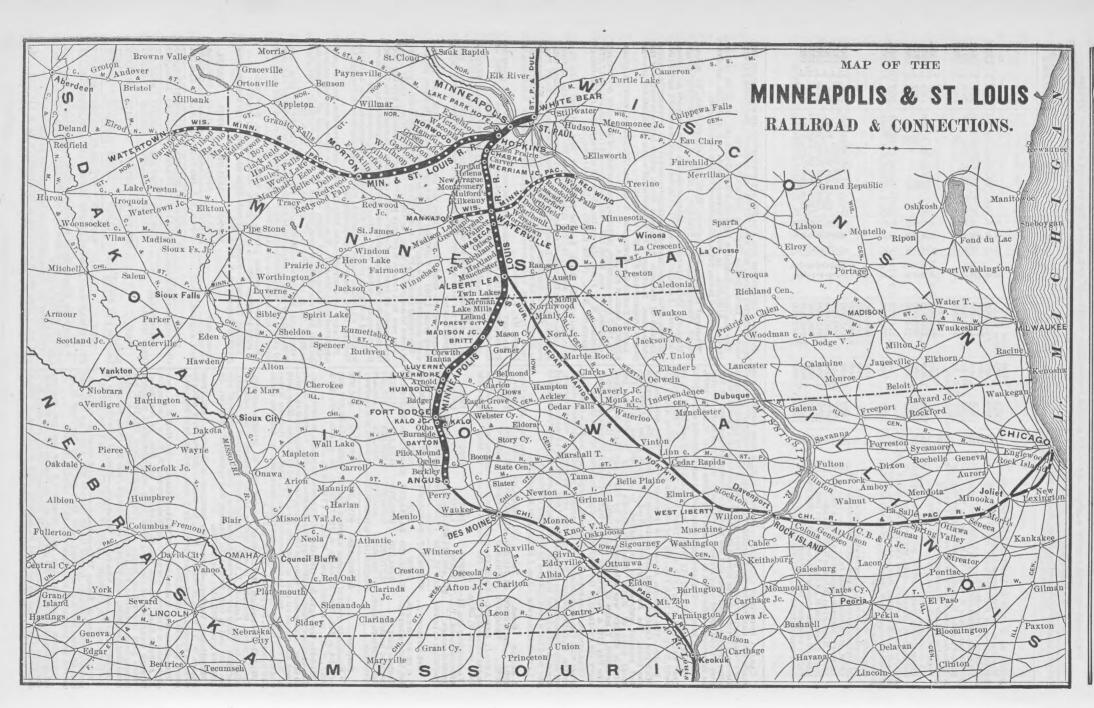
EARNINGS—3 months, \ 1894, gross, \$465,902; net, \$196,580. July 1 to Sept. 30, \ \ \ 1893, gross, \ 433,514; net, 176,224. ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was tyen in CHRONICLE, V. 59, p. 513.

| given in Chronicia, v. o.                  | , p. 010.                |                      |                                   |                                   |
|--|--------------------------|----------------------|-----------------------------------|-----------------------------------|
|  | 1890-91.                 | 1891-92.             | 1892-93.                          | 1893-94.                          |
| Passengers<br>Freight<br>Mail, express, &c |                          |                      | \$410,995<br>1,449,089<br>114,415 | \$355,188<br>1,243,538<br>110,144 |
| Total<br>Oper. expenses & taxes            | \$1,605,364<br>1,069,146 |                      | \$1,974,499<br>1,267,685          |                                   |
| Net earnings Other income                  | \$536,218<br>115,259     | \$798,433<br>127,202 | \$706,814<br>138,361              | \$656,411<br>157,202              |
| Total                                      | \$651,477                | \$925,635            | \$845,175                         | \$813,613                         |
| Rentals<br>Interest paid during year       | 65,025<br>217,860        |                      | 62,554<br>1,185,629               | 63,657<br>896,070                 |
| Total                                      | \$282,885                | \$97,322             | \$1,248,183                       | \$959,727                         |
| Ral overint & rents paid 1                 | sr.368.592               | sr.828.313           | dr.*403.008                       | df.*146.114                       |

Nadditional expenditures for construction, equipment, etc., were as follows: in 1890-91, \$2:9.294; in 1891-92 \$255,278; in 1892-93, \$126,-828; in 1893 94 \$20,778.

\*Paid from accumulated surplus in receivers hands.

-(V. 57, p. 596, 683, 979; V. 58, p. 127, 1109; V. 59, p. 116, 152, 332, 371, 453, 513, 551, 600, 651, 697, 738, 780, 836, 879.)



| RAILROADS.   | Miles  | Date   | Size, or   |                       | INT               | EREST   | OR DIVIDENDS.   | Bonds-Principal, When Due.   |
|--|--|--|--|-----------------------|-------------------|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.  | of   | of   | Par  | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable   | Where Payable, and by<br>Whom.  | Stocks—Last<br>Dividend.   |
| Minn. St. Paul & Sault Ste. Marie.—Common stock. Preferred stock, 7 per cent, non-cumulative. Minn. Sault Ste. Marie & Atlantic 1st M. gold. of Minneapolis & Pacific. 1st mort., \$15,000 p. m. of Consol. M. gold, int. guar. (end.)—See text of Income certificates.  Car trusts.  Car trusts.  Cississquoi Valley—Stock, 4 p. c. rental Cent. Vt Missouri Kansas & Texas.—Common stock.  Preferred stock, 4 per cent non-cumulative  Tebo. & Neosho 1st mort., gold, s. f., red. at 100. M. K. & T. 1st mortgage, gold.  2d mortgage, (income till Aug., 1895) gold  Zd m. City & Pacific 1st mort., gold, int. gu. end. of Dallas & Waco 1st M., \$20,000 p.m., g., p. &i. gu. of 2d M. for \$500,000 gold, guar, p. &i. (end.). of 2d M. for \$500,000 gold, guar, p. &i. (end.). of Guar. bonds of companies operat'd separately—Sh.Sh.& So. 1st M., \$20,000 p.m., g.u., dr'n at 100. of Guar. bonds of companies operat'd separately—Sh.Sh.& So. 1st M., \$20,000 p.m., g.u., dr. (end.). of Sw. Coal & Imp. 1st M. guar. p. &i. end. s. f. in '99. Sissouri Pacific—Stock, \$55,000,000 authorized. Pac. RR. of Mo. 1st mort., extended in 1888, gold. 2d mort. ext. in 1891 in gold, St. L. to K. C. of 1st M., St. Louis real estate, ext. in 1892, gold. 1st M. Carondelet Br., g., gu. p. &i. (end.) ext. '93 ad M. (cover'g all property of Pacific RR. of Mo., Solidated mortgage, \$30,000,000, gold of | 1495<br>286<br>970<br>1000<br>1,601<br>1,601<br>1,601<br>125<br>67<br>162<br>162<br>132<br>155<br><br>283<br>283<br>283<br>296 | 1886<br>1886<br>1888<br>1890<br>1890<br>1890<br>1890<br>1892<br>1892<br>1892<br>1892<br>1892<br>1873<br>1898<br>1868<br>1871<br>1872<br>1873<br>1873<br>1873<br>1873<br>1873 | \$100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1 | 245,000<br>3,828,000  | 4 g               | J. & J. J. & J. J. & D. J. & D. J. & A. F. & A. M. & N. A. & O. M. & S. M. & N. J. & D. | New York & Chicago. St. Albans, Vt.  N. Y. Office, 45 Wall St. do d | Jan. 1, 193<br>July 1, 193<br>July 1, 190<br>1896 & 1897<br>July 2, 1894<br>June 1, 1990<br>June 1, 1990<br>June 1, 1990 |

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, connecting with the Canadian Pacific.

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 7 p. c. on pref., common and preferred share pro rata.

STOCK.—After 7 p. c. on pref., 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 & Allantic 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, the company sold on account of 170 miles of new road \$3,420,000, making total issued \$12,909,000, and had for sale an additional \$3,880,000 on 194 miles to be built in 1893. See mileage above. Bills payable, including car trusts May 1, 1893, \$424,439; due Canadian loan account, \$3,289,287.

EARNINGS.—From Jan. 1 to Feb. 7, 1894 (14 month), gross, \$246,623, against \$281,319 in 1893. In year 1893, gross \$3,320,801; net, \$856,788. In year 1892, gross, \$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,

Missouri Kansas & Texas.—(See Map.)—ROAD.—The lir clearly shown on the map, embraced June 30, 1894, the following:
Road owned.

Miles.
Hannibal, Mo., via Denison & Whitesboro, to Henrietta... 689
June. City, Kan., to Parsons... 158
Ft. Worth to Houston, Tex... 327
Branches (8) to Mineola, etc... 329

Total operated June 30, '94.2, Operated separately.

Total operated June 30,'94.2,023 Operated separately. Sherman Shrev. & Southern— J'ffers'nto Greenv.,Tex.,&c. 155

Mó., is projected.

Organization, &c.—Reorganized in 1890, without foreclosure, [plan In V. 49, p. 719,] the old first mortgage being paid off at par.

The "M. K. & T. Railway Company of Texas" was formed with capital of \$8,000,000 to consolidate certain of the 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, sub-fect 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; and the M.K. & T. of Texas has \$1,987,500, included by M. K. & T. in its balance sheet in the outstanding capital.

\$1,000,000 stock—par \$100; and the M. K. & T. of Texashas \$1,987,500, 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. These mortgages cover the main line from Hannibal, Me., to a point 80 miles from Houston, Tex., a distance of 941 miles [except 71 miles of trackage] and sundry branches, the total mileage mortgaged being 1,601 miles, including the Sherman Shreveport & So., formerly the East Line & Red River RR. The bonds of the Sher. Shr. & So., except \$1,050,000 [turned over to M. K. & T. for standard gauging the line [are deposited as part security for the aforesaid mortgages. These mortgages also cover the right to the land grant in the Indian Territory.

Payment of interest on the second mortgage of 1890is not obligatory fill August 1, 1895, payment of coupons in meantime being 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." Interest payments: In Feb., 1892, 2 p.c.; Feb., 1893, 2 p.c. Feb., 1894, 2 p.c. (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, the road forming the St. Louis extension from Franklin, Mo., to Texas Junction, Mo., 162 miles. The mortgage is for \$4,000,000. See 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; trus tee Central Trust Co. See above, and guaranty V. 56, p. 604.

The Sherman Shreveport & Southern mortgage is for \$6,100,000 at not exceeding \$20,000 per mile; authorized, \$3,100,000, of which \$2,050,000 pledged under the M. K. & T. mortgage of 1890, and \$1,050,000 issued to M. K. & T. for standard-gauging the road, formerly the East Line & Red River. See below. The line is operated separately. 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 1892-93, it is said more than sufficing to meet the interest on the bonds. The mortgage is for \$1,000,000.

Deferred payments due for cars, etc., on July 1, 1893, were—payments extending till February, 1898, \$493,179; payments extending till November, 1905, \$260.634, to be made from milease of cars.

November, 1905, \$260,634, 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 and the line to Kansas City has been leased. The line to Houston was opened in April, 1893, and the St. Louis extension was ready for local traffic in July, 1893. The C. B. & Q. bridge to St. Louis on the latter line was completed in January, 1894, and on March 4 the St. Louis extension was opened for regular traffic. Neither Sherman Shreveport & Southern nor the Coal Co. bonds are a charge on M. K. & T. carnings, both companies being separately operated. In January, 1894, stockholders subscribed at 70 for \$200,000 S. Coal & Imp. 1st 6s; \$200,000 Galv. Houston & H. 1st 5s; \$100,000 M. K. & E. 2d 5s and \$500,000 Sherman S. & S. 1st 5s, the proceeds to be applied to improvements.

sur. \$78,943sur.\$238,047 def. \$9,521 Balance..... -(V. 56, p. 42, 373, 579, 819; V. 57, p. 91; V. 57, p. 256, 298, 34763, 764, 786, **805**, 853; V. 58, p. 223, 430, 476; V. 59, p. **833**.)

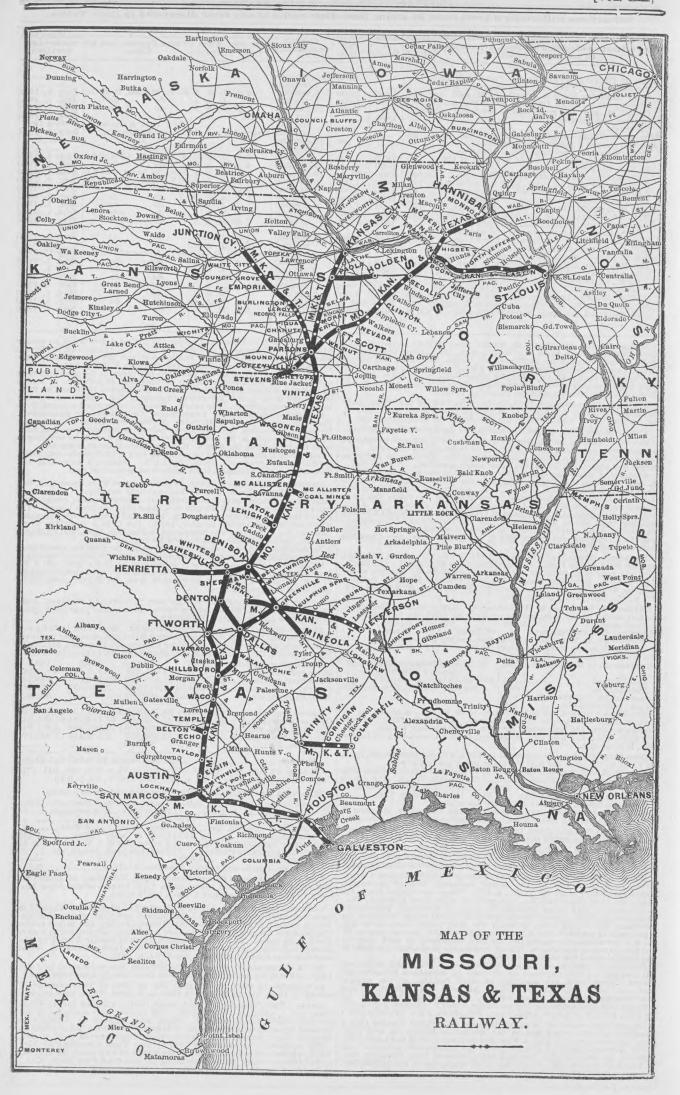
Missouri Pacific.-ROAD-The lines operated are as follows

Also operates Central Branch Union Pacific, 388 miles; St. Louis Iron Mountain & Southern and leased lines, 1,773 miles. Grand total Mis-souri Pacific mileage January 1, 1894, 5,375 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 loans. The Iron Mountain 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.

1890, and may be made as stockholders from time to time determine. DIVIDENDS—In 1881, 6; in 1882, 6<sup>1</sup>4; in 1883 to 1887, inclusive, 7 yearly; in 1888, 5<sup>1</sup>4; in 1889, 4; in 1890, 4; in 1891, 3 p. c; none since. BONDS—The Carondelet branch bonds were extended for 45 years, 700,000,000—trustees John F. Dillon and Edward D. Adams—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; these embracing the line from Fort Scott, Kan., to Pueblo, Col., etc. For securities pledged, etc., see V. 46, p. 678.



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

As to collateral trust bonds due in 1920, see V. 50, p. 669, 874. The Leroy & Caney Valley Railroad in Kansas, 52 miles, is leased and bonds guaranteed by Missouri Pacific as also the Verdigris Valley Independence & Western, 81 miles. The Booneville St. L. & So. Rs. (Booneville to Versailles, Mo., 44 miles) is leased at \$25,000 per annum. B. St. L. & So. 1st mort. 6s for \$400,000 due Aug. 1, 1911, are outstanding; interest is payable F. & A. at Am. Ex. Nat. Bank, New York.

GENERAL FINANCES.—Dividends were discontinued in October, 1891.

GENERAL FINANCES.—Dividends were discontinued in October, 1891, On Dec. 31, 1893, the floating debt of Mo. Pac. amounted to \$6,779,302, including notes payable, \$431,388, and "advances by directors," \$4, 142,033. Current assets, \$4,464,954, including cash, \$658,538, and due from St. L. I. Mt. & So. on current account, \$2,333,313. The annual report for 1893 states that the company holds in its treasury stocks and bonds available for sale of a par value of \$16,487,432, costing \$9,321,549, and which paid dividends in 1893 of \$529,022.

The St. Louis I. M. & So. floating debt was \$4,459,987, including the above \$2,333,313 due Mo. Pac. and \$1,887,787 advanced by directors. Current assets, \$479,192. Total amount of Mo. Pacific and Iron Mount. securities funded from 7 and 8 per cent into 5 per cent bonds during the past three years amounts to \$14,516,000, effecting an amunal reduction in interest charges of \$298,320."

Earnings.—Jan. 1 to Nov. 7, 1894 (10 months), gross of Mo. Pacific

EARNINGS.—Jan. 1 to Nov. 7, 1894 (10 months), gross of Mo. Pacific and St. L. I. M. & So. combined, \$18,885,604, against \$21,117,926 in

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at St. Louis in March. Report for 1893 was in V. 58, p. 472—see also editorial p. 454. Earnings of Missouri Pacific system, excluding operations of Central Branch U. P., have been as follows. "Other income" in 1893 includes dividend on Iron Mountain stock 8514 322; do on

| in 1893 includes dividend on Iron Mo<br>Pacific Express stock, \$216,000, etc.  |   |
|---|---|
| Miles operated  | 1892. 1893.<br>4,984 4,987  |
| Total earnings. Operating expenses and taxes.   | \$26,344,789 \$24,018,339   |
| Net earnings.  Ratio oper. expenses and taxes to earns Other income, dividends, interest, &c  | (76.209) (79.486)   |
| Total net income<br>Interest paid on bonds<br>Rentals<br>Sundry accounts  | \$4,993,953 \$5,026,922<br>532,650 529,851  |
| Surplus  For the Missouri Pacific proper and cluding Iron Mountain and other auxilia Yeur ending Dec. 31— 188  Miles operated December 31. 3,1  Passenger earnings. \$2,665  Freight. 8,866  Mail, express and miscellaneous. 1,691 | ries, the report was as follows:<br>1. 1892. 1893.<br>95 3,214 3,214<br>8,798 \$2,641.684 \$2,393.776 |
| Total earnings  |   |
| Net earnings \$3,300<br>Dividends, interest, &c., received. 634   | 9,949<br>9,054 \$3,817,275<br>664,287 \$2,275,456<br>1,387,094  |
| Total net income \$3,935  | 5,003 \$4,481,562 \$3,662,550   |
| Interest on bonds\$2,776<br>Dividends1,422  | 5,580 \$2,734,850 \$2,780,848   |
| Taxes, rentals, &c  | 1,796 1,028,095 +792,841  |
| Balance for year  | 54: rentals \$139 682: miscel-  |
| 00, p. 404, 414, 1109.)   |   |

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, Gelena, Ark, Cushman, Ark., Arkansas City, Ark., Warren, Ark, Memphis, Tenn., &c., '747 miles; Houston Central Arkansas & Northern Railway, McGehee, Ark., to Alexandria, La., 190 miles; total owned January 1, 1894, 1,427 miles. Leases Little Rock & Fort Smith and Little Rock & Junction railroads, 176 miles; Kansas & Arkansas Valley, Re., 170 miles. Total operated December 31, 1893, 1,773 miles.

STOCK.—Stock \$25,788,925, of which \$25,716,105 Jan. 1, 1894, was sweed by Missouri Pacific—mostly acquired in 1881. Little Rock & Fort Smith was acquired by exchange of stock in 1887. See title of that company in SurprLement of May, 1888, and previously.

LANDS.—The sales of land in Arkansas for 1893 were 28,393 acres at \$3.08 per acre, the total sales, including town lots, being \$12,537; from Little Rock & Fort Smith grant 12,404 acres for \$2.83per acre. Lands in Arkansas unsold Dec. 31, 1893, 659, 951 acres; in Missouri, 75,414 acres; of L. R. & F. S., 537,185 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 mort is a first lien on the 947 miles in Arkansas and Louisiana and on all unsold lands, amounting to 735,365 acres on Jan. 1, 1894. Trustee of mortgage, Mercantile Trust Co. of New York. As indicated in the table above, part of the general mortgage 5s (Nos. 11,001 to 18,000 inclusive) are endorsed with the Missouri Pacific's guaranty of principal and interest; form of guaranty was in V. 56, p. 650. "Advances by directors" Jan. 1, 1894. \$1,887,787; due Mo. Pac., current accounts, \$2,333,313. In 1893 car trusts decreased \$287,500. In 1893 general consols for \$2,857,000 were issued to purchase the Central Ark. & Northern, making total issue guaranteed and unguaranteed \$28,898,000; N. Y. Stock Exchange in Nov., 1894, reported \$25,338,000 outstanding. outstanding

ANNUAL REPORT.-Report for 1893, in V. 58, p. 473, showed:

| Year ending Dec. 31—<br>Miles operated Dec. 31 | 1891.<br>1,547        | 1892.<br>1,770         | 1893.<br>1,773                         |
|--|-----------------------|------------------------|--|
| Gross earnings                                 | \$11,581,034          | \$11,689,789           | \$11,713,465                           |
| Net earningsOther receipts                     | \$3,877,034<br>20,413 | \$3,289,327<br>32,511  | \$3,485,714<br>156,606                 |
| Total net income                               | \$3,897,447           | \$3,321,838            | \$3,642,320                            |
| Interest on bonds                              | 1,586,229             | \$2,259,103<br>977,535 | \$2,246,074<br>†860,691<br>(5) 515,623 |
| Balance for year                               |                       | sur. \$85,200          | sur. \$19.932                          |

† This item includes: Taxes, \$249,969; rentals, \$390,169; commission for extending bonds, car trust expenses, etc., \$220,553.

-(V. 55, p. 100, 551; V. 56, p. 465, 499; V. 57, p. 1039; V. 58, p. 473.

—(V. 55, p. 100, 551; V. 56, p. 465, 499; V. 57, p. 1039; V. 58, p. 473.

Mobile & Birmingham.—Road.—Owns from Mobile to Marion Junction, Ala., 149 miles; trackage to Selma, 14 miles; opened in July, 1888. Line of 3 miles into Mobile completed in September, 1893.

Historry, Etc.—East Tennessee Virginia & Georgia, which guaranteed first mortgage, in June, 1892, went into receiver's hands, and T. G. Bush, was appointed receiver of Mobile & Birm. Coupons due July 1, 1892, were \$215,710. The Richmond & West Point Terminal reorganization plan issued in Feb., 1894, excluded the M. & B. bonds as their holders had refused terms previously offered. Mortgage abstract V. 57, p. 274.

Annual Report.—The receiver's report for the year ending June

57, p. 274.

ANNUAL REPORT.—The receiver's report for the year ending June 30, 1894, was in V. 59, p. 290. Gross, \$282,998, against \$281,373 in 1892-93; deficit under operating exps. and taxes, \$8,154, agst. \$54,824.—(V. 51, p. 612; V. 55, p. 21, 59; V. 56, p. 882; V. 59, p. 290.)

Mobile & Girard.—Owns Columbus, Ga., to Searight, Ala., 122 m RECEIVERSHIP.—Was leased to Central RR. of Georgia, but a receiver was appointed Nov. 11, 1892, and in July, 1893, suit was brought to foreclose the mortgage of 1877. It is said sale will be in 1894 Receivers are now H. M. Comer and R. Somers Hayes.

STOCK.—Common stock, \$1,251,208; preferred, \$11,344, and \$2,530 Pike County; par, \$100. Cent. RR. of Georgia owns \$816,200 stock.

Bonds.—Thefirst 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.

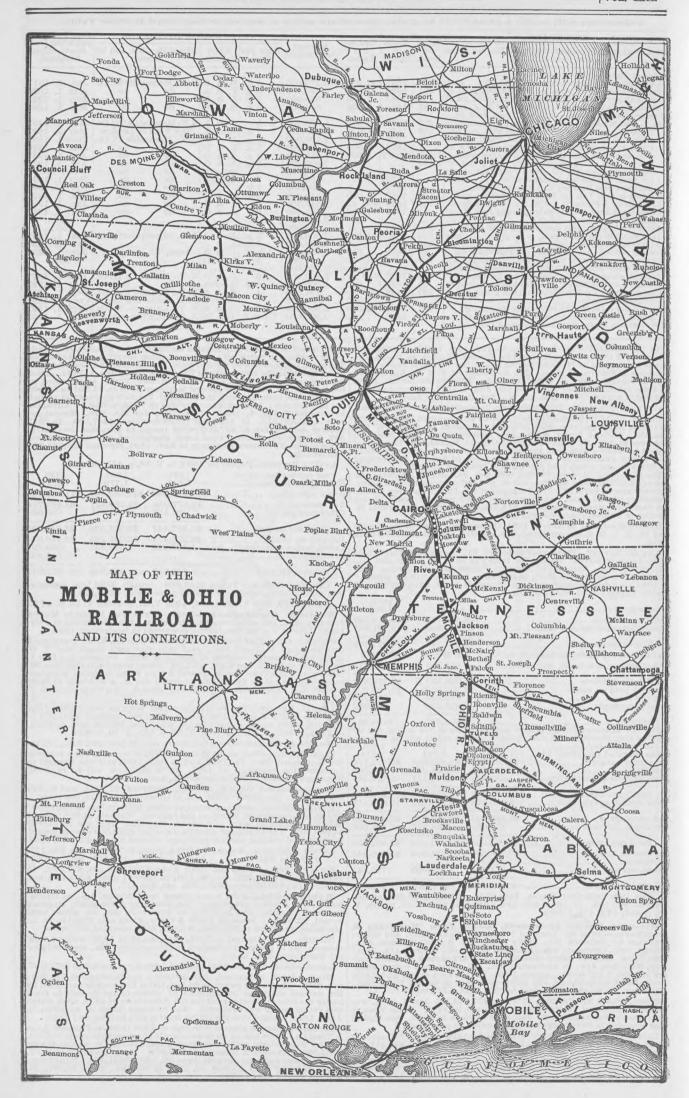
Default on dividends and 1st mortgage interest occurred Dec. 1, 1892.

LATEST EARNINGS.—9 mos., {1893-4, gross, \$178,846; net, \$56,177. July 1 to Mar. 31. {1892-3, gross, \$168,472; net, \$19,066.}

For year ending June 30, 1893, gross \$207,925; net, \$11,532. 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.

Mobile & Ohio.—(See Map.)—Owns from Mobile, Ala., to Colum bus, Ky., 472 miles, proprietary line, Kentucky & Tennessee Railroad ovaried, 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, 688 miles.

HISTORY, ETG.—Opened in 1861, reorganized in 1879 without fore



NOVEMBER. 1894.1

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

| RAILROADS.  | Miles       | Date         | Size, or      |                        | IN                | TEREST             | OR DIVIDENDS.               | Bonds-Princ                             |
|---|-------------|--------------|---------------|------------------------|-------------------|--------------------|-----------------------------|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.                              | of<br>Road. | of           | Par<br>Value. | Amount<br>Outstanding  | Rate per<br>Cent. | When<br>Payable    | Where Payable, and by Whom. | pal, When Du<br>Stocks—Las<br>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, 193                             |
| Montgom & Eufaula—1st, s. f., \$15,000 not dr'ne*<br>Mont. Tusc. & St. L.—1st M., g., \$3,500,000 gu. p.&i. | 81          | 1879<br>1893 | 1,000         | 1,500,000              | 6                 | J. & J.            | Jan., '93, coup. last paid. | July 1, 190                             |
| Morgan's La. & Texas—N. O. Opel. & Gt. West. 1st M.   | 80          | 1859         | 678           | 249,002                | 5                 | 4                  | N W O D O OOD               | 1943                                    |
| 1st mortgage (New Orleans to Morgan City)e*   | 102         | 1878         | 1.000         | 5,000,000              | 7                 | A. & O.            | N.Y.,S.Pac.Co.,23Broad      |   |
| 1st mortgage, Alexandria Extension, gold  | 157         | 1880         | 1,000         | 1,494,000              |                   | A. & O.<br>J. & J. |                             | Apr. 1, 19                              |
| Morris & Essex-Stock, 7 p. c. guar. D. L. & W   |             | 2000         | 50            | 15,000,000             | 7 per an.         |                    | N.Y., Del. Lack. & West.    | July 1, 19                              |
| 1st mortgage, sinking fund  | 84          |              | 500 &c.       | 5,000,000              |                   | M. & N.            | do do                       | July 1, 189                             |
| Convertible bonds   |             | Var'us       | 1.000         | 281,000                |                   | J. & J.            |                             | May 1, 19                               |
| Gen. M. & 1st on Boonton Br. &c. (guar. D.L.&W.)  |             | 1871         | 1,000         | 4.991.000              |                   | A. & O.            |                             | Jan. 1, 19<br>Oct. 1, 19                |
| Consol. M. (for \$25,000,000) guar. D. L. & W.c*&r  | 137         | 1875         | 1.000         | 12,151,000             |                   | J. & D.            | do do                       | June 1, 19                              |
| Special real estate bonds   |             | Var'us       |               | 2,795,000              | 412 & 5           |                    | do do                       | Various.                                |
| Morris & Essex Extension stock, guar. 4 per cent.   | 2           |              | 100           |                        | 4 per an.         | M. & N.            | do do                       | Nov., 1894                              |
| forristown & Cum. Gap-1st M., \$25,000 p.m., gld.c*   | 40          | 1891         | 1,000         | 1,000,000              |                   | J. & J.            |                             | Jan. 1, 19                              |
| Il. Holly Lumb. & Medf'd-1st M. gu. p. & i. Pa. RR.   |             |              |               | 75,000                 |                   | A. & O.            |                             | Apr. 1, 18                              |
| Tashua & Lowell—Stock, 9 p.c. rental, 92 yrs. B.&M.   | 15          |              | 100           | 800,000                | 9 per an.         | M. & N.            | Nashua, Indian Hd. Bk.      | Nov. 1, 18                              |
| Bonds not mortgage  |             | 1880         |               | 100,000                | 5                 | J. & J.            | do do                       | July 1, 19                              |
| Tashville Chattanooga & St. Louis-Stock   | :***        | 2222         | 100           | 10,000,000             | Text.             | QF.                | N. Y. and Nashville.        | Nov. 1, 18                              |
| 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, 19                              |
| 2d mortgage, gold or silver   | 321         | 1881         | 1,000         | 1,000,000              | 6                 | J. & J.            | do do                       | Jan. 1, 19                              |
| 1st M. on Fayette. and McM.brs. (\$6,000 p.m.) c*&r<br>1st mortgage on Lebanon Branch                       | 125         | 1877         | 1,000         | 750,000                | 6                 | J. & J.            | do do                       | Jan. 1, 19                              |
| 1st M. on Jasper Br. (\$90,000 are 8s, due 1906)e*  | 29          | 1877         | 1,000         | 300,000                |                   | J. & J.            | do do                       | Oct. 1, 19                              |
| 1st mortgage on Centreville Branch, goldc*&r  | 43          | 77-'83       | 1,000         | 461,000                |                   | J. & J.            |                             | Jan.,1906&'                             |
| 1st M. on Tracy City Br. (Tenn. C. & I. RR.).c*&r   | 46<br>20    | 1883<br>1887 | 1,000         | 376,000                |                   | J. & J.            | do do                       | Jan. 1, 19                              |
| 1st M. on Bon Air Br., red. at par aft. July '97,e*   | 20          | 1887         | 1,000         | 540,000                |                   | J. & J.            |                             | Jan. 1895 to'                           |
| Consol. M. (\$20,000,000), \$20,000 p. m., golde*   | 740         | 1888         | 1,000         | 130,000                |                   | J. & J.            | do do                       | July 1, 19                              |
| Duck River RR. 1st mortgage, 1st, 6 & 8 per cent  | 48          | 1876         |               | 4,958,000              | 5 g.              | A. & O.            | do do                       | Apr. 1, 19                              |
| 2d mortgage.  | 48          | 1881         |               | 22,000                 | 0 00 8            | J. & J.            | do do                       | Jan. 1, 18                              |
| Tashville & Decatur-Stock, guar. 6 p. c. by L. & N.   | 119         | 1001         | 25            |                        | 6 g.              | M. & N.            | do do                       | Nov. 1, 19                              |
| 1st mort., guar., s. f. (\$200,000 held in sink. fd.).  | 119         | 1870         | 1.000         | 2,303,582<br>2,100,000 | o per an.         | J. & J.            | Nashville.                  | Dec. 1, 18                              |
| ash, Flor, & Sheff.—1st M. (\$2.500,000), gold, gu c  | 91          | 1887         | 1,000         | 2,096,000              |                   |                    | N. Y., 120 Broadway.        | July 1, 19                              |
| Tashville & Knoxville-1st mort. for \$2,000,000e*   | 73          | 1888         | 1,000         | 1,179,000              | 5 g.              | F. & A.<br>M. & N. | N. Y. and Louisville.       | Aug. 1, 193                             |

ANNUAL REPORT.—Fiscal year ends June 30. Report for year 1893-94 dn V. 59, p. 648.

Year end'g June 30—1891. 1892. 1893. 1894.

Total gross earnings. \$3,559,138 \$3,443,760 \$3,358,471 \$3,253,692 Net earnings. 1,125,713 1,086,293 1,099,281 1,216,972 P. ct. op. ex. to earns. 72-92 69-10 67-27 62-60 Interest and rentals. 1,070,500 1,044,130 1,044,381 1,037,323

Balance, surplus... \$145,213 \$\$42,163 \$544,900 \$\$179,649

\*There was also expended for equipment and new construction (additional to operating expenses), \$451,980 in 1890-91, \$218,070 in 1891-92, \$210,902 in 1892-93; \$172,331 in 1893-94. (V. 57, p. 60, 636, 722; V. 58, p. 223, 866, 987; V. 59, p. 191, 648.)

1891-92, \$210.902 in 1892-93; \$172.331 in 1893-94. (V. 57, p. 60, 636, 722; V. 58, p. 223, 866, 987; V. 59, p. 191, 648.)

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, 181 miles in all.

HISTORY, LEASE, ETC.—Completed in November, 1892. Furnishes access to heart of Adirondacks and forms link in a new through line from New York City to Montreal. In 1893, N. Y. Central leased the road and guaranteed its first mortgage bonds. The surplus in any year after payment of the first mortgage interest for that year 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 issuing 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 Guif.—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.

HISTORY.—April 23, 1892, J. Robertson was appointed receiver. In October, 1893, a bondholders' committee organized a corporation in Belgium—The Société Anonyme Belge de Chemin de fer au Mexique—which holds 51 per cent of the M. & M. G. stock. Nearly all the M. & M. G. bonds and past due coupons have been exchanged at par for the \$1,000 shares of this co. Coudert Bros., 68 William St., N. Y., attorneys, Augustus Frasez, President, Brussells, Belg. Mexico gave this road a subsidy of \$14,222 per mile in 6 p. c. silver bonds. Stock \$100,000.

EARNINGS.—January 1 to Aug. 31, 1894 (8 months), gross, \$748,471, against \$673.758 in 1893. In year 1893 gross, \$997,810, against \$4774, 580 in 1892 and \$883,462 in 1891. (V. 56, p. 463, 835; V. 57, p. 638.)

Montgomery & Eufaula.—Owns Montgomery to Eufaula, Ala., 80 miles. Foreclosed May 1, 1879, and re-organized. Operated under

Montgomery & Eufaula.—Owns Montgomery to Eufaula, Ala., 80 miles. Foreclosed May 1, 1879, and re-organized. Operated under contract by Central of Georgia, which guaranteed the principal and interest of bonds. Stock is \$620,000, all owned by Cent. of Ga. Judgment under mortgage obtained by F. L. & T. Co. in July, 1894, for \$1,640,000. V. 59, p. 152.

LATEST EARNINGS. -9 1893-4, gross, \$160,832; oper. def., \$13 mos., July 1 to Mar. 31. 1892-3, gross, \$212,061; oper. def., \$6

mos., July 1 to Mar. 31. § 1892-3, gross, \$212,061; oper. def., \$6,759 In year ending June 30, 1893, gross, \$255,131; defloit under operating expenses, \$28,020; in 1892, gross, \$289,845; net, \$42,669. In 1890-91 gross, \$307,613; net, \$58,553. See Central of Ga. July, '93, interest was not paid. (V. 59, p. 152.)

\*\*Montgomery Tuscaloosa & St. Louis.\*\*—Projected Montgomery, Ala., to Columbus, Miss., with branches, 198 miles. In 1893 contract was made with Mobile & Ohio to guarantee the bonds. Road to be built when times improve. (See V. 57, p. 722.)

Morgan's Louisiana & Texas RR. & Steamship Company.

—(See Map of Southern Pacific.)—Road—Owns New Orlans to Cheneyville, 204 miles; branches, 55 miles; trackage to Alexandria, 24 miles.

Organization.—The Southern Pacific Company, on Jan. 1, 1894, held \$14,995,000 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 12 fron steamships and 9 ferry and river steamers and tugs plying between New York and New 7r-leans and between Gulf ports; also wharves, warehouses, and on Jan. 1, 1894, owned \$740,500 bonds and \$781,248 stock of other companies.

EARNINGS.—9 months. ) 1894. ... gross. \$3.953.970. pet \$6.92.970

EARNINGS.—9 months, 1894.....gross, \$3,953,970; net, \$692,979

Jan. 1 to Sept. 30. \$1894.....gross, \$3,701,964; net, 535,164

For year 1893 gross, \$5,637,297; net, \$1,379,183, against \$1,454,-33 in 1892; surplus over charges, \$251,962; net profits due comany under lease to Southern Pacific, \$608,842.

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;
eases 16 miles; total operated, 136 miles.

Lease.—Leased in perpetuity to Delaware Lackawana & West., which
assumed all liabilities and pays 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.

EABNINGS.—The road is important to the Delaware Leakawana &

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 dessee company after the payment of rental. The loss to lessee was in 1891 over \$900,000; in 1892 about \$1,500,000; in 1893, \$1,525,959.

In 1893 gross earnings of road proper (119 miles) were \$5,791,287; net, \$1,164,471. In 1892 gross, \$5,772,665; net, \$1,149,429.

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 is assumed by the lessee, and the lessor holds the lessee's notes for same amount. 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., 427 miles; leases Western & Atlantic, Chattanooga, Tenn., to Atlanta, Ga., 137 miles; owns all capital stock of Rome Railroad of Georgia, Rome, Ga., to Kingston, Ga., 20 miles, and began operating the road Nov. 1, 1894; total operated, 904 miles, of which 74 miles completed in 1893-94.

ompleted in 1893-94.

ORGANIZATION.—A majority of the stock (\$5,500,500) is owned by the Louisville & Nashville, and pledged under its unified mortgage, etc., so that the two systems are operated in close harmony. The Western & Atlantic is leased from the State of Georgia for 29 years from Dec. 27, 1890, at \$420,012 per annum.

DIVIDENDS since 1886—In 1887, 4; in 1888, 4<sup>1</sup>4; from 1889 to August, 1893, both inclusive, at rate of 5 p. c. yearly; in Nov., 1893, none. In 1894, Feb., 1<sup>1</sup>4 p. c.; May, 1<sup>1</sup>4 p. c.; Aug., none; Nov., 1 p. c.

BONDS.—The Tracy City branch 6s fall due \$20,000 yearly on Jan. 1, 1895, to 1916 inclusive, and \$100,000 on Jan. 1, 1917.

The consolidated mortgage of 1888 (United States Trust Co., trustee), provides that all prior bonds shall be paid off at maturity: sufficient of the \$20,000 per mile are reserved for them. The Rome Railroad mortgage has been discharged of record. (V. 59, p. 835.)

GENERAL FINANCES.—In 1893-94 \$162,000 1st consols were issued for construction, etc., but these were heid in treasury June 30, 1894, \$100,000 so held June 30, 1893, having been sold during the year.

Bills payable were \$768,718 on July 1, 1894.

EARNINGS.—4 months, \$1894......gross, \$1,547,136; net, \$661,306

Balance, surplus....... \$266,220 \$72,253 \$178,738 \$165 -(V. 57, p. 494, 509, 514, 684, 1039; V. 58, p. 344; V. 59, p. 539, 551, 562, 836.)

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 p. c. per ann. on stock. The lesses assumed all the debt and owns \$915.800 of its stock. On June 30.1894, sinking fund held bonds of face value, \$531,500 of which \$200,000 were N. & D. firsts. See V. 59, p. 604.

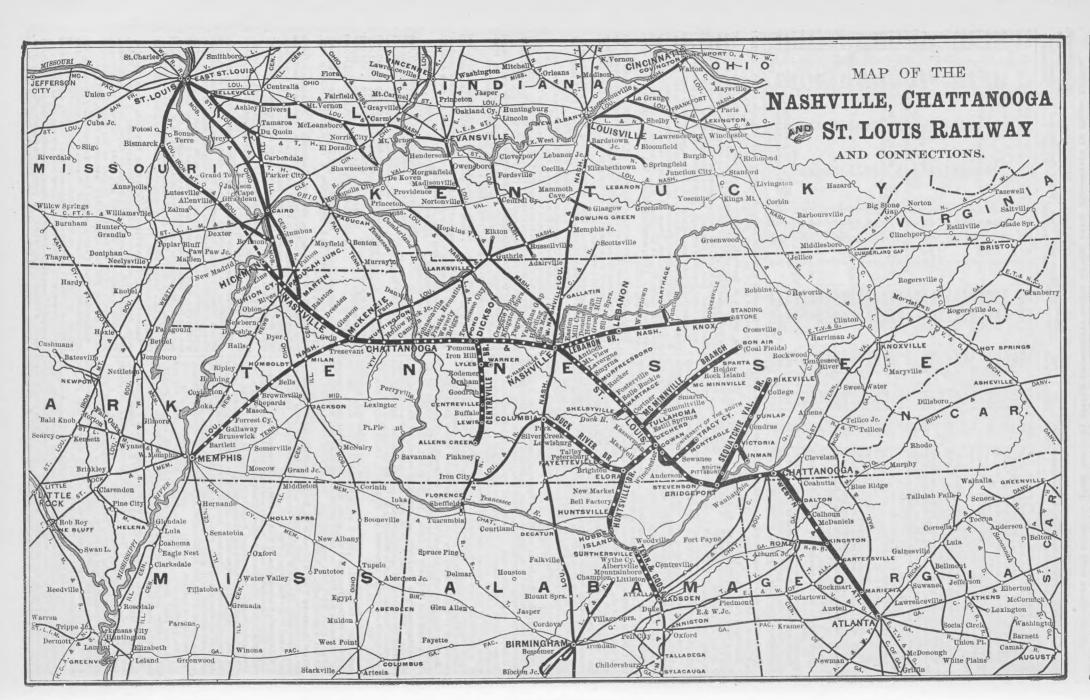
EARNINGS.—In 1892-93. gross \$1,468,199; net. \$\$450,664; interest, \$147,000; balance for dividends, etc., \$303,664. In 1891-92 gross, \$1,443,431; net, \$484,318.

\*\*S1,443,431; net, \$184,318.

\*\*Nashville Florence & Sheffield.—(See Map Louisville & Nashville.)—Owns from Columbia, Tenn., to Florence, Ala., 79 miles, with branch Iron City, Tenn., to Florence, Ala., 79 miles, with branch Iron City, Tenn., to Pinckney, Tenn., 12 miles, and has trackaze, 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 \$362,050 stock, par \$100. Stock authorized, \$2,000,000. Due L. & N. on open account June 30, 1894, \$513,818. In 1892-93 gross earnings were \$199,922; net, \$23,447; taxes, \$6,292; interest, etc., \$125,374; deficit, \$103,219. In 1891-92 net, \$18,003. (V. 53, p. 793.)

\*\*Nashville & Knoxville.\*\*—Owns from Lebanon, Tenn., to Monterey, Tenn., 79 miles, and branch to Carthaye, Tenn., 8 miles. Extension, Cookville to Mouterey, completed in 1894. Stock, authorized, \$500,000; outstanding, \$372,700; par, \$100. Tenstee of mortgage, Mercantile Trust Co. of New York. In year ending June 30, 1893, gross earnings were \$79,982; net, \$29,916; interest on bonds, \$70,200.

\*Nesquehoning Valley.\*\*—Owns from Nesquehoning Junction, Pa.



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

| RAILROADS.   | Miles | Date        | Size, or |                       | IN'               | TEREST          | OR DIVIDENDS.                  | Bonds-Prine                               |
|--|-------|-------------|----------|-----------------------|-------------------|-----------------|--------------------------------|---|
| For explanation of column headings, &c., see notes<br>on first page of tables. | of    | of<br>Bonds | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where Payable, and by Whom.    | pal, When Due<br>Stocks—Last<br>Dividend. |
| Naugatuck-See New York New Haven & Ha  | RTFOR | D.          |          |                       |                   |                 |                                |   |
| Vesquehoning Val.—Stock 5 n.c. on till 1904                                    | 18    |             | \$50     | \$1,418,600           | 5 per an.         | M. & S.         | Phila., 226 So. Third St.      | Sept. 1, 189                              |
| evada Central—1st M. g., income (sinking fund).                                | 94    | 1888        | 1.000    | 750,000               | 5 g.              | J. & J.         | No coupons paid.               | July 2, 193                               |
| ** cvada Southern—1st M., \$1.500,000, gold C*&r                               | 30    | 1893        | 1.000    | Jan.'94,none          |                   | J. & J.         |                                | Jan. 1, 192                               |
| vewark & Hudson-1st mortgage   | 6     | 1871        | 1,000    | 250,000               | 7                 | M. & S.         | N.Y. L. E. & West RR           | Sent 1 100                                |
| *ewark somersel & Straitsv.—1st M. ext. in '89. g. c*                          | 44    | 1869        | 500 &c.  | 800,000               | 5 2.              | M. & N.         | N. Y., Union Trust Co.         | Nov. 1, 192                               |
| Newburg Dutchess & Connecticut—Col. trust bonds.                               |       | 1891        | 59       | 226,000               | 5                 | M. & N.         | N. Y., Central Trust Co.       | 1921                                      |
| Income mortgage for \$1,625,000r   |       | 1877        |          | 1,164,500             | 6                 |                 | When earned.                   | June 1, 197                               |
| Vew Castle & Beaver Valley-Stock   | 15    |             | 50       | 700,000               | See text.         | QT.             | Newcastle, Pa.                 | Oct. 1, 189                               |
| Vew 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, 191                               |
| lew Haven & Derby—See NEW YORK NEW HAVEN                                       |       | RTFOR       |          |                       | . 8.              | 0. 00 0.        | 211 21, 2 willi. 21 to 21. 00. | our 1, 101                                |
| New Haven & Northampton—See NEW YORK NEW                                       | HAVE  | N & H       | ARTFOR   | D.                    |                   |                 |                                |   |
| lew Jersey Junction-1st. M. guar by N V Cent atr                               | 5     | 1886        | 1,000    | 1,700,000             | 4                 | F. & A.         | N. Y. Cent. & Hud. Riv.        | Feb. 1, 198                               |
| tew Jersey & New York—1st M. (reorganization) ox                               | 34    |             | 500 &c.  | 400,000               |                   |                 | N. Y., Mercantile Tr. Co.      | May 1, 191                                |
| zu mortgage  | 34    | 1885        | 500 &c.  | 100,000               |                   | J. & J.         | do do                          | Jan. 1. 198                               |
| General M., \$1,200,000 (red. 105 after 5 years).g                             |       | 1892        |          | 369,000               |                   | J. & J.         |                                | 1932                                      |
| N. J. & N.Y. Extension 1st M., int. guar                                       |       |             |          | 120,000               |                   | 0. 00 0.        | uo uo                          | 1002                                      |
| two London Northern—Stock  | 121   |             | 100      | 1,500,000             |                   | QJ.             | New London, Office.            | Oct., 1894                                |
| Consolidated M., now 1st M. (\$688,000 are 4s).c*                              | 121   | 1880        | 1,000    | 1,500,000             |                   |                 | N. Y., Bk. of No. Amer.        | July 1, 191                               |
| ew Orleans & North Eastern-Prior lien m gold at                                | 196   | 1885        | 1,000    | 1,320,000             |                   | A. & O.         | N. Y., Central Trust Co.       | Nov. 1, 191                               |
| 1st mortgage, gold   | 196   | 1881        | 1.000    | 5,000,000             | 6                 | I & I           | N.Y., Müller, Schall&Co.       | Jan., 1911                                |
| . Uti 118 & North West'n-1stM \$20 000n m o o* tr                              | 77    | 1890        | 1,000    | See text.             |                   | J. & J.         | In default.                    | Jan. 1, 194                               |
| ow Ort. & So.—Prior Hen M. scrip, gold, red, at 105 cx                         | 66    | 1891        | 100      | 250,000               |                   | A. & O.         |                                | Oct.,1931                                 |
| 150 MOPU. 10F \$1,000,000, income for five years.                              | 66    | 1891        |          | 924,000               | 6                 |                 | London Agency.                 | 1931                                      |
| cuport News & Mississippi Valley—Stock   |       |             | 100      | 13,679,000            |                   |                 |                                | 1991                                      |
| . I. Brookun & Manhat Reach-Common stock                                       |       |             | 100      | 350,000               |                   | 30.35           |                                | *******                                   |
| ricierred stock, non-cumulative.   | 20    |             | 100      | 650,000               |                   | A & O           | N. Y., L. I. RR. Co.           | Oct., 1893                                |
| N. I. & Mannattan Beach 1st mortgage (*)                                       | 14    |             | 500 &c.  | 500,000               |                   | I & I           | N. Y., Corbin Bank'g Co.       | Jan. 1, 189                               |
| N. I. B. & M. B. 1st con. M. gold guar by I. I c*                              | 20    | 1885        | 1,000    | 1,178,000             | 5 0               | A. & O.         | do do                          |   |
| W LUTE & Udhada—18t M. Star onar D &H Can of                                   | 150   |             | £100 &c  | 4,000,000             | 6 8               | M. & N          | London, Baring Bros.           | Oct. 1, 193<br>May 1, 190                 |
| to fork Central & Hudson River—Stock   |       |             | 100      |                       | See text          | Q T             | N. Y., Gr. Cent'l Depot.       | Oct. 15, 189                              |
| N. I. C. & H., ( \$30,000,000 )  | 819   | 1873        | 1.000    | 30.000.000            | 7                 | T&T             | N. Y., Gr. Cent. Station.      |   |
| 1st mort { £2,000,000 { coupon or reg. }                                       | 819   | 1873        | 1,000    | 9,733,333             |                   | J. & J.         | do do                          | Jan. 1, 1908<br>Jan. 1, 1908              |

Newada Southern Railway.—Line of Road.—Blake (formerly Goffs) in California on Atlantic & Pacific to Good Springs, Nev., 100 miles, of which 35 m. from Blake northerly was completed to Dec., 1893; also projected to Cedar City, Utah. Contract for 25 miles more said to have been signed in Dec., 1893. 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. In January, 1894, no bonds had been sold. 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.

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), 8took, common \$795,600, and preferred, \$230,900 (par both, \$50). \$705,550 of the first and \$191,850 of the latter owned by Baltimore & Ohio. In 1892-93 gross earns., \$148,544; deficit from oper., \$8,830, against def. in 1891-92, \$10,627.

Newburg Dutchess & Connecticut,—Owns from Dutchess Junction, N. Y., to Millerton, N. Y., 59 miles. Foreclosed Jan., 1887. STOCK.—Common \$500,000 and preferred stock \$600,000; par \$50.

Bonds, Etc.—There were June 30, 1894, \$50,000 of 5 per cent mort-gage notes and \$13,495 bills payable.

Earnings.—In year ending June 30, 1894, gross, \$157,952; net, \$23,149; surplus over charges, \$2,587. In 1892-93, gross, \$167,587; net, \$32,408. Total surplus June 30, 1894, \$104,561. John S. Schultze, President, Matteawan, N. Y. (V. 57, p. 515; V. 59, p. 376.)

New Castle & Beaver Valley.—Owns from Homewood, Pa., to New Castle, Pa., 15 miles. Leased to Pitttsburg Fort Wayne & Chicago Railroad for 99 years at a rental of 40 per cent of gross earnings, and lease assumed by Pennsylvania Company.

DIVIDENDS.—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; in 1894, Jan., 1½ p. c.; Apr., 1½ p. c.; July, 1½ p. c.; October, 1½ p. c.

EARNINGS.—Gross earnings in 1893, \$163,705; net, \$61,364; rental received, \$65,482; loss to lessee, \$4,118. In 1892 gross, \$158,534; net, \$53,804; loss to lessee, \$9,609. (V. 58, 716.)

New Castle & Shenango Valley.—Owns from Newcastle, Pa., to West Middlesex, Pa., 17 miles. Leased to N. Y. Pa. & Ohio till 1982 for rental of 32 p. c. of gross earns., but interest on bonds guaranteed.

New Jersey Junetion.—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, 31,440,800 common; \$788,000 preferred; par, \$100. Balance sheet of June 30, 1894, in V. 59, p. 650. Control is with preferred stock and first mortgage till 6 per cent has been paid on preferred for three years.

The general mortgage bonds can be issued to redeem firsts, seconds and extension bonds and for rolling stock and double-track.

LATEST EARNINGS.— Gross

LATEST EARNINGS.— Gross
3 mos. end. Sept. 30. earnings.
1894. \$94,953
1893 98,308 Net earnings. \$15,074 29,420 Fixed charges. \$12,558 12,413

EARNINGS.—In year ending June 30, 1894, gross earnings, \$331,886, against \$331,833 in 1892-93; net, \$59,253, against \$54,150; surplus over charges, \$12,281, against \$13,750 in 1892-93. (V. 55, p. 855; V. 58, p. 80; V. 59, p. 650, 781.)

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 \$211,000 per annum, which leaves a small surplus after providing for inter., etc., and 8 per cent dividends. Taxes and improvements met by lessee, without claim on New London Northern.

DIVIDENDS.—From 1888 to Jan., 1892, inclusive, at rate of 7 per cent per annum; thereafter 2 per cent quarterly under lease.

EARNINGS—For year 1893-94 gross. \$647-531. against \$760.715 in

EARNINGS.—For year 1893-94 gross, \$647,531, against \$760,715 in 1892-93; net, \$283,628, against \$329,287. (V. 53, p. 256, 881.)

New Orleans & North Eastern.—New Orleans, La., to Meridian, Miss., 196 miles, all 60 lb. steel rails. Stock is \$5,000,000 (par, \$100), of which \$4,320,000 and \$4,900,000 lst mortgage bonds are held by the Alabama New Orleans & Texas Pacific Junction Railway Company—which see—to which was due July 1, 1894, \$1,179,658 on coupon account and \$740,768 on other accounts. In February, 1893, \$100,-

000 prior lien bonds were sold for improvements, etc., making total issued \$1,320,000.

issued \$1,320,000.

EARNINGS.—Report for year ending June 30, 1894, was in V. 59, D. 778, showing gross, \$1,293,070, against \$1,419,962 in 1893; net, \$228,982, against \$229,003; other income, \$362; interest, \$373,941; balance, deficit \$144,597, against \$137,868 in 1893. (V. 56, p. 332; V, 57, p. 761; V. 58, p. 904, 1035; V. 59, p. 778.)

New Orleans & Northwestern.—Owns from Natchez, Miss., to Bastrop, La., 77 miles; extension 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. Louis K. Hyde is now receiver. It is said the company will complete the road from Rayville to Collins on the Mo. Pac. In year 1892-93 gross earnings, \$64,145; net over taxes, \$17,269. In 1891-92 gross, \$47,538; net, \$11,044, (V. 57, p. 467.)

New Orleans & Southern.—New Orleans south along the Missis, sippi 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, 1894, \$128,200; par \$100.

EARNINGS.—9 months, \ 1894, gross \$67,898; def. \$4,391.

Jan. 1 to Sept. 30. \$1893, gross \$67,898; def. 6,202.

For year 1893 gross, \$136,169, against \$151,104 in 1892; net, \$10,-176, against \$8,629.

176, against \$8,629.

Newport News & Mississippi Valley,—A Huntington corporation organized to control a system of railroads, but its interest in those was disposed of in 1893 and on Mar. 20, 1894, Edmund Zacher was made receiver pending liquidation. (See V. 57, p. 218.) Loans and bills payable were \$818,435 July 1, 1892. Offices, No. 23 Broad St. and New Haven, Conn.—(V. 57, p. 218; V. 58, p. 513.)

New York Brooklyn & Manhattan Beach.—(See Map Long Island RR.)—Owns from Fresh Pond Junction to Manhattan Beach (Coney Island), and branches to Bay Ridge and Greenpoint, 20 miles, of which 16 miles double track. Greenpoint branch is not operated.

LEASE, ETC.—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, rental guaranteed to be at least 5 per cent on pref. stock.

DIVIDENDS.—On preferred from 1883 to 1893, inclusive, 5 p.c. per an. Bonds.—Consolidated mortgage of 1885 is for \$2,000,000, of which \$500,000 reserved to retire first mortgage at maturity; trustee is Central Trust Company. The L. I. RR. has attached to the bonds its unconditional guaranty of principal and interest in addition to the memorandum as to the lease previously printed upon them. V. 56, p. 812. In June, 1894, \$245,000 consols were sold for imprevements.

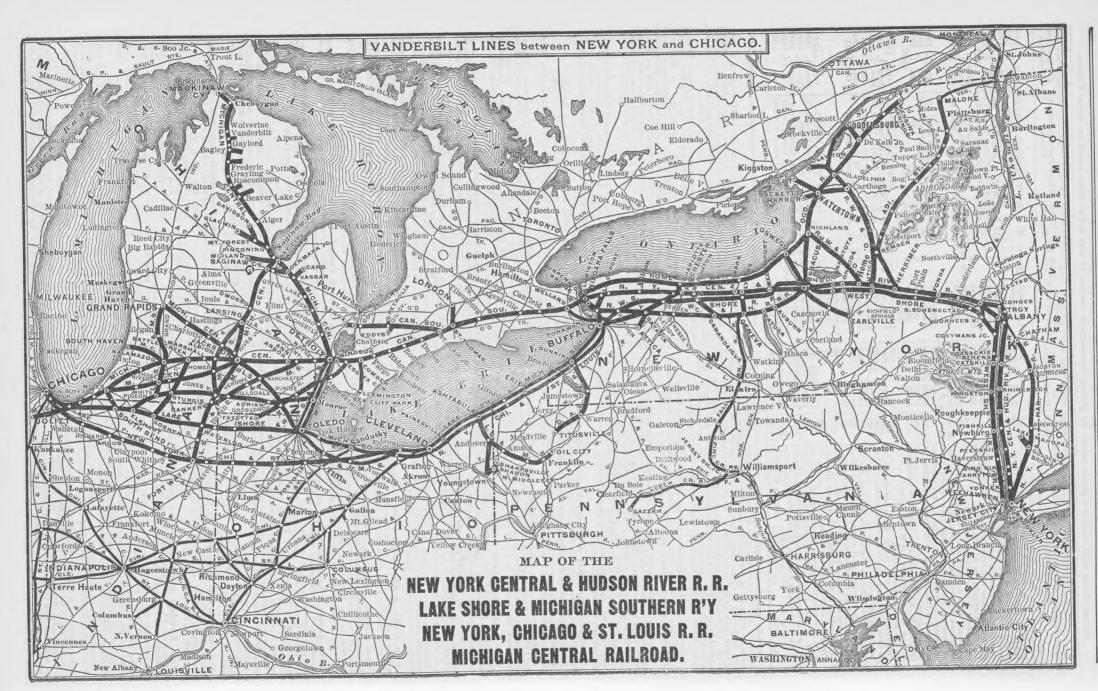
INCOME.—In year ending June 30, 1893, rental was \$111,650, against \$110,850 in 1891-92. (V.54, p.1048; V.57, p.723; V.58, p.1035.)

New York Central & Hudson River .- (See Map.)-The system, clearly shown on the accompanying map, is made up as follows:

| The same of the sa | sarry array | samp, is much up as follows.  |      |
|--|-------------|-------------------------------|------|
| Lines owned.   | Miles.      | Mohawk & Malone               | 173  |
| New York to Buffalo  | 442         | Carthage & Adirondack. T      | 43   |
| Branches N. Y. Central Div   | 377         | Gouverneur & Oswegatchie      | 13   |
| Lines leased. ¶ See this co.   |             | New York & Putnam             | 54   |
| West Shore   | 425         | Branches leased               | 206  |
| Troy & Greenbush   | 6           | _                             | 200  |
| Spuyten Duyvil & Pt. M ¶   | 6           | Tetal in earns. June, '942    | 396  |
| New York & Harlem  | 127         | Oper'd, earns. kept separate. | ,000 |
| New Jersey Junction  | 5           | Dunkirk A. V. & P             | 91   |
| Rome Watertown & Og¶   |             | Beech Creek                   | 149  |

The N. Y. Central Division has 287 miles laid with four tracks. HISTORY, &C.—This company was formed by a consolidation of the New York Central and the Hudson River railroads November 1, 1869. The leased lines have been acquired at various dates since. The Mohawk & Malone, Carthage & Adirondack and Gouverneur & Oswegatchie, a total of 235 miles, were leased in April, 1893 (V. 56, p. 501), and N. Y. & Putnam in 1894—see each company.

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,



| RAILROADS.   | Miles  | Date   | Size, or  |   | IN'  | TEREST   | OR DIVIDENDS.  | Bonds-Prine  |
|--|--|--|---|---|--|--|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of of Pon  | of of  | of of Par   | Amount<br>Outstanding   | Rate per<br>Cent.  | When<br>Payable  | Where Payable, and by Whom.  | pal, When Due<br>Stocks—Last<br>Dividend.  |
| New York Central & Hudson River—Continued—Debt certif's (N. Y. Central), gold, ext. in '93. e&r Debentures, 1884, mort. priv., non-convert. e&r Debentures, 1889, conv., no mort. privilege r Debentures, 1889, conv., no mort. privilege r Debentures, \$15,000,000, gold, s. f. not dr'n. e&r Debentures, \$15,000,000, gold, s. f. not dr'n. e&r N. Y. Chicago & St. Louis—Common stock 2d preferred (5 per cent, non-cumulative) 1st mortgage gold, sinking fund not drawn e* N. Y. Elevated—See Mannartan Elevated—N. Y. & Greenwood Lake—Prior lien M., \$500,000. Inc. 1st & 2d M.; 1st M. red. at 105; 2d M. \$1,800,000 N. Y. & Harlem—Common, 8 p. c., guar. by N. Y. C. Pref. stock, 8 per cent, guar. by N. Y. Central Consolidated mortgage, coupon or registered e* N. Y. Lackawanna & Western—Stock, guar. 5 p. ct. 1st mortgage, guar. by Delaware Lack. & West. e* 2d mortgage, guar. by Delaware Lack. & West. e* 3d M. Ferminal Imp. (tor \$5,000,000), gu. p. & i. New York Lake Ere & Western—Stock, common Preferred stock, not cumulative. N. Y. & 1st M., Piermont to Dunkirk, N. Y., ext. e* 2d mortgage, (extended in 1879) gold e* 3d mortgage, (extended in 1880) gold e* 3d mortgage, (extended in 1880) gold e* 5th mortgage, (extended in 1 | 523<br>523<br>523<br>505<br>40<br>145<br>136<br>214<br>200<br>200<br>200<br>446<br>446<br>446<br>465<br>465<br>60<br>526 | 1884<br>1889<br>1890<br>1887<br>1887<br>1872<br>1880<br>1883<br>1890<br>1847<br>1879<br>1853<br>1857<br>1858 | \$500&c,<br>1,000&c<br>1,000&c<br>100<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,00<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 10,000,000<br>1,000,000<br>See text,<br>14,000,000<br>11,000,000<br>5,000,000<br>19,425,000<br>328,000<br>2,700,000 | 5 5 4 g. 5 4 g. See text. 4 g. 5 6 See text. See text. 7 7 5 per an. 6 5 4 12 g. 4 g. 4 g. | M. & S. M. & S. J. & D.  A. & O.  M. & N. See text M. & N. Q. J. J. & J. F. & A. M. & N. | London, Union Bank. N. Y., Gr. Cent. Station. do do do do do N. Y., Gr. Cent. Station. N. Y., Gr. Cent. Station. N. Y., Union Trust Co. New York. None paid. N. Y., Gr. Cent. Station. do do do do N. Y., by Del. Lack. & W. do do do do do N. Y., 21 Cortlandt St. do | May 1, 190 Sept. 1, 190 Sept. 1, 190 Sept. 1, 190 June 1, 190  Meh. 1, 189 Oct. 1, 193  1942 Nov. 30, 190 July 2, 189 July 2, 189 May 1, 190 Jan. 1, 192 May 1, 192 May 1, 192 Jan. 15, 189 May 1, 189 May 1, 189 Sept. 1, 191 Mch. 1, 192 June 1, 192 June 1, 192 Sept. 1, 192 Sept. 1, 192 |

York Central & Hudson River .- (Concluded.)-

and 25 p. c. July 2, 1894. See V. 56, p. 463, 501. In January, 1894, \$6,000,000 of this stock was listed on the N. Y. Stock Exchange making total listed \$95,428,300. Dividends on stock registered in London are payable in gold at 494d. to dollar.

payable in gold at 494d. to dollar.

DIVIDENDS.—From 1869 to 1884, inclusive, 8 p. c. per annum; in 1885, 342 p. c. From 1886 to 1889, inclusive, 4 yearly; in 1890, 442; in 1891, 442; in 1892, 544; in 1893, 5; in 1894, 5 p. c.

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 Nov., 1894, reported \$11,500,000 of these bonds as listed. The debt certificates due May 1, 1893, were extended for twelve years at 4 per cent, interest and principal payable in gold. Stock Exchange reports only \$6,445,000 listed in November, 1894.

Guaranties.—The company guarantees the securities of its leased

GUARANTIES.—The company guarantees the securities of its leased lines to a considerable aggregate—see separate statement for each com-pany marked with a ¶ in the table of mileage preceding. It also guar-antees Western Transit Co. 4½s for \$1,000,000 due February, 1903.

antees Western Transit Co. 4½s for \$1,000.000 due February, 1903.

GENERAL FINANCES.—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. New stock for \$6,000,000, for improvements was sold in 1893-94.

The last of the \$4,837,587 sterling notes issued pending the issue of additional stock were paid off in November, 1894.

LATEST EARNINGS.—For 3 months ending Sept. 30, on 2,396 miles in 1894 against 2,334 in 1893, September, 1894, estimated.

3 mos. Gross. Net. Interest, &c. Dividends. Balance. 1894...\$10,840,822 \$3,726,063 \$2,630,152 \$1,192,854 df,\$96,943 1893... 12,211,848 3,943,758 2,629,848 1,117,854 sr.196,056 ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 533, 550, 553. The mileage and operations of N. Y. & Putnam RR. are included from Feb. 1, 1894.

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|---|--|---|--|
| Year end. June 30. Miles operated June 30. Freight. Passengers. Miscellaneous   | \$26,866,944   | 1893.<br>2,096<br>\$27,372,071<br>14,047,572<br>5,517,050                                 | 1894. $2,396$ $$24,104,509$ $14,151,280$ $5,422,412$                           |
| Total gross earnings.<br>Oper. exp., includ. taxes.   |  | \$46,936,693<br>32,291,877  | \$43,678,201<br>29,508,406   |
| Net earnings. P. c. of oper. exp. to earn Reb. State tax prior years  | is. (68·47)  | \$14,644,816<br>(68.80)<br>6,349  | \$14,169,795<br>(67.57)<br>87,727  |
| Total net income Rentals paid Interest on debt Taxes on earn.& cap.st'k Reserved for deb'tures. Dividends Miscellaneous | \$14,416,863<br>\$5,303,704<br>3,987,818<br>214,359<br>300,000<br>(5) 4,471,415<br>6,245 | \$14,651,165<br>\$5,391,137<br>4,179,595<br>214,898<br>300,000<br>(5) 4,471,415<br>26,319 | \$14,257,522<br>\$5,745,936<br>4,214,716<br>194,384<br>300,000<br>(5)4,588,826 |
|   |  |   |  |

Balance..... sur. \$133,322 ¶sur. \$67,801 def. \$786,340 ¶ Also received in 1892-93 \$221,074 profit on sale of Beech Creek stock, making total surplus \$288,875.

**(**V. 57, p. 22, 489, **509**, **532**, 548, 765, 1040, 1065, 1083, 1122; V 58, p. 82, 265, 474, 1073, 1090; V. 59, p. **533**, **550**, 551, **553**, 780.)

New York Chicago & St. Louis.—(See Map of New York Central & Hudson River.)—Owns from Buffalo, N. Y., to Illinois State Line, except 8 miles leased between Dunkirk and Silver Creek, leaving 494 miles; leases the proprietary line, chicago & State Line RR., Ill., State Line to Grand Crossing, 10 uiles; also leas s Dunkirk to Silver Creek, 8 miles; trackage in Buffalo, N. Y., 1½ miles, and Grand Crossing to Chicago, Ill. (Lake Shore RR.), 9 miles; total, 523 miles.

HISTORY.—Known as the "Nickel Plate." Sold in foreclosure May 19, 1887, and present company formed in September, 1887.

19, 1887, and present company 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, 3½ per cent; in 1892, 3 per cent; in 1893, 3 per cent; in 1894, March, 4 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 statement of road under mortgage in SUPPLEMENT of Sept., 1894. See abstract of mortgage (Central Trust Company of New York, trustee), V. 45, p. 541. There are 5 per cent gold equipment trusts for \$540,000, [issued in 1892, Central Trust Co., trustee,] \$60,000 being payable Sept. 1 yearly till 1902.

| EARNINGS—<br>9 mos.to Sep.30. | Gross<br>earnings. | Net earnings. | Other income. | Fixed    | Balance,                 |
|-------------------------------|--------------------|---------------|---------------|----------|--------------------------|
| 1894                          | 33,968,676         | \$704,424     | \$5,380       | *851.501 | surplus.<br>df.\$141.697 |
| 1893                          | 4,962,555          | 1,033,811     | 4,972         | 847,424  | sr. 191,863              |

ANUAL REPORT.—Report for year 1893 was in V. 58, p. 772. The road is used principally as a freight line, the earnings from freight in 1893 amounting to \$5,187,335 out of the total \$6,787,748. Year end. Dec. 31-1890. 1891.

| 5,006 \$1,092,003 \$1,308,510<br>3,574 \$1,102,209 \$1,314,829 |
|--|
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$           |
| )  |

Balance, surplus. \$13,826 \$7,667 \$1.036 \$54.142 -(V. 57, p. 854; V. 58, p. 382, 772, 864; V. 59, p. 291, 651, 835, 836.)

New York & Greenwood Lake.—Owns from Jersey City, N. J., to Greenwood Lake, 41 miles, and branches to Ringwood, etc., 8 miles; operates Watchung Ry., Woodside to Orange, N. J., 4 miles, and the Arlington Ry., 1 mile; total, 54 miles. The N. Y. Lake Erie & W. and Cooper, Hewitt & Co. control the property. Stock, \$100,000; outstanding, \$75,000; par \$100. Floating debt Jan. 1, 1894, \$68,323.

EARNINGS.—Gross earnings in 1893, \$349,015; net, \$53,152; interest, etc., \$51,819; balance, surplus, for year, \$1,333.

etc., \$51,819; balance, surplus, for year, \$1,333.

New York & Harlem.—Owns from New York City to Chatham N. Y., 127 miles. From Chatham to Albany, 24 miles, the Boston & Albany Railroad is used. Also owns the Fourth Avenue street railroad.

Lease.—The property (except the horse railroad) was leased April 1, 1873, for 401 years to the N. Y. Cent. & Hudson River RR. at 8 per cent dividends on the stock and the interest on the bonds.

DIVIDENDS.—The 8 per cent per annum guaranteed is paid semi-annually, Jan. 1 and July 1. In addition both stocks 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 1894, 3 per cent.

EARNINGS.—In year 1893-94 horse railroad showed \$56,296 surplus over 3 per cent dividends. Railroad operations included in New York Central. (V. 55, p. 372; V. 57, p. 467; V. 59, p. 371.)

New York Lackawanna & Western.—(See Map of Delaware

Also leases New York Pa. & Ohio and branches, 598 miles, and owns entire stock of Chicago & Erie (which see), owning from Marion, O., to Hammond, Ind., 249 miles, and leasing trackage over Chicago & Western Ind., 20 miles, to Chicago. Grand total Oct. 1, 1893, 1,970 miles.

History, &c.—The New York & Eric Railroad was reorganized as Eric Railway Company in 1861, and sold under the second consolidated mortgage in 1878; reorganized as at present June 1, 1878. Eric holds \$4,500,000 Chicago & Eric incomes and all its \$100,000 stock and guarantees interest on its \$12,000,000 first 5s—see that company.

RECEIVERSHIP.—On July 25, 1893, John King and J. G. McCullough were appointed receivers.

were appointed receivers.

INTEREST PAYMENTS.—The only coupons in default in Nov., 1894, were those of the first lien mortgage due November, 1893, and since; and 2d consol, and funded coupon bonds of 1878 due Dec, 1893, and since. (V. 59, p. 781.)

REORGANIZATION.—On Jan. 2, 1894, a reorganization plan was presented, securities assenting to be deposited with Drexel, Morgan & Co. The plan (V. 58, p. 43) provides for the issue of a \$70,000,000 5 per cent 100-year consol, mortgage with adequate foreclosure rights and to cover all the property of the company, including its lease of the N. Y. Penn. & Ohio Railway and the Chicago & Erie Ry. capital stock. The new bonds to be applied as follows:

(1.) \$33,597,400 to acquire second consols at par.

| RAILROADS.   | Miles | Date                                 | Giro on  |   | INT                                       | TEREST   | OR DIVIDENDS.  | Bonds—Princi<br>pal. When Due  |
|--|-------|--------------------------------------|--|---|---|--|--|--|
| For explanation of column headings, &c., see notes on first page of tables.  |       | of                                   | Par  |   | Rate per<br>Cent.                         | When<br>Payable  | Where Payable, and by<br>Whom.   |  |
| New York Lake Eric & Western—(Continued.)—  N. Y. L. E. & West. funded coupon bonds, gold. o't let lien mort., gold, sink. fund (not drawn) o't 2d consol. mortgage bonds, gold o't 2d consol. funded coupon bonds, gold o't 2d consol. funded coupon bonds, gold o't Funded coupon bonds, gold (red. at 105) o't Income bonds (non-cumulative) o't Income bonds (non-cumulative) o't Income bonds (non-cumulative) o't New car and engine trusts N. Y. Car trust, 1888, ser. A. (guar. by D. & H.). Long Dock Co. cons.M., g. (now 1st M.) (see text).o't Newburg & N. Y. 1st mort., extended in 1889 o't N. Y. L. E. & W. C. & RR. 1st M., gu. p. & i. (end.) o't N. Y. L. E. & W. O. & RR. 1st M., gu. p. & i. (end.) o't N. Y. & Long Branch—See Central of N. J. N. Y. & N. England—Stock (\$20,000,000 authoriz'd) Pref. stock, 7 p. ct. cumulative, without interest. Receivers' certificates | }}    | 1878<br>1878<br>1878<br>1882<br>1885 | \$500&c. 1,000 500 &c. 1,000 1,000 300 &c. 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 | 2,500,000 25,000,000 8,597,400 3,344,000 4,031,400 508,008 3,418,000 250,000 3,000,000 4,000,000 250,000 3,816,000 8ee text. 10,000,000 5,000,000 8ee text. 1,500,000 200,000 200,000 | 6 g. 6 g. 6 g. 6 g. 5 g. 6 g. 5 g. 6 g. 6 | M. & N. J. & D. J. & D. M. & N. J. & D. Various J. & J. A. & O. J. M. & J. & J. M. & J. & J. & J. & J. | Paid 6 p.c. Jan. 15, 1893 N. Y., 21 Cortlandt St. do do do N. Y., Drexel, Morgan N. Y., 21 Cortlandt St. do d | Dec. 1, 190 Dec. 1, 196 Dec. 1, 196 Dec. 1, 196 Nov. 1, 192 Dec. 1, 196 June 1, 197 Dec. 1, 199 1900, '02, '0 By Aug., 188 863,000 Jan. Oct. 1, 193 Jan. 1, 192 May 1, 192 July 1, 191  Nov., 1891  Jan. 1, 190 Aug. 1, 194 Apr. 1, 193 Dec. 23, 188 |

(2.) \$4,031,400 to acquire funded coupon bonds of 1885 at par. To make these exchanges bondholders pay a cash assessment equal to 22½ per cent of their holdings, receiving therefor new bonds at 90.

(3.) \$508,008 to acquire the present income bonds at par. Bondholders making this exchange must pay a cash assessment equal to 90 p. c. of their holdings, receiving in return new bonds at 90.

(4.) \$9,915,208 to be taken by bondholders as above.

(5.) \$6,512,800 to be reserved to acquire or provide for the present reorganization first lien and collateral trust bonds.

(6.) \$15,435,143 reserved for construction, equipment, betterments, etc., not exceeding \$1,000,000 in any one year, except that \$500,000 per year additional may be used to acquire existing car trust lieus. In May, 1894, more than 80 per cent of all classes of securities called for had been deposited thereunder and the new consol. mortgage had been recorded. See V. 58, p. 941.

E. H. Harriman, 43 wall street; Henry Budge, 28 Broad Street; John J. Emery, and Sidney Webster, constituting a committee of bondholders in opposition to the above plan, request bondholders to send names and amounts of holdings to Central Trust Company, New York, See V. 58, p. 383, 430, 474, 636, 1109.

Capttal Stock.—Preferred stock has a prior right to 6 per cent

CAPITAL STOCK.—Preferred stock has a prior right to 6 per connecumulative) from the net profits, "as declared by the board directors," but the U.S. Supreme Court held in 1886 that this stock is no legal right to claim a dividend, though net earnings are sufficient

DENDS on preferred stock from 1882 to 1884, 6 per cent—nyards till Jan. 15, 1892, when 3 per cent was paid; none since.

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."

For second consolidated mortgage see Supplement of March, 1894. The collateral trust bonds of 1882 (the U. S. Trust Co., trustee, see V. 38, p. 509), are subject to call at 110. 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 de posited as security.

See full description of Long Dock 6s in March, 1894, Supplement. The N. Y. Lake Erie & W. Coul & 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, 1893, the new car trusts amounted to \$1,752,156, the new engine trust to \$909,505, and old car trusts, \$3,418,000.

Floating Deposition of the subject of \$6,000,000 car trusts. There were loans and bills payable June 30, \$3,403,449; interest on funded debt day \$2,340,785; due for supplies, \$1,176,378; rentals of leased lines due and unpaid, \$354,921; due receivers for claims paid, \$4,639,018.

Earnings.—For 9 months ending June 30, 1894, deficit under interest, taxes, rentals etc., was \$948,545, against symples of \$6,000,000.

EARNINGS.—For 9 months ending June 30, 1894, deficit under interest, taxes, rentals, etc., was \$968,545, against surplus of \$636,980 in 1893. V. 59, p. 291. From Oct. 1 to July 31 (10 months):

10 months—

Gross.

1893-94....\$20,705,037

\$5,811,288

\$1,844,611

\$3,966,677

1892-93....24,883,889

7,937,047

2,205,168

5,731,879

ANNUAL REPORT.—Fiscal year ends September 30. Annual meeting Isheld on last Tuesday in November. The annual report for the year 1892-93 was published in the CHRONICLE, V. 57, p. 918, 936. The gross earnings include the N. Y. Penn. & Ohio and all the leased lines. Year ending Sept. 30. 1891, 1892. 1893. Wiles operated Sept. 30. 1,698 1,968 1,968 1,968 Total gross earnings \$30,090,699 \$31,261,784 \$29,993,160 Proportion paid leased lines 2,587,066 2,628,043 2,652,534

Leaving as gross revenue \$27,503,633 \$28,633,741 \$27,340,626 Total operating expenses 20,243,936 21,466,784 20,147,778

Met earnings \$7,259,697 \$7,166,957 \$7,192,848 \$P. c. oper. exp. to total gross earn's. 67.2763 68.667

PROFIT AND LOSS STATEMENT.

| Year ending Sept. 30—  | 1891,       | 1892.                                    | 1893.                                    |
|--|-------------|--|--|
| Total credits  | \$8,299,730 | \$8,307,798                              | \$8,236,756                              |
| Expenses— Pavonia ferries Interest on funded debt Interest on loans              | \$323,962   | \$327,922                                | \$312,760                                |
|  | 4,688,880   | 4,680,781                                | 4,680,781                                |
|  | 114,592     | 176,803                                  | 129,897                                  |
| Interest on mortgages, &c Interest on equipment. Rentals of leased lines. Taxes. | 120,239     | 9,275<br>303,836<br>1,609,673<br>128,478 | 8,800<br>254,151<br>1,614,188<br>142,651 |
| Claims of prior years Other debit items  | 51,955      | 89,375                                   | 46,509                                   |
|  | 156,610     | 248,396                                  | 129,581                                  |
|  |             | 8733,259                                 |  |

-(V. 56, p. 247, 793; V. 57, p. 164,179,298, 341, 342, 511, 548, 638, 723, 765, 894, 918, 936, 938, 1083; V. 58, p. 43, 178, 223, 263, 345, 383, 430, 458, 595, 636, 716, 864, 941, 1073, 1109; V. 59, p. 291, 781.)

New York & New England .- Road extends as follows:

.—Road extends as follows:

Leased. (\*See separate statement.)

\*Norwich & Worcester RR. 66

Rhode Island & Mass. RR. 14

Rockville RR. 5

B. & A. RR., in Springfield. 1

Milford & Woonsocket, etc. 20

\*Providence & Springfield RR. 28

Woonsocket & Pascoag RR. 10

\*Mer. Waterbury & Conn R. 30 New York & New England.

Lines Owned.

Miles.

Boston to Hopewell Junc, N.Y.215

Wicopee to Fishkill Landing... 2

Providence to Willimantic... 58

Newton to Woonseeket, R. I... 29

East Thompson to Southbridge 17

East Hartfort, Ct., to Springf'd 27

Other lines.... 12 Total main track owned.....360 ouble track ......114

Total leased lines operated..174

ORGANIZATION.—Successor in 1873 to Boston Hartford & Erie RR.

RECEIVERSHIP.—On Dec. 27, 1893, temporary receiver was appointed, and on Jan. 24, 1894, Thomas C. Platt and Marsden J. Perry were made permanent receivers. V. 58, p. 178. In September, 1894, the receivers were granted the right to operate the branch lines.

REORGANIZATION COMMITTEE.—John I. Waterbury, No. 1 Nassau St., New York; H. W. Cannon, Chase National Bank, New York, and T. Jefferson Coolidge, Jr., Ames Building, Boston, Mass; depositaries, Manhattan Trust Co., New York, and Old Colony Trust Co., Boston.

REORGANIZATION.—Plan of April, 1894, has been accepted by holders of nearly all the stock and most of the 2d mortgage books (V. 58, p. 941). It provides for a new company with \$17,500,000 new nortgage 5s, \$5,000,000 new common stock. Foreclosure decree under 2d mortgage is expected coulty in December.

new common stock. Foreclosure decree under 2d mortgage is expected early in December.

(1.) Of new 5s \$10,000,000 to be reserved to retire old firsts, but the committee may extend the old bonds at lower rate of interest or leave them undisturbed.

(2.) Old seconds to receive for each bond and interest to date of settlement, either \$424 in cash and \$675 in new 5s, or all cash for par and interest as above. (See V. 5s, p. 815.)

(3.) Terminal bonds are undisturbed.

(4.) Each share of old pref. stock on payment of \$25 to be exchanged for \$125 in new pref.

(5.) Each share of old common pays \$20 and exchanged for \$100 new common.

The last assessment on the stock was paid August 21.

After completing the above exchanges there will be available for the floating debt, betterments, etc., \$4,135,000 of new 5s and \$230,000 new preferred. If the assessments are paid on the entire outstanding stock the new company will receive \$4,954,000 in cash.

STOCK .- Common includes \$169,000 "Berdell Bonds" convertible.

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.

incl., 7 p. c. yearly. Dividend May 2, 1892, was enjoined. V. 54, p. 964.

Receivers' Certificates—first Mortgage Interests, the court permitted the issue of \$500,000 6 p. c. receivers' certif., of which \$330,000 to pay interest on first mortgage bonds due Jan. 1, 1894. Tais interest was accordingly paid, preventing suit for foreclosure, such suit being possible only after six months' default. The certificates are to be paid out of income; in November, 1894, \$480,000 had been issued. A further issue of \$684,629 certificates was authorized in October, 1894. Equipment notes mature Aug. 1, 1895 and 1896, \$100,000 yearly; Aug. 1, 1897, \$160,910. Sept. 30, 1894, there were also equipment notes for \$7,045; loans and bills payable, \$675,000.

Second mortgage interest due Feb. 1 was not paid. V. 58, p. 223.

Leased Lines.—As to liability on leased lines' securities, see each.

LEASED LINES.—As to liability on leased lines' securities, see each.

LATEST EARNINGS .- For 9 months ending Sept. 30:

9 mos.— Gross. 1894....\$3,913,871 1893.... 4,626,467 Net. Other inc. Int., taxes, etc. \$913,487 \$2,081 \$1,410,091 1,246,620 3,922 1,418,549 Bal., def. \$494,523 168,007 1893... 4,626,467 1,246,620 3,922 1,418,049 160,607

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting in Boston second Tuesday in March. Annual report for 1893 in V. 58, p. 473.

Year ending Dec. 31— 1891. 1892. 1893.

Total gross earnings. \$6,229,030 \$6,220,494 \$6,019,208

Net earnings. \$1,915,684 \$1,808,347 \$1,561,236

Other receipts. 7,204 5,354 5,351 Total income. \$1,922,888

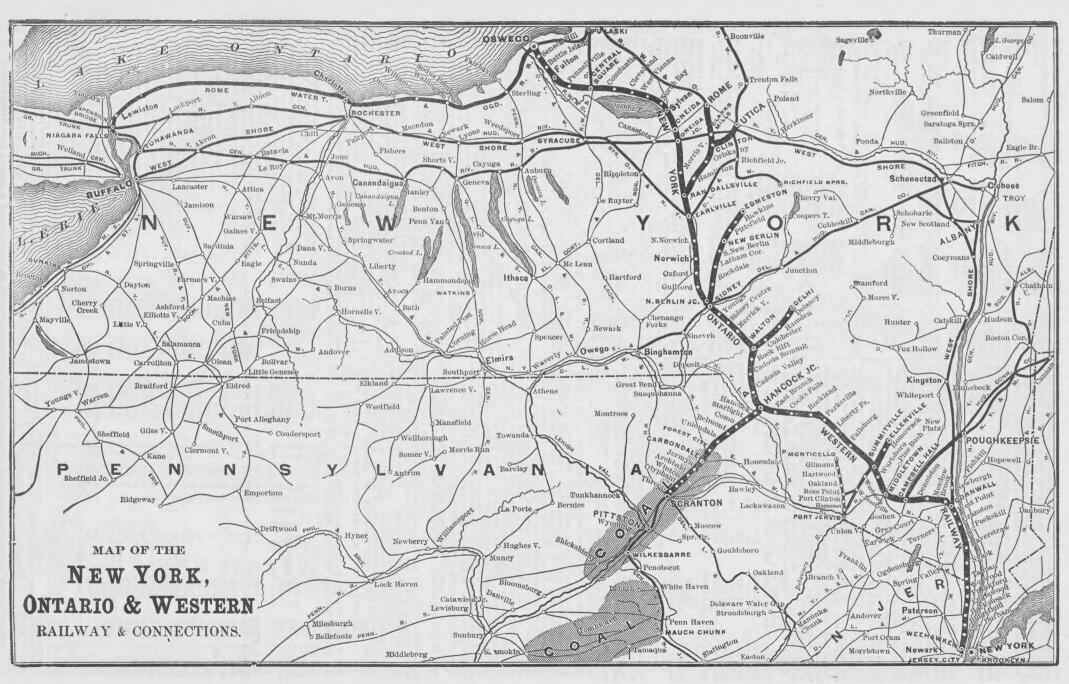
Rentals paid. \$460,240

Interest, etc. 1,116,056

Taxes. 264,764

7 n. d div on prof. stock 210,000 \$1,813,701 \$476,479 1,143,250 254,403 \$1,566,587 1,893,986 

Balance, surplus.......def.\$128,172 def.\$60,431 df.\$327,399 -(V. 57, p. 299, 511, 722, 764, 809, 854, 894, 939, 1122; V. 58, p. 43, 178, 223, 263, 306, 345, 473, 476, 513, 550, 595, 682, 716, 762, 774, 815, 902, 904, 941, 987, 1109; V. 59, p. 70, 332, 738, 781.)



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

| RAILROADS.   | Miles | Date | Size, or     |                       | INT               | TEREST          | OR DIVIDENDS.               | Bonds-Principal, When Due. |
|--|-------|------|--------------|-----------------------|-------------------|-----------------|-----------------------------|----------------------------|
| For explanation of column headings, &c., see notes on first page of table. |       | of   | Par<br>Value | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable | Where payable, and by Whom. | Stocks—Last<br>Dividend.   |
| New York New Haven & Hartford-Stock. See text.                             |       |      | \$100        | \$37,942,900          | See text.         |                 | New Haven, Co.'s Office.    | Oct. 1, 1894               |
| 1st mortgage (for \$5,000,000)r  | 123   | 1883 | 1,000&c      |                       | 4                 |                 | N. Y., Chem'al Nat. Bk.     |                            |
| Debentures (\$15,000,000) exch. for stock1903c*                            | ****  | 1893 | 100 &c.      | See text.             | 4                 | A. & O.         |                             | See text.                  |
| N.Y. Prov. & B. 1st M., Prov. to Ston. (assumed).e*                        | 50    | 1869 | 1,000        | 1,000,000             | 7                 | J. & J.         | N. Y., Central Trust Co.    | Jan. 1, 1899               |
| 1st M. (Stonington to New London) assumed.c*                               | 12    | 1881 | 1,000        | 300,000               | 4                 | A. & O.         |                             | Apr. 1, 1901               |
| Gen'l mort, for \$4,000,000, gold, assumedc&r                              | 62    | 1892 | 1,000        | 1,000,000             | 4 g.              | A. & O.         | do do                       | Apr. 1, 1942               |
| BONDS OF PROPRIETARY, ETC., LINES:   |       | 1000 |              | 2.4 /2.               |                   |                 |                             |                            |
| Bos. & N. Y. Air L. 1st M., N. H. to Williman., Ct.c*                      | 51    | 1880 | 1,000        | 500,000               | 5                 |                 | N.Y., Lincoln Nat. Bank     |                            |
| Danbury & Norwalk con. M. (\$100,000 are 68).c*                            | 36    | 1880 | 1,000        | 500,000               | 5 & 6             | J. & J.         |                             | July 1, 1920               |
| Genl. M., Danbury, Conn., to Wilson Point, &c.c*                           | 36    | 1883 | 100          | 150,000               | 5                 | A. & O.         |                             | Apr. 1, 1925               |
| Harlem River & Portchester 1st mort. guar c&r                              | 12    | 1873 | 1,000        | 2,000,000             | 6 & 7             | A. & O.         | N. Y., Chem'al Nat. Bk.     | Oct. 1, 1903               |
| 2d mortgage, guar. (See V. 56, p. 813)c&r                                  | 12    | 1881 | 1,000        | 1,000,000             | 4                 | J. & D.         |                             | June 1, 1911               |
| Housatonic old consolidated mortgage                                       | 74    | 1880 | 500 &c.      | 100,000               | 4                 | A. & O.         |                             | Apr. 1, 1910               |
| Danbury Branch bonds, subject to call                                      |       | 1882 |              | 61,000                | 5                 | A. & O.         |                             | Oct. 1, 1912               |
| New consol, mortgage (for \$3,000,000) goldc*                              | 80    | 1887 | 1,000        | 2,839,000             |                   |                 | N. Y., Farm. L. & Tr. Co.   | Nov. 1, 1937               |
| Naugatuck 1st M., Nauga. Junc. to Winsted, Ct.r.                           | 55    | 1883 | 1,000&c      |                       | 4                 |                 | New Haven, Ct., Treas.      | June 1, 1913               |
| New Haven & Derby 2d mort. (now 1st)c*                                     | 13    | 1870 | 500 &c.      | 225,000               | 7                 | F. & A          |                             | Feb. 1, 1900               |
| Consol. mort for \$800,000c*   | 13    | 1888 | 1,000        | 575,000               | 5                 | M. & N          |                             | May 1, 1918                |
| Funded coupon certificates   |       | 1888 | 1,000        | 480,000               | 6                 | F. & A          |                             | Feb. 1, 1900               |
| Real Estate Certificates   |       | 1888 |              | 175,000               | 6                 | F. & A          |                             | Aug. 1, 1900               |
| J A Bostwick certificates.   |       | 1888 |              | 71,900                |                   | F. & A          |                             | 1910                       |
| N. Hav. & North. 1st M., N. H. to Conway J., Mass.c*                       | 92    | 1869 | 1,000        | 1,300,000             |                   |                 | N.Hav., N. Tradesm's Bk     |                            |
| Consol. sink. fd. \$15,000 per year, not drawn.c*                          | 114   | 1879 | 1,000        | 1,200 000             |                   | A. & O          |                             | Apr. 1, 1909               |
| Northern Extension bondsc*   | 27    | 1881 | 1,000        | 700,000               |                   | A. & O          | do do                       | Apr. 1, 1911               |
| Bonds (not mortgage) convertible into stockc*                              |       | 1886 | 1,000        | 700,000               |                   | 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               |
| Old Colony—See that company.   |       |      |              |                       |                   |                 |                             | 104-1011-2003              |
| Shore Line 1st M., N. Haven to N. London, Ct                               | 49    | 1880 | 1,000&0      | 200,000               |                   |                 | N. H., Nat. N. H. Bank.     |                            |
| N. Y. Ont. & W.—Con. M., now1st, g., red. at 105 in '99.c'                 | Text. | 1889 | Sor £        | 5,600,000             |                   |                 | N. Y. Office & London,      |                            |
| Refunding mortgage for \$20,000,000, goldc*&I                              |       | 1892 | 1.000&0      | 7,625,000             | 4 g.              | M. & S          | N. Y. Office, 56 Beaver.    | June 1, 1992               |
| New York Penn. & Ohio-Prior lien M., gold, \$ & £.c*                       | 431   | 1880 | \$500&c.     |                       | 6 g.              | M. & 8          | N. Y., Farm. L. & Tr. Co.   | Mch. 1, 1898               |
| 1st mort., gold, \$1,000 or £200 at hold. option.c                         |       | 1880 | 500 &c.      | 44,342,000            |                   |                 |                             | July 1, 1905               |
| 2d & 3d M., inc., gold, \$ & £ (3d M. \$30,000,000) c*                     | 431   | 1880 | 500 &c.      |                       | 5 g.              | M. & N          |                             | May, 1910-15               |

New York New Haven & Hartford.—Owns from Woodlawn, N. Y., to Springfield, Mass., 122 miles; branches to New Britain, Middletown, New Canaan, etc., 75 miles; N. Y. Providence & Boston Division, New London to Providence, 62 miles, and branches, 23 miles; total owned, 282 miles, of which 22 miles has four tracks; leases, and for the most part practically owns, lines running to Winsted, Conn., Turner's Falls, Mass., Willimantic, Conn., etc., 501 miles; also leases Providence & Worcester, 48 miles; has trackage into New York, 12 miles, and other trackage, 5 miles; Old Colouy (which see) 603 miles (since July 1, 1893); total July 1, 1894, 1451 miles.

(since July 1, 1893); total July 1, 1894, 1451 miles.

History.—A consolidation in 1872 of the New York & New Haven and the New Haven & Hartford. In years 1892 and 1893 acquired control of several of the companies whose bonds are given in table above. See Supplement of Sept., 1894. See also Old Colony.

Capital Stock.—Stock authorized, \$100,000,000. It may be issued for improvements, buying stocks and bonds of leased roads, &c. Authority to increase the capital stock to \$100,000,000 was granted by the Connecticut Legislature in February, 1893. Of the increase \$15,000,000 will be needed 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 outstanding is given as reported by New York Stock Exchange Nov. 10, 1894.

Dividends.—From 1872 to April, 1894, inclusive, 10 per cent yearly paid, 2½ per cent quarterly; in July, 1894, only 2 p. c. was paid; Oct., 2 p. c. See V. 58, p. 1034.

Bonds.—The convertible debentures of 1893 for \$15,000,000 are ex-

paid, 2½ per cent quarterly; in July, 1894, only 2 p. c. was paid; Oct., 2 p. c. See V. 58, p. 1034.

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. On June 30, 1893, \$13,122,800 had been subscribed for. Certificates for same listed on N. Y. Stock Exchange in November, 1894, \$13,073,000. Under the lease New Haven road "assumed" the debt of Old Colomy road. In addition to bonds given in table there are outstanding Colchester Railroad 1st mortgage 7s, \$25,000; Pawtuxet Valley 2d mortgage 6s, \$60,000. (See V. 54, p. 964.) There are "deferred liabilities," \$323,500, being rolling-stock certificates and certificates of indebtedness of the Housatonic RR., due 1894 to 1899. Loans and bills payable Sept. 30, 1894, \$1,350,000.

LEASED LINE STOCKS.—The stocks of the leased lines unexchanged on Nov. 1, 1893, and the dividends payable thereon are shown below, the shares being all \$100 each excepting Danbury & Norwalk, which are \$50 each. The leases are for 99 years.

| ****                     |              | Unex-     | Divid'd | Divid'd  |
|--------------------------|--------------|-----------|---------|----------|
| Stocks—<br>Berkshire     | Total issue. | changed.  | per an. | period.  |
| Berkshire                | \$600,000    | \$599,000 | 6 p. c. | QJ.      |
| B. & N. Y. Air Line pref | 3,000,000    | 1,427,500 | 4 p. c. | A. & O.  |
| do do commo              |              | 864,231   | Pays no | divid'd. |
| Danbury & Norwalk        | 600,000      | 153,600   | 5 p. c. | J. & J.  |
| Housatonic pref          | 2,891,100    | 638,300   |         | July.    |
| Naugatuck                | 2,000,000    | 1,044,900 |         | J. & J.  |
| N. H. & Derby (1)        | 447,000      | 97,300    |         | J. & J.  |
| N. H. & Northampton (2). | 2,460,000    | 56,500    |         | A. & O.  |
| Old Colony               | 13,878,500   | 8,360,500 | 7       | QJ.      |
| Shore Line (3)           | 1,000,000    | 193,200   | 714     | J. & J.  |
| Stockbridge & Pittsfield | 448,700      | 447,200   | 6       | Q.—J.    |
|                          |              |           |         |          |

(1) After July 1, 1895, pays 4 per cent. (2) After April, 1896 per cent. (3) Generally 34 per cent in January, and 4 in July. 4 per cent. EARNINGS.

Gross Net Other Fixed Balance, earnings. earning. Income. Charges. surplus. \$7,237,015 \$2,751,299 \$22,662 \$1,378,454 \$1,335,507 \$1,128,323 \$2,256,239 \$28,922 \$1,383,235 \$901,926 

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held third Wednesday in October. Report for 1892-93 was in V. 57, p. 635. Figures for 1893-94 include operations of Old Colony, not here-

| tofore included.  |             |              |              |                |
|-------------------|-------------|--------------|--------------|----------------|
| Yr. end. June 30. | 1891.       | 1892.        | 1893.        | 1894.          |
| Miles operated    | 508         | 508          | 848          | 1,447          |
| Gross earnings 8  | 811,323,617 | \$11,913,701 | \$17,923,068 | \$25,281,876   |
| Net earnings      | \$3,394,715 | \$3,640,690  | \$5,517,134  |                |
| Other income      | 188,365     | 189,238      | 400,418      | 404,489        |
| Tot. net income   | \$3,583,080 | \$3,829,928  | \$5,917,552  | \$7,753,656    |
| Interest paid     | \$80,000    | \$80,000     | 316,165      | 590,543        |
| Rentals           | 984,069     | 981,685      | 1,757,531    | 3,379,975      |
| Taxes             | 616,923     | 605,962      | 845,858      |                |
| Dividends (10%)   | 1,865,000   | 2,103,750    | 2,945,535    | 3,631,293      |
| Rajance surnius   | \$37.097    | \$58.531     | \$52,463     | df.\$1.257.615 |

 $-(\mathrm{V},56,\,\mathrm{p},42,\,83,\,127,\,164,\,227,\,247,\,263,\,289,\,373,\,464,\,579,\,793,\,88865,\,1015;\,\,\mathrm{V},57,\,\mathrm{p},\,469,\,63\,5,\,722,\,809,\,853,\,936,\,1084;\,\,\mathrm{V},\,58,\,\mathrm{p},\,816,\,1034;\,\,\mathrm{V},\,59,\,\mathrm{p},\,5\,12,\,836.)$ 

New York & Northern .- SEE NEW YORK & PUTNAM.

New York & Northern.—SEE New York & PUTNAM.

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, 31 miles, and Clinton to Rome, 13 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 Weenawken (till year 2079), 53 miles; total
operated, July 1, 1894, 477 miles.

ORGANIZATION.—The New York & Oswego Midland was sold in fore-closure Nov. 14, 1879, and this company organized. STOCK.—Stock is \$58,119,982, (par, \$100), of which \$6,000 is old pref.

STOCK.—Stock is \$58,119,982, (par, \$100), of which \$6,000 is old pref. BONDS, ETC.—The mortgages cover 319 miles of road owned, and all securities of Ont. Carb. & Scran. Ry., 54 miles, are owned and pledged under the mort. For consolidated mortgage of 1889 see abstract V. 49, p 238. The refunding mortgage secures \$20,000,000 of 4 p. cts., 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 M-reantile 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 entailed an additional charge of only \$20,000 per annum, after making allowance for the saving in interest from refunding the first mortgage 6s. In Dec., 1893, \$875,000 refunding 4s were issued for additional equipment, etc. See V. 54, p. 444,683,721,954. There are \$75,000 Wharton Val. guar. 5s, due 1918. Latest Earnings.—For the quarter ending Sept. 30 company reports:

LATEST EARNINGS.—For the quarter ending Sept. 30 company reports: 3 mos.— Gross. Net. Other inc. Charges. Bal., surp. 1894...\$1,057,170 \$382,763 \$18,840 \$232,887 \$168,716 1893....\$1,132,129 405,687 18,840 229,661 194,866

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting last Wednesday in September. Report for 1893-94 was given at length in V. 59, p. 551, 560: see also V. 59, p. 532. Coal traffic in 1893-94 was 1,642,063 tons, against 1,352,225 tons in 1892-93, 1,120,416 in '91-92, and 811,485 in 1890-91.

| Year ending June 30. Miles operated (incl. trackage) Gross earnings. Operat'g expenses and taxes. Per cent oper. exp. to earns. | 1892.<br>477<br>\$3,265,417<br>2,461,136<br>(72.27) | 1893.<br>477<br>\$3,688,174<br>2,798,226<br>(73:15) | 1894.<br>477<br>\$3,842,119<br>2,732,540<br>(68.40) |
|---|---|---|---|
| Balance, net earnings   | \$804,281   | \$889,948   | \$1,109,579   |
| Tot. net income, incl. "other."<br>Interest on mortgage bonds<br>Miscell. interest and discount<br>Rentals paid                 | \$879,306<br>507,261<br>0r. 11,559<br>176,585       | \$965,008<br>528,349<br><i>Or.</i> 633<br>180,439   | \$1,184,669<br>569,042<br>13,876<br>182,186         |
| Balance, surplus  | \$207,019   | \$256,853   | 3419,565  |

-(V. 56, p. 290, 502; V. 57, p. 340, 341, **530**, **546**, 548, 555, 556, 854, 1040; V. 58, p. 245, 817; V. 59, p. 423, 532, **55**1, **560**, 879.)

New York Pennsylvania & Ohio.—Owns from Salamanca, N.Y., to Dayton, O., 388 miles; branches—to Oil City, 34 miles, other branches, 9 miles; total owned, 431 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, 600 m.

HISTORY.—Formerly Atlantic & Great Western RR. Leased to Erie for 99 years from May 1, 1883. In July, 1893, the Erie went into receivers' hands. The receivers pay over net earnings of N. Y. P. & O. property, leaving any rental differences to be settled with the Erie Co.

property, leaving any rental differences to be settled with the Eric Co. REORGANIZATION PLAN.—On Nov. 16, 1894, first mortgage bondholders at meeting in London accepted the plan of the Voting Trustees for the reconstruction of the road. The plan proposes as follows:

(1) Increase the rental from \$1,757,054 to \$2,000,000. (2) Apply the \$100,000 per annum now used in improving the line to payment of interest on new 5 per cent bonds (total issue \$5,000,000), to be used for this purpose. New bonds to constitute a lien prior to the firsts.

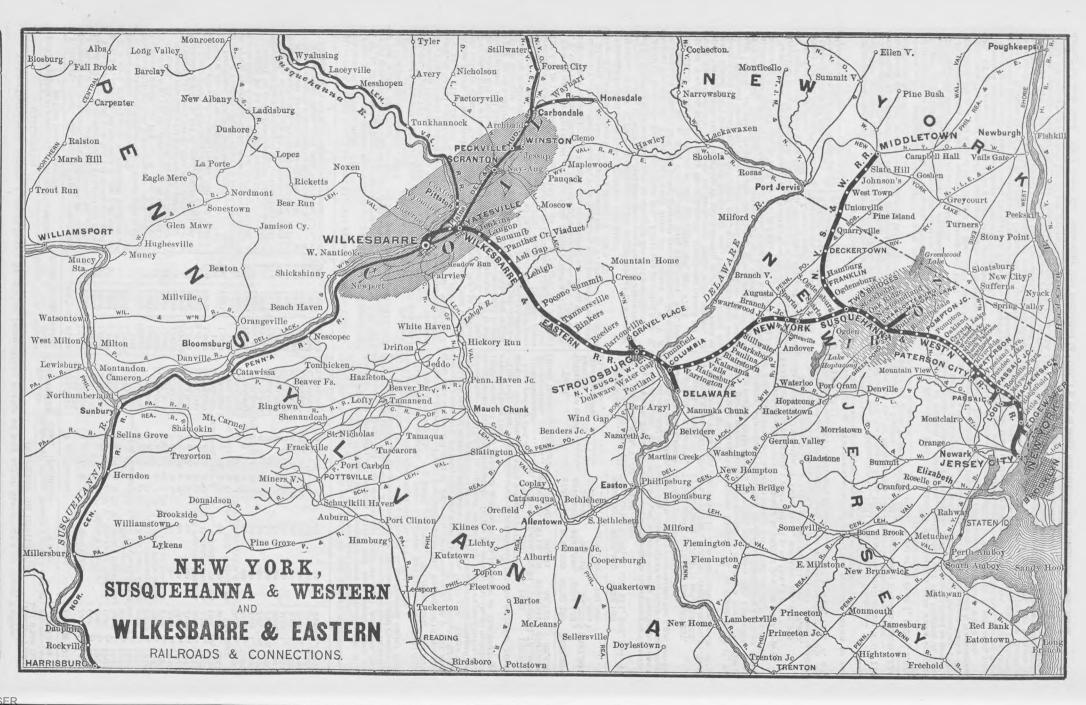
(3) Extend prior lien bonds for 40 years at 4½ p. c., thus saving \$120,000 per annum. (4) Extend first mortgage bonds to 1940; only interest earned to be paid. (5) Exchange deferred varrants for firsts (6) First mortgage coupons, due in 1895, to be funded. (7) Junior securities to be left undisturbed. See V. 59, p. 880.

Stock.—Stock is \$44,99,350—par \$50—voted by five trustees.

STOCK.—Stock is \$44,999,350—par \$50—voted by five trustees.

LEASE.—Rental 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. See also other provisions in V. 49, p. 793.

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. July, 1894, interest on first mortgage was paid in deferred warrants



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

| RAILROADS  | Miles      | Date        | Size, or      |                         | INT               | TEREST             | OR DIVIDENDS.                  | Bonds—Prin<br>pal, When Du |
|--|------------|-------------|---------------|-------------------------|-------------------|--------------------|--------------------------------|----------------------------|
| or explanation of column headings, &c., see notes<br>on first page of tables.                              |            | of<br>Bonds | Par<br>Value. | Amount<br>Outstanding   | Rate per<br>Cent. | When<br>Payable    | Where Payable, and by<br>Whom. |                            |
| T.Y.Pa.&O.—Concl.—Eq. trusts.f. 3 p.c. (dr'n at 100)   |            | '88-'90     | £100          | £427,842                | 5 g.              | Various            | London.                        | 1908 & 191                 |
| Deferred int. warrants, conv. into 1st M. bonds  | ****       | 1883        | 1,000         | 24,544,755<br>1.848,000 | 6 g.              | J. & J.            | See text.                      | Jan. 1. 19                 |
| T.Y. Phila. & Norfolk—1st M., \$16,500 p. m., gold. ex   | 112<br>112 | 1883        | 1,000         | 1.000,000               |                   | J. & J.            |                                | Oct. 1, 19                 |
| Income mort., gold, non-cum., \$10,000 per mile.r  |            | 1887        | 1,000         | 1.200,000               |                   | A. & O.            |                                | Oct. 1, 19                 |
| Y. & Putnam.—N. Y. & No. 1st mortgage, gold.c  | 57         | 1894        | 1,000         | 4,025,000               |                   |                    | N.Y., Gr. Cent. Station.       | Oct. 1, 19                 |
| N. Y. & P. 1st con., \$6,200,000, g., gu. p.&i. end .c*<br>Y. & Rock. B'h.—1st M., \$1,000,000, gold, guc* |            | 1887        | 1,000         | 968,000                 | 5 g.              | M. & S.            | N. Y., Corbin Bank'g Co.       | Sept. 1, 19                |
| Income bonds, non-cumulativer  |            | 1887        | 1,000         | 1,000,000               | 5                 | Jan. 1             | None paid.                     | Sept. 1, 19                |
| Y. Susquehanna & West.—Prof. stock (See text)  |            |             | 100           | 12,813,600              | See text.         | Various            | N.Y., Of. 15 Cortlandt st      | Nov. 27, 18                |
| Midland RR. of N. J, 1st mortgage, goldc*  | 72         | 1880        | 500&c.        | 3,500,000               |                   | A. & O.            | N. Y., Nat. Park Bank.         | Apr. 1, 19                 |
| Paterson Extension RR. 1st M., real estate, gc*  | 1          | 1881        | 1,000         | 250,000                 |                   | J. & D.            | N.Y.Of.,15 Cortlandt St.       | June 1, 1                  |
| 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, 1                  |
| 2d mort. (\$1,000,000 gold) 3d M. on 73 miles.c*   | 134        | 1887        | 1,000         | 557,000                 |                   | F. & A.            | N.Y.Of.,15 Cortlandt St.       | Feb. 1, 1                  |
| General mortgage for \$3,000,000, goldc*   | 134        | 1890        | 1,000         | 1,329,000               |                   | F. & A.            |                                | Aug. 1, 1<br>May 1, 1      |
| Terminal 1st mort. for \$2,000,000, goldc*&r   |            | 1893        | 1,000&0       | 2,000,000               |                   | M. & N.<br>J. & D. |                                | June 1, 1                  |
| Wilkesb. & East'n, 1st M., gold, gu. p. & i. (end.) c*   | 65         | 1892        | 1,000         | 3,000,000               |                   | J. & D.<br>A. & O. | N.Y., S. Pac. Co.; London.     | Apr. 1, 1                  |
| Y. Texas & Mex1st. M.,g., Sor &, gu.by So. Pac.c*  | 91         | 1882        | \$ & £        | 1,457,500<br>1,320,000  | 4 g.              | A. & O.            | N. Y., Central Trust Co.       | Apr. 1, 1                  |
| rfolk & Carolina-1st M. for \$1,500,000, gold.c*   | 110        | 1889        | 1,000         | 2,000,000               |                   | 0 -I               | N. Y., Atlantic Tr. Co.        | Oct. 10, 1                 |
| rfolk & Southern-Capital stock   | 104        | 1891        | 1.000         | 700,000                 |                   | M. & N.            |                                | May 1, 1                   |
| st mortgage, \$10,000 per mile, goldc*   | 104        |             | 100           | 50.000,000              | See text.         |                    | Phila., 333 Walnut St.         |                            |
| rfolk & Western-Pref. stock, 6 pr. ct,. non-cum.   | 81         | 1868        | 1.000         | 496,000                 | 5                 | J. & J.            | N.Y., Merc. Tr. Co. & Phil.    | July 1, 1                  |
| Norf'k & Petersb'g—2d M. (now 1st) Nor.to Pet'g.c<br>Bouth Side—Consol. mort., 1st pref., extendedc        | 133        | 1868        | 1.000         | 290,000                 |                   | J. & J.            |                                | July 1, 1                  |
| Consol. M. 2d pref., gold, extended  |            | 1868        | 100 &c.       | 270,500                 | 5 g. & 6 g.       |                    |                                | July 1, 1                  |
| Consol. 3d pref., Petersburg to Lynch. & br'sc   |            | 1868        | 100 &c.       | 452,800                 | 6                 | J. & J.            | do do                          | Jan. '96-1                 |
| Virginia & Tenn. enlarged M. (extend in. 1884)c  |            | 1854        | 1.000         | 980,000                 | 5                 | J. & J.            |                                | June 30, 1                 |
| 4th M., now 2d, Lynchb'g to Bristol and br'chc   |            | 1866        | 1,000         | 1,000,000               | 8                 | J. & J.            |                                | Mch. 1, 1                  |
| Norf.&West.Gen.M., Norfolk to Bristol, etc. gold.c*  | 428        | 1881        | 1,000         | 7,283,000               |                   | M. & N.            |                                | May 1, 1                   |
| New River division 1st mortgage, goldc*  | 160        | 1882        | 1,000         | 2,000,000               | 6 g.              | A. & O.            |                                | Apr. 1, 1                  |
| Improvement & Extension Mortgage, goldc*   | 588        | 1883        | 1,000         | 5,000,000               | 6 g.              | F. & A.            |                                | Feb. 1, 1                  |
| Adjustment Mort., gold (red. Oct.'94 at 110)c*   | 588        | 1884        | 1,000         | 1,500,000               | 7 g.              | QM.                |                                | Dec. 1, 1                  |
| Clinch Val. D. 1st M., Graham to Norton &brs., g.c*  | 105        | 1887        | 1,000         | 2,500,000               | 5 g.              | M. & S.            | do do                          | June 1, 1                  |

EARNINGS.—From Jan. 1 to Aug. 31, 1894 (8 months), gross, \$3,582, 366, against \$4,802,330 in 1893.

366, against \$4,802,330 in 1893.

ANNUAL REPORT.—Fiscal year ends Sept. 30. Report for 1892-93 in V. 57, p. 1037, showed figures as below, but no net earnings. The Erie report gives net in 1892-93 as \$2,059,960, agst. \$1,793,370 in 1891-92. Of the rental due from the Erie for the year (\$2,269,422) \$441,567 was still unpaid in January, 1894.

Year. Gross. Rental. Charges. 1st M. int. Balance. 1892-93.\$7,379,349 \$2,327,179 \$1,578,371 \$303,565 sur.\$445,243 1891-92. 7,209,717 2,287,358 1,608,372 693,785 def. 14,799 Charges in 1892-93 included: Hire of equipment, \$273,920; rentals, \$595,334; interest on prior lien bonds, \$480,000; additions and betterments, \$130,111; general expenses, etc., \$99,006; total, \$1,578,371. — (V. 57, p. 511, 548, 638, 722, 745, 1u37, 1123; V. 59, p. 880.)

ments, \$130.111; general expenses, etc., \$99,000; total, \$1,978,71.—(V. 57, p. 511, 548, 638, 722, 745, 10.37, 1123; V. 59, p. 880.)

New York Philadelphia & Norfolk,—Operates from Delmar, Del., to Cape Charles, Va., 95 miles, and King's Creek, Md., to Crisfield, 17 miles. Under a traffic contract, expiring in 1894 [see V. 47, p. 802], the Penn. RR. Co. has purchased a portion of the coupons. It is said this contract will not be extended as it is claimed the company is able to pay its own interest. A six per cent bottomry mortgage for \$225,000 is due Jan. 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 1893 gross earnings were \$886,727 against \$795,881 in 1892; net, 194,247, against \$156,446 in 1892 and \$155,739 in 1891. (V. 47, p. 807; V. 57, p. 1123.)

New York & Putnam.—Owns from 155th Street and 8th Ave N. V. City (terminus Manhattan Elevated), to Brewsters, N. Y., 54 miles History.—Successor to the N. Y. & Northern, sold under foreclosure of 2d mort. Dec. 28, 1893, and purchased for N. Y. Central & Hudson River RR., which operates it under lease. V. 58, p. 127.

STOCK.—Capital stock is \$6,500,000; par, \$100.

STOCK.—Capital stock is \$6,500,000; par, \$100

BONDS.—The N. Y. Central guarantees the \$6,200,000 of new consol. mortgage bonds, of which \$1,000,000 were reserved for improvements and \$1,200,000 to be held to retire at maturity the first mortgage 5s.

ANNUAL REPORT.—Earnings (since Feb., 1894) are included in N. Y. Central Operations. Fiscal year ends June 30. Report of N. Y. & Northern for 1892-93 in V. 57, p. 807, showed gross earnings \$616,304; net, \$59,452. V. 56, p. 373; V. 57, p. 341, 545, 807, 854, 939, 1081, 1083, 1123; V. 58, p. 43; V. 58, p. 127, 223, 306, 595, 636, 774.)

1083, 1123; V. 58, p. 43; V. 58, p. 127, 223, 306, 595, 636, 774.)

New York & Rockaway Beach.—(See Map Long Island RR.)—
Owns from Glendale Junction to Rockaway Park, with branch, 12 miles, mostly 80-lb. steel, of which 10 miles double track; trackage to Long Island City, Brooklyn, Far Rockaway, etc., 18 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, 1894, gross earnings were \$225,000; net, including other income, \$7,923; interest, \$43,900; balance, deficit, \$35,977. In 1892-93 gross, \$252,700; net, incl. other income, \$53,363. (V. 55, p. 543; V. 57, p. 547; V. 59, p. 780, 879.)

New York Susquehanna & Western.—(See Map.)—Operates direct line from Wilkesbarre and the Wyoming Valley coal fields to Jersey City to Gravel Pl., Pa. 101 [Double track 19 miles.]

Two bridges, N. J., to Unionville 21 [Double track 19 miles.]

Two bridges, N. J., to Unionville 21 [Wilkesbarre & Eastern—Wilkesbarre to Stroudsburg. 65]

Trackage, etc. 9

Total (Tsee this co.) ..... 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. The Wilkesbarre & Eastern, completed in 1894, and controlled by ownership of stock is operated under a traffic contract and fixed charges guaranteed; affords independent access to the anthractic coal fields.

STOCK.—New preferred, \$13,000,000; new common, \$13,000,000. As to re-arrangement of stock in 1893, see March, 1894, SUPPLEMENT-The new preferred is 6 per cent non-cumulative. The N. Y. Stock Exchange on Nov. 15, 1894, reported outstanding: New common, \$11,386,100; new preferred as in table above.

\$11,386,100; new preferred as in table above.

DIVIDENDS.—On preferred stock from November, 1891, to November, 1893, 2½ p. c. per annum (1½ M. & N.); May, 1894, none.

BONDS.—The issue of refunding mortgage bonds is limited to \$3,750,-400. 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 as absolute first mortgage on the extensive terminal property obtained from the Hudson River R. & Terminal Co. 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, completed in May, 1894 (See V. 58, p. 866), and 62 acres of terminal property on the Hudson, opposite 96th St., N. Y. City. See abstract of mort. V. 57, p. 512.

The Wilkesbarre & Eastern 1st 5s are unconditionally guaranteed as 50 principal and interest by the Susquehanna, the guaranty being endorsed on each bond. They cover the connecting line completed in

1894 from Stroudsburg to the coal fields at and around Wilkesbarre. This line is built with 71-pound steel rails and iron bridges.

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 (for which N. Y. S. & W. seconds, included in table above, are in hands of trustee) outstanding, besides \$75,000 Passaic & N. Y. RR. 65, due 1910 (int. J & D); interest is guaranteed under 999 year lease. Loans on collateral June 30, 1894, \$542,809.

year lease. Loans on collateral June 30, 1894, \$542,809.

EARNINGS.—7 months, 1894.....gross, \$947,950; net, \$341,333
Jan. 1 to July 31. 1893.....gross, 997,043; net, 428,825

ANNUAL REPORT.—Fiscal year ends June 30. Report for 13 months
from date of consolidation to June 30, 1894, was in V. 59, p. 420, and
showed gross earn. \$2,088,143. net, \$903,718; sur. over charges, \$249,185. Per cent of operating expenses to earnings, 56-72 p. c. There was
an increase in gross of \$25,078 over same period in 1893 of old companies;
a decrease of \$13,836 in net was caused by large expenditures for
maintenance and improvements. In the 13 months (as above noted) of
1893-4 carried 1,387,981 tons anthracite, an increase of 210,000 tons
over previous year.
The following is a comparative statement for the calendar years
named, the figures for 1893 being approximate.

| 0 | Year ending Dec. 31. Fross earnings Net earnings Other income | \$1,592,083<br>\$670,946 | 1891.<br>\$1,656,522 | 1892.<br>\$1,713,909<br>\$730,504<br>52,752 | 1893.<br>\$1,782,909<br>\$797,634<br>30,435 |
|---|---|--------------------------|----------------------|---|---|
|   | Total   | \$701,347                | \$746,505            | \$783,256                                   | \$828,069                                   |
| I | nterest on bonds<br>Rentals<br>Miscellaneous                  | 26,446                   | 26,446               | 26,725                                      | \$587,301                                   |
|   | Dividends   |                          | 100 000              | 200,000                                     | *******                                     |

58, p. 178, 306, 866; V. 59, p. 420, 600.)

New York Texas & Mexican.—Owns from Rosenberg to Victoria Texas, 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. On June 30, 1893, loans and bills payable, \$600,276.

EARNINGS.—9 months, \$1894, gross, \$178,584; net, \$62,257.

Jan. 1 to Sept. 30. \$1893, gross, \$179,611; net, 53,722.

In 1893 gross, \$272,904; net, 104,389; surplus over charges, \$1,349.

In 1892 gross, \$253,350; net, \$83,311. Due Southern Pacific Co., etc., Jan. 1, 1893, \$614,768.

Norfolk & Sauthern.—Owns Berkely Va. to Edenton N. C. 74

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.

thence road to Belle Haven, 30 miles; total main line, 104 miles,

History.—Successor to Norfolk Southern, foreclosed April 29, 1891.

In July, \$40,000 first 5s were issued for terminals at Norfolk, Va.

Dividends.—Sand first dividends in 1892, 2 p. c.; in 1893, 4 p. c.; in

1894, Jan., 1 p. c.; April, 1 p. c.; July, 1 p. c.; Oct., 1 p. c.

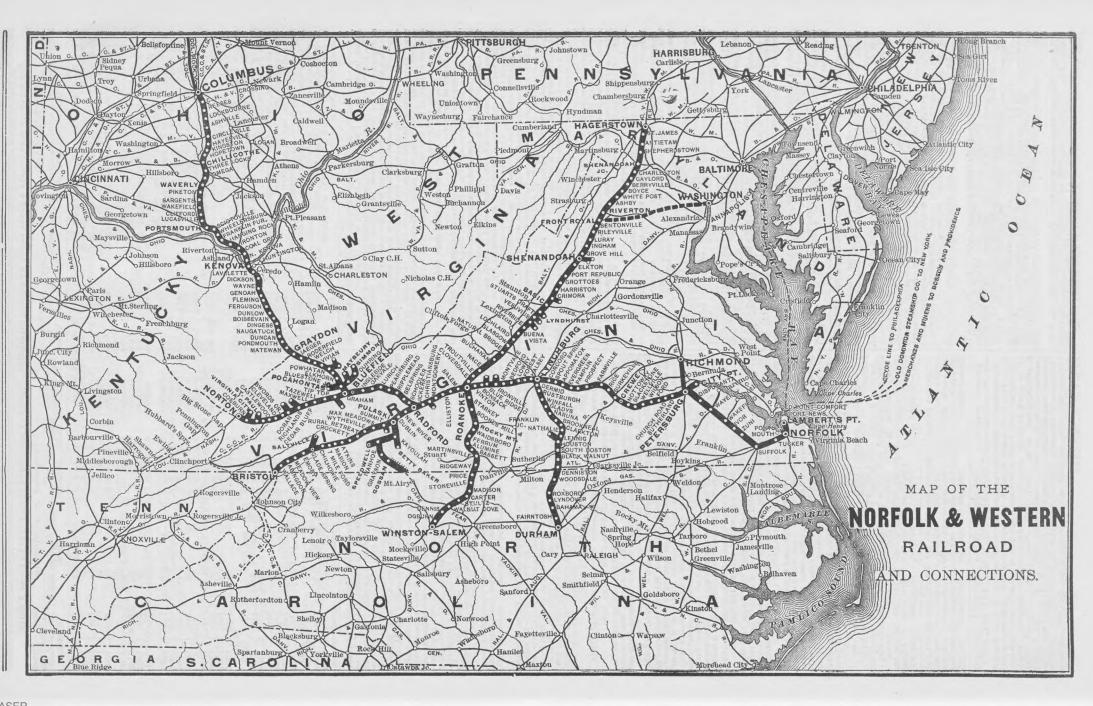
EARNINGS.—3 months, 1894, gross, \$98,466; net, \$22,315.

July 1 to Sept. 30. 1893, gross, 93,633; net, 27,602.

For year 1893 94 gross \$435,383; net, \$146,149; other income, \$2,811; surplus over charges and 4 per cent dividends, \$18,186. In

1892-93, gross, \$437,160; net, \$138,104. (V. 57, p. 510, 723; V. 59, p. 151, 152.)

Norfolk & Western—(See, Man), This grotates and the second content of the secon



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

| RAILROADS.  | Miles    | Date             | Size, or   |                       | INT               | TEREST             | OR DIVIDENDS.                           | Bonds-Principal, When Due.  |
|---|----------|------------------|------------|-----------------------|-------------------|--------------------|---|-----------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                |          | of               | Par        | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable    | Where Payable, and by Whom.             | Stocks-Last<br>Dividend.    |
| Norf. & W(Con.)-100-yr. M., \$45,000,000, gc*   | 936      | 1889             | \$100&c,   |                       |                   |                    | N.Y., Mer. Tr.Co. & Phil.               | Jan. 1, 1990                |
| Scioto Valley & New England, 1st M., assum., g.c*   | 129      | 1889             | 1,000      | \$5,000,000           |                   | M. & N.            |   | Nov. 1, 1989                |
| Norf. & West.—1st M. Maryland & Wash Div.,g.c*  | 257      | 1891             | 500 &c.    | 7,050,000             | 5 g.              | J. & J.            |   | Jan. 1, 1941                |
| Debentures for dividend (subject to call)   | ****     | 1892             | 500        | 430,000               | 5                 | A. & O.            |   | Oct. 1, 1912                |
| Equipment M., 10-20s, g., dr'n at 100 aft. May, '98   |          | 1888             | 1,000      | 4,123,000             | 5 g.              | J. & D.            |   | June 1, 1908                |
| Car trusts, principal   |          | *****            | Various    | 1,876,774             | ****              |                    | do do                                   | - 1127271                   |
| Gold car trusts, guar. by RR. Equipment Coc   |          | 1892             | 1,000      | 720,000               | 5 g.              | Q.—J.              | New York & Phila.                       | Jan'95-Oct.'02              |
| Car trust of 1893, gold, not subject to callc*  | ****     | 1893             | 1,000      | 742,000               | 5 g.              | QJ.                | do do                                   | Jan'95-Jan'03               |
| Roanoke & So. 1st M., g., \$15,000 p. m., gu. p. &i.c*  | 122      | 1892             | 1,000      | 2,041,000             |                   | M. & S.            |   | Mch. 1, 1922                |
| Equip. trust, \$210,000, guar. p.&i. by N. & W.c*   |          | 1891             | 1,000      | 86,000                | 6                 | J. & D.            | Balt., Mer. Tr.&Dep.Co.                 | \$21,000 Dec.1.             |
| Lynchburg & Durham bonds, guar.—see that Co.  |          | 1892             | -00        | 200 000               | ×                 | T 0 T              | N N A A A A A A A A A A A A A A A A A A | 7 4 4000                    |
| Col. Con. & Term. 1st M., gold. gu. p. & i. (end.)c*  | 000      | 1892             | 500<br>100 | 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      | 1001             |            | 4,000,000             |                   |                    |   | Sept. 1, 1894               |
| North Pacific Coast-1st M., gold, sub. to call at 100.c                                       | 76<br>91 | 1881             | 1,000      | 590,000               | 6 g.              |                    | San Fran., Co.'s Office.                |                             |
| General M. for \$1,500,000, gold  |          | 1892<br>1883     |            | 903,000               |                   | J. & J.<br>J. & J. | do do                                   | Jan. 1, 1912                |
| 1st mort. North Pacific Coast Extension Co., gold. c  | 86       | 10000            | 1,000      | 4,720,750             | 5 g.              |                    |   | Overdue.<br>Nov. 25, 1894   |
| No. Penn.—Stk,. 8 p. c. gu.990 yrs.,\$6,000,000 auth.   |          | 1866             | 500 &c.    | 1,500,000             |                   | M. & N.            | Phila. Of., 240 So. 3d St.              |                             |
| 2d mortgage   |          | 1873             |            | 4.500,000             |                   | J. & J.            | do do                                   | May 1, 1896<br>Jan. 1, 1903 |
|   |          | 1881             |            | 1,200,000             | 6                 | M. & S.            |   | Sept. 1, 1905               |
| Bonds secured by \$1,200,000 stockr<br>No. & So. of Ill.—1st M.for \$600,000 (\$10,000p.m.)g. |          | 1890             | 1,000      | (%)                   | 5 g.              | 100,000            | uo uo                                   | 1940                        |
| Northeast, Ga.—1st mort., guar. by State of Gae   | 40       | 0.000000         | 500        | 260,000               | 7 5.              | M. & N.            | See text.                               | Nov., 1926                  |
| No. East Penn.—1st M., g., gu. p.& i. P.& R. (end.)e*   | 26       | 1890             | 1,000      | 400,000               | 5 g.              |                    | Phila., Phila. & Read'g.                | Apr. 1, 1920                |
| North-Eastern (S. C.)—Stock.  | 10000    | Printer Services | 50         |                       | 6 per an.         | T & I              | Charleston, Office.                     | July 2, 1894                |
| 1st mortgage, provided for by consol. mortgage.c  | 102      | 1869             | 500        | 820,000               | 8                 | M. & S.            |   | Sept. 1, 1899               |
| 2d mortgage, provided for by consol. mortgage.c   | 102      | 1869             | 500        | 322,000               | 8                 | M. & S.            |   | Sept. 1, 1899               |
| Consol. mortgage, (for \$1,836,000) gold  | 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             |                   | Q.—.T.             | Boston, 19 Milk St.                     | Oct. 1, 1894                |
| No. Adirondack—1st M., subject to call any J&J  |          | 1889             | 1.000      | 77,000                | 6                 | J. & J.            | Doston, 10 min St.                      | July, 1899                  |
| 1st consol. mortgage for \$825,000  | 56       | 1890             | 1,000      | As collateral         |                   | J. & J.            |   | 1920                        |
| Northern California—1st mortgage, gold  |          | 1889             | 1,000      | 1,074,000             |                   |                    | N. Y., So. Pac., 23 Broad               |                             |
| Northern Central-Stock (\$8,000,000 authorized) .   |          |                  | 50         | 7,518,150             |                   |                    | Balt. & Phil., 233 S. 4th St.           | July 16, 1894               |
| 1st mortgage, State of Maryland loan  |          | 1855             |            | 1,500,000             |                   | QJ.                |   | Irredeemable.               |

Dec. 31, 1893, bills payable were \$382,918.

EARNINGS.—9 months, 1894, gross, \$7,584,940; net, \$1,956,569.

January 1 to Sept. 30, 1893, gross, \$7,474,101; net, \$2,057,599.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Roanoke, Va., on first Wednesday in May. Report for 1893 was in the CHRONICLE, V. 58, p. 548, 551. See also editorial p. 534.

1890. 1891. 1892. 1893.

Average miles operated. \$26 1,091 1,308 1,556

Passenger earnings...\$1,612,260 \$1,819,593 \$1,880,820 \$1,721,194

Freight earnings...\$5,636,218 6,980,130 7,634,230 7,873,773

Mail, express, &c...313,438 388,319 437,831 437,651

 Cotal gross earnings....
 \$7,561,915
 \$9,188,042
 \$9,952,881
 \$10032618

 Oper. expen. (incl. taxes).
 4,838,610
 6,009,767
 7,031,673
 7,199,460

Balance, surplus..... \$319,610 \$131,290df.\$303,688 df.\$99,742

Balance, surplus..... \$319,610 \$131,290df.\$303,688 df.\$99,742

\*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.55, p. 100, 463, 544, 639; V. 56, p. 165, 538, 647, 667, 673, 753, 931, 973; V. 57, p. 22; V. 58, p. 43, 534, 548, 551, 816, 904, 1035.

North Carolina.—Owns from Goldsboro to Charlotte, No. Carolina, 223 miles. Leased Sept. 11, 1871, to the Richmond & Danville (now Southern Ry. Co.) for 30 years at \$260,000 per year. There is no bonded debt. Dividends of 6 p. c. are paid on the stock, of which the State of North Carolina holds \$3,000,000. The Southern Ry. has set aside \$4,000,000 of its new consols to be used, if desired, to acquire a like amount of North Carolina stock. (V. 56, p. 878.)

North Hudson County.—See Street Rallways in front of this

North Hudson County .- SEE STREET RAILWAYS in front of this SUPPLEMENT.

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, \$2,709,500; par, \$100. Extension Co. friendly foieclosure suit settled. In addition to bonds in table there are \$7,000 2d mortgage bonds of 1881 outstanding. For year ending June 30, 1894, gross, \$383,195; net, \$92,189; int., taxes, etc., \$90,110; balance, surplus, \$2,079. In 1892-93, gross, \$418,625; net, \$122,294.

North Pennsylvania.—Owns from Philadelphia, Pa., to Beth-lehem, Pa., 56 miles; branches to Delaware River, &c., 30 miles. Ground rents and mortgages July 1, 1893, \$458,128. Leased for 990 years from May 1, 1879, to Phila. & Reading at 8 per cent on stock.

North & South of Himois.—Owns from Springfield to Litch-field, Ill., 43 miles, and from Litchfield to Mount Olive, 7 miles, Successor to St. Louis & Chicago foreclosed. Litigation pending, the receiver has not been discharged. In April, 1894, this road was meluded in the reorg, plan of the Ch. Peoria & St. L.—which see—No. & So. of I. firsts receiving par in new bonds. Stock—Common, \$1,500,000; pref., \$1,300,000, 5 p. c. 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 was owned by the Rich. Terminal, which held also \$315,000 general mortgage bonds. The Rich. Terminal plan of February 20, 1894, excluded this company's securities from the proposed reorganization. Nov., 1893, first mortgage interest was paid in June, 1894, at Bank of the University, Athens, Ga. The road has been operated since Nov. 20, 1893, by R. K. Reaves, State Agent. Earnings Nov. 20, 1893, to Aug. 31, 1894, about 9's months, were gross, \$45,738; net, \$11,151. (V. 58, p. 988.)

North-East Pennsylvania.—Owns road from Glenside to New Hope, Pa., 26 miles. Controlled by P. & R. Capital stock, \$400,000, of which \$312,600 owned by Phil. & Read. is deposited under its coll. trust deed of 1892.

North-Eastern (S. C.)—Owns from Charleston, S. C., to Florence,

North-Eastern (S. C.)—Owns from Charleston, S. C., to Florence, S. C., 102 miles; leases jointly, Lane, S. C., to Sumter, S. C., 40 miles; total operated, 142 miles. Of consolidated mortgage \$1,142,000 was held to retire debts of prior lien. Stock, \$900,000; par, \$50. Dividends from 1888 to July, 1894, 6 per cent per annum. In year end. 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. (V. 55, p. 461, 1034; V. 57, p. 1038.)

plus, \$14,668. (V. 55, p. 461, 1034; V. 57, p. 1038.)

Northern (New Hampshire).—See Supplement, Sept., 1894.

Northern Adirondack.—See Supplement, May, 1894.

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. This is not the Northern Railroad of California—see that company. In 1893 gross earnings were \$176,212; net, \$35,531, against \$35,598; deficit under charges, \$22,232.

Northern Central.—Owns from Baltimore, Md., to Sunbury, Pa., 139 miles, of which 117 miles double track—branch, 9 miles; leases—Shamokin Valley & Pottsville Railroad, 28 miles; Elmira & Williamsport Railroad, 78 miles; operates at cost—Elmira & Lake Ontario Railroad, 100 miles; Summit Branch Railroad, 20 miles; Pennsylvania Railroad, 3 miles; total operated, 377 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.

Detween Sundiry and Lewisport, 40 m., and owns Union Rk., 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, 1894, among the assets held were Balt. & Potomac stock (par) of \$622,850; Elmira & Lake Ontario stock (all), \$1,500,000; Shamokin Valley & Pottsville stock, \$619,400; Union RR. stock (all), \$1,200,000, etc. Value of all, as per books, \$3,589,228.
The income from investments in 1893 was \$470,454.

The income from investments in 1893 was \$470,454.

Liabilities.—Jointly with the Penn. RR. and Phila. & Erie this company guarantees the Allegheny Valley 5 per cent toan of 1870. Mortgages and ground rents on January 1, 1894, were \$319,830; "other liabilities." \$1,234,682. Union RR. firsts due Jan. 1, 1895, will be paid now at office of No. Central Ry. at par and int. to date of presentation.

Dividends paid since 1882—From 1883 to 1886 inclusive, 8; in 1887, 8 and 10 stock; in 1888, 7; in 1899, 8; in 1890, 8 p. c.; in 1891, 7 p. c.; in 1892, 7 p. c.; in 1893, p. c.

Earnings.—9 months, (1894, gross, \$4,353,376; net, \$1,317,173.
January 1 to Sept. 30, (1893, gross, \$5,208,899; net, \$1,585,916.

Annuar Report.—Fiscal year ends Dec. 31. President's report for 1893, given at length in V. 58, p. 325, 343, 346, showed the following: Year end. Dec. 31—1890.

Gross earnings.—\$6,608,797 \$6,820,568 \$7,191,290 \$6,881,806

Net earnings.—\$1,687,038 1,903,346 2,078,930 2,118,650

Other receipts.—\$2,209,989 \$2,280,527 \$2,412,816 \$2,615,630

Balance, surplus.... \$57,462 \$170,244 \$370,193 \$560,195 -(V. 54, p. 327, 844; V. 56, p. 335, 625; V 58, p. 325, 343, 346.)

Northern of New Jersey.—Owns from Bergen, N. J., to Sparkill N. J., 21 miles; leases Sparkill to Nyack, 5 miles. Operated under contract of April, 1869, New York Lake Erie & Western at 35 per cent of its gross earnings and five fifty-sixths of the balance. Stock, \$1,000,000; par, \$100. Dividends.—From 1884 to July 15, 1893, inclusive, 3 to 4 per cent yearly; 1894, July, 24 p. c. Jan. 1, 1893, floating debt, \$176,891. In year ending June 30, 1894, gross was \$130, 187; net over expenses, \$96,803, against \$104,540 in 1892-93; interest, rentals and taxes, \$55,689; dividends (44 p. c.), \$42,500; balance, deficit, \$1,386, against surplus, \$5,161 in 1892-93.—(V. 55, p. 461; V. 57, p. 515; V. 59, p. 331.)

| RAILROADS.   | Miles  | Date   | Size, or   |  | IN                                      | TEREST  | OR DIVIDENDS.  | Bonds-Princi   |
|--|--|--|--|--|---|---|--|--|
| For explanation of column headings, &c., see notes on first page of tables.  |  | of<br>Bonds                                      | Par  | Amount<br>Outstanding  | Rate per<br>Cent.                       | When<br>Payable                               | Where Payable, and by<br>Whom.   | Stocks-Last<br>Dividend.   |
| Northern Central—(Concluded,—2d mortgagee* Consol. M., gold; coup., int. J & J; reg., A & O.c&r Consol. gen. mort. ( gold, s.f., drn. at 100, A&B.e of 1874, gold, se-{ gold, \$.f., drn. at 100, A&B.e cures all equally. ( gold, E | 138<br>138<br>138<br>138<br>138<br>9<br>9<br>21<br><br>205<br>2,146<br>2,146<br>3,476<br><br>64<br>39<br>49<br>110 | 1873<br>1887<br><br>1879<br>1879<br>1881<br>1894 | \$500 &c. 1,000 \$ & £ \$1,000 1,000 1,000 100 &c. 1,000 100 &c. 1,000 100 &c. 1,000 &c. | \$1,126,000 2,804,000 1,727,000 2,000,000 1,400,000 3,593,000 900,000 654,000 49,000,000 35,504,131 \$\} 2,469,000 43,393,000 See text. 19,216,000 11,461,000 See text. 10,275,000 3,000,000 878,000 1,766,000 1,451,000 400,000 5,381,000 1,750,000 750,000 | 6 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | Various J. & J. | Baltimore, Treas. Office. do N. Y., London & Balt. Jer. City, Hud'n Co. Bk.  N. Y., Mills Building. do do do Apr., '93, coup. last pd. June, '93, coup. last pd. June, '93, coup. last pd. N. Y., Farm'rs L&T. Co. July, '93, coup. last pd. N. Y., Mills Building. July, '93, coup. last pd. Apr., '93, coup. last pd. Apr., '93, coup. last pd. Apr., '93, coup. last pd. May, '93, coup. last pd. May, '93, coup. last pd. May, '93, coup. last pd. | Oct. 1, 193<br>May 1, 193<br>July 1, 193<br>June 1, 193<br>Mch. 1, 193<br>Sept. 1, 193<br>Sept. 1, 193 |

Northern Pacific.—Line of Road—Main line—Asnland, Wis., to Portland and Wallula Junction, Ore., 2,137 miles; Duluth to Northern Pacific Junction (42 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, making grand total Oct. 1, 1893, 4,374 miles. See also Seattle Lake Shore & Eastern and Wisconsin Central.

HISTORY, ETC.—Chartered by act of Congress July 2, 1864. The road

Lake Shore & Eastern and Wisconsin Central.

History, Etc.—Chartered by act of Congress July 2, 1864. The road opened, 450 miles, to Bismarck, was foreclosed in 1875, and reorganized. Chicago & Northern Pactific stock for \$15,010,000 (a majority interest) was acquired in 1890. The Chicago & Calumet Terminal Railway also was purchased, all its \$6,000,000 of bonds being pledged as collateral under the N. P. trust deed of 1893. See Chicago & Northern Pacific. The receivers were relieved by the Court from the leases of the Wisconsin Central and Chicago & No. Pac. See those companies.

Receivership.—On Aug. 15, 1893, the property was turned over to Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as receivers In September, 1894, 24 separate branch line receiverships were terminated and their legal administration placed in the hands of the trustee. They will be operated by the Northern Pacific under traffic agreements. V. 59, p. 836.

They will be V. 59, p. 836.

V. 59, p. 836.

COUPON PAYMENTS.—Of the interest maturing since the receivership began the interest on the following loans had been regularly paid up to Nov., 1894: Pend d'Oreille and Mo. Division 6s, the first 6s of 1881, the receivers' certificates, the collateral trust notes. The interest due October 1, 1893, on N. P. 2d mortgage was not paid. Foreclosure suits under the second and third general mortgages and consol. mortgage was filed on October 18, 1893. (V. 57, p. 684.) July, 1894, interest on gen. first mort. was paid when due. See below and V. 58, p. 903.

gage was filed on October 18, 1893. (V. 57, p. 684.) July, 1894, interest on gen. first mort. was paid when due. See below and V. 58, p. 903.

REORGANIZATION COMMITTEE.—Edward D. Adams, Chairman; John C. Bullitt, Louis Fitzgerald, Charles H. Godfrey, J. D. Probst, Jams Stillman and Ernst Thalmann; depositaries, Mercantile Trust Co., N. Y., Pennsylvania Co., of Philadelphia, and Deutsche Bank of Berlin and London, and Credit Lyonnais of France. Deposits of 2ds \$6,240,000; 3ds \$6,619,000; consols, \$20,644,000, had been received by this Committee in Oct., 1894. (V. 59, p. 70, 153.

Second mortgage bondholders' committee, Johnston Livingston, Chairman; Luther Kountze, Dumont Clarke, Henry S. Redmond and Charles S. Fairchild, all of New York, Charles B. Wright, Phila, and Benjamin P. Cheney, Jr., Boston, Secretary, S. E. Kilner, care of estate Fredk. Billings, 120 Broadway, N. Y. V. 59, p. 70, 116.

Third Mortgage Committee.—Evans R. Dick, C. B. Van Nostrand, Max Ruckgaber, Jr., of N. Y., and Charle nagne Tower, Jr., of Phila.,; depositary, N. Y. Guaranty & Indemnity Co. See committee's circular of Aug. 15, 1894, V. 59, p. 319. See also V. 59, p. 153, 332.

James River Valley bondholders' committee: James Timpson, 32 Nassau St., N. Y., William M. Cole, William A. Wheelock; depositary, U. S. Mortgage Co., 59 Cedar St., N. Y. V. 59, p. 657.

Owur d' Alene general mort. bondholders' committee: W. J. Quinlan, Jr., Chemical Nat. Bank, N. Y., M. L. Scudder, John P. Townsend; depositary, Farmers' Loan & Trust Co. V. 58, p. 1072.

Spokane & Palouse first mort. bondholders appointed a committee in Dec., 1893, Geo. R. Sheldon, Chairman, N. Y., Security & Trust Co.

Own d'Alene general mort. bondholders' committee: W. J. Quilliah, Jr., Chemical Nat. Bank, N. Y., M. L. Scudder, John P. Townsend; depositary, Farmers' Loan & Trust Co. V. 58, p. 1072.

Spokane & Palouse first mort. bondholders appointed a committee in Dec., 1893, Geo. B. Sheldon, Chairman, N. Y., Security & Trust Co., Depositary, 46 Wall Street, N. Y. In May, 1894, certificates of deposit for \$1,072,000 bonds were listed on the New York Stock Exchange. RENTAL.—Leased to Nor. Pac. in Aug., '94, for 4p. c. on bonds May 1, '93, to Nov. 1, '94; 5p. c. Nov. 1, '94, to May 1, '97; also taxes, maintenance, etc., V. 59, p. 192, 277. Lease confirmed in Sept., 1894. V. 57, p. 980; V. 58, p. 514, 736, 904; V. 59, p. \$36.

Dututh & Manitoba bondholders' committee: Frederick Cromwell, Chairman, 32 Nassau St., N. Y., Cornelius B. Gold, E. R. Dick, Charlemagne Tower, Jr., and C. B. Wright, Jr. In June, 1894, D. & M. was leased to No. Pacific from Aug. 15, 1893, to July 1, 1896. Rental. 4p. c. per annum on D. & M. firsts for first 18 months (including coupons due Dec., 1893, and Jan., 1895), and 5p. c. per annum for remaining period (including coupons due June, 1895, and July, 1896. Coupons due Dec., 1893, and Jan., 1895), and 5p. c. per manum for remaining period (including coupons paid in October, 1894; remaining coupons to be paid at maturity of each. Above lease confirmed in September, 1894. V. 58, p. 263, 941, 1072, 1109; V. 59, p. 319, 651, 836.

No. Pacific & Montana bondholders communicate with George R. Sheldon, 4 Wall St., or Arthur Lineoin, 38 Broad St., N. Y.

Central Washington committee: A. M. Hoyt, Chairman, No. 1 Broadway, C. T. Barney and Charles E. Eddy; depositary, Knickerbocker Trust Co. Trust Co. receipts listed in N. Y. in July, '94. V. 59, p. 116.

For directors elected in October, 1894, see V. 59, p. 697, also p. 739.

Capttal Stock.—The preferred stock has a preference for 8 per cent in each year if earned, but is not cumulative. Until default on the general first mortgage the preferred was to be rece

tributed is invested in consolidated bonds of the par value of \$3,347, 000, which are held by the Farmers' Loan & Trust Company.

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Itributed is a consolidated bonds of the par value of \$3,347, 000, which are held by the farmers' Loan & Trust Company.

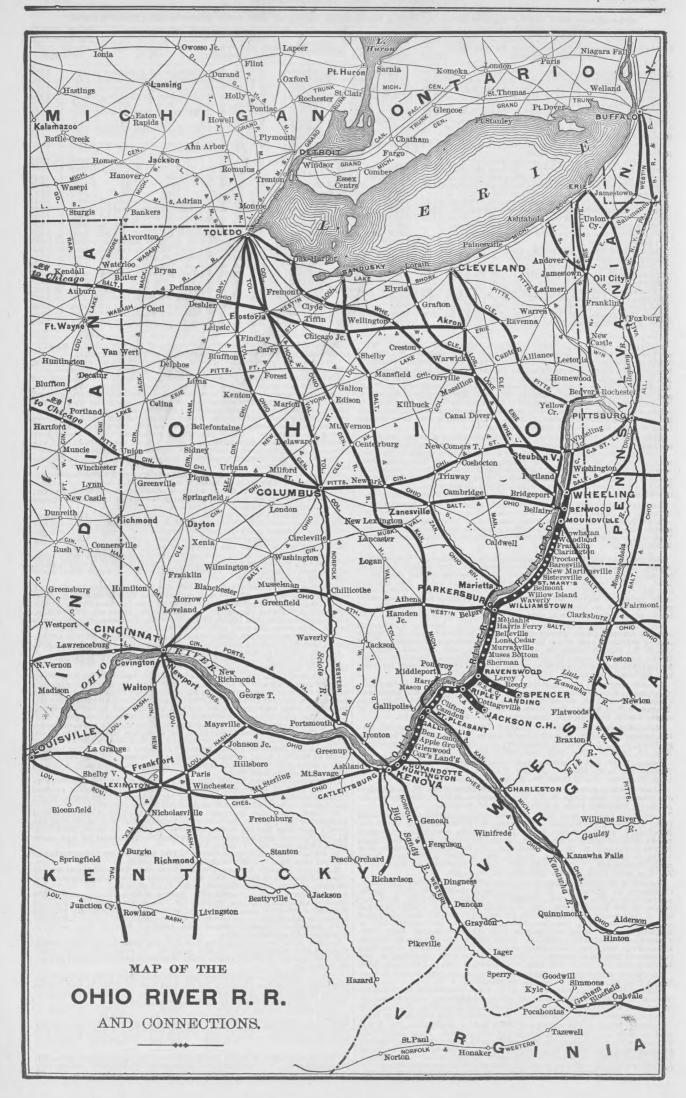
Itributed is a consolidated bonds of the par value of \$3,347, 000, which are the farmers' Loan & Trust Company.

Itributed is a consolidated bonds of the parts subject to the two divisional mortcages of 1879 and the lands east of the farmers' Loan & Trust Company is main tine and on the lands, except as to the parts subject to the two divisional mortcages of 1879 and the lands east of the Missouri River, the pref. stock then ceasing to have any claim thereon. The 2d, 3d and consol. mortgages have no claim on the lands east of the Missouri River.

The consolidated mortgage covers the main line and branches, a one-than the consolidated mortgage covers the main line and branches, a one-than the parts of the Missouri River, which is subject to the preferred stock, and has a first lien on 1,330 miles of branches. (Abstract of mortgage trust covers that the parts of the Missouri River, which is subject to the preferred stock, and has a first lien on 1,330 miles of branches.

Receiver Rouse's report on Dec. 1, 1893, showed that \$62,443,000 consols had been executed. Of these \$4,46,000 were on hand or pledge last conditions to the

Gross earnings... \$25,151,544 \$24,661,457 \$23,920,108 \$17,902,076 earnings..... \$9,750,548 \$10,084,108 \$8,985,996 \$4,585,521 et. exp. to earn's  $61\cdot23$   $59\cdot11$   $62\cdot43$   $74\cdot38$ Net earnings..... Per ct. exp. to earn's



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

| RAILROADS.  | Miles   | Date  | Size, or   |  |  |  | OR DIVIDENDS.   | Bonds—Princi-<br>pal, When Due.  |
|---|---|---|--|--|--|--|---|--|
| For explanation of column headings, &c., see notes on first page of tables.   |   | of  | Par  | Amount<br>Outstanding  | Rate per<br>Cent.  | When<br>Payable  | Where Payable, and by Whom.   | Stocks—Last<br>Dividend.   |
| Northern Pac. Ter. Co.—1st M., gold, red., at 110e <sup>8</sup> Northern Railway (Cal.).—1st M., int. guar., gold. Consol. M. (\$21,000,000), gold, 1st M. on 197 m.c*sr Northwestern Elevated—1st mort., \$15,000,000. A orwich & Worcester—Pref. stock, 8 p. c. rental 1st M., principal and int. guar. by N. Y. & N. E. o* Qeonee & Western—1st M., \$9,000 p. m., gold. Oyden Mine RR.—Stock (5 p. c.rent. Cen. of N. J.). Oydensb. & Lake Champlain—Consol. M. (now 1st M.) Income bonds, not cumulative. Guaranteed debenture bonds r Ogdensb TransitCo.1st M. (Cent. Vt.& Ogdens.gu.) Saratoga & St. Law. 1st M., for \$200,000, guar. r   | 66<br>48<br>40<br>10<br>118                               | 1883<br>1877<br>1888<br>1894<br>1877<br>1893<br>1880<br>1880<br>1888  | \$1,000<br>1,000<br>1,000<br>500 &c.<br>100<br>1,000<br>1,000<br>100<br>500 &c.<br>1,000<br>1,000  | 400,000<br>360,000<br>450,000<br>3,500,000   | 6 g.<br>5 g.<br>8 per an.<br>6 5 g.<br>5 per an.<br>6 6<br>4 | J. & J.<br>A. & O.<br>J. & J.<br>M. & S.<br>M. & S.<br>J. & J.                         | Boston, Second Nat. Bk.<br>Boston, N. E. Trust Co.<br>Phila., 237 So. 4th St.<br>N. Y. Mer. Ex. Bk. & Bost.<br>St. Albans, Vt.<br>Boston Security Co. | Jan. 1, 1933<br>Jan. 1, 1907<br>Oct. 1, 1938<br>Aug. 1, 1944<br>July 5, 1894<br>Mch. 1, 1897<br>Mch. 1, 1923<br>July, 1894<br>Apr. 1, 1920<br>Apr. 1, 1920<br>Apr. 1, 1920<br>Aug. 1, 1909<br>June 1, 1919                                       |
| Ohio & Mississippi—See Balt. & Ohio Southwest. Ohio & Mississippi—See Balt. & Ohio Southwest. Ohio & River—Ist m. [\$2,000,000], \$12,000 p. m., g.o* Gen. M. (for \$3,000,000), gold, ist on 39 miles. o* Bavensw. Sp. & Glen. Ist M., gold, gu., p. &i. (end.) o* Huntington & Big S. 1st M. (\$400,000), gold, gu. o* Ohio South.—Ist M., \$4,000,000 (\$15,000 p. m.) g o* General mortgage, (for \$2,800,000) gold. o* General consolidated mortgage, gold. o* General consolidated mortgage, gold, guar o* Old Oolony—Stock. Bonds, not mort, (\$2,000,000 F. & A., Aug. '97) cat Bonds for Framingham & Lowell bonds o* Bonds for Framingham & Lowell bonds o* Bonds (authorized \$3,000,000) o* Boston Clin. F. & N. B. mort, int. guar. by rental. Old Colony Steamboat bonds, gold Plymouth & Middleboro 1st M., int. guar. (end.). o* Omaha Bridge & Terminal Ry.—1st M. (\$5,000,000) | 169<br>208<br>33<br>12<br>208<br>108<br>108<br>108<br>125 | 1886<br>1887<br>1890<br>1892<br>1881<br>1889<br>1886<br>1888<br><br>'75-6-'<br>1882<br>1894<br>1894<br>1893<br>1893 | 1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 2,000,000<br>2,598,000<br>300,000<br>3,629,000<br>2,542,000<br>14,178,600<br>200,000<br>498,000<br>4,250,000<br>2,500,000<br>1,912,000<br>500,000<br>225,000 | 55 6 6 6 4 5 5 5 tex     | M. & N<br>J. & J<br>J. & J<br>Variou<br>J. & O<br>A. & O<br>J. & J<br>F. & A<br>J. & J | do do do do New York or Phila. N. Y., Central Trust Co. July, '93, coup. last pd. do do do Boston, Office. do d   | June 1, 1936<br>Apr. 1, 1937<br>Aug. 1, 1920<br>July 1, 1922<br>June 1, 1921<br>May 1, 1926<br>July 1, 1938<br>Oct. 1, 1894<br>1895-96-97<br>Dec. 1, 1897<br>Apr. 1, 1904<br>1904 & 1938<br>Feb. 1, 1924<br>Jan. 1, 1910<br>1903<br>Jan. 1, 1912 |

No exact comparison of income account for 1893-94 with previous years can be made, but the report shows total income for the year, including interest, rentals, etc., received, \$5,412,034. Against this the charges, paid and accrued, were—rentals, \$1,680,373; interest, sinking funds and other charges, \$10,234,666. Deficit for year, \$6,503,095. Of the total charges (\$11,915,039) the Court has authorized payments of \$6,347,131. Income and charges were given in detail in V. 59. p. \$94. For previous years the income account has been as follows:

Trs. ending June 30. 1890 1891. 1892. 1893. Other income, &c... \$1,341,172 \$1,593,135 \$1,664,204 \$2,166,727

\$438,288 \$103.026def \$889.254 \$947,159 Balance, surplus... \$947,109 \$455,255 \$103,0260df \$859,294 \$-(V. 57, p. 22, 91, 180, 299, 341, 376, 423, 469, 511, 548, 556, 596, 639, **682, 684, 704,** 723, 765, 809, 854, 939, 979, 1040, 1083, 1123; V. 58, p. 127, 178, 223, 264, 383, 431, 513, 550, 637, 682, 716, 903, 941, 942, 987, 1035, 1099, 1109; V. 59, p. 26, 28, 70, 115, 116, 152, 153, 192, 319, 332, 473, 515, 551, 601, 651, **694**, 697, 738, 781, 836, 878, 894.)

Northern Pacific Terminal Company.—Owns terminals on the Wilamette River, Ore., at Portland, East Portland and Albina, comprising lands 270 acres, trackage 24 miles, dock frontage 7,904 feet.

LEASE.—Leased for fifty years from Jan. 1, 1883, jointly and severally to Northern Pacific, Oregon Ry. & Navigation and Oregon & California, with guaranteed rental to pay interest, sinking fund and taxes. Great Northern Ry Co. in August, 1894, arranged with Oregon Ry. & Nav. Co. to run trains into Portland.

Co. to run trains into Portland.

Stock.—Stock (\$3,000,000) owned by said three companies (40 p.c. by Oregon Ry. & Nav. Co., 40 per cent by No. Pacific and 20 per cent by Oregon & Cal. RR.), and held by Central Trust Co. of New York, to be delivered after payments to the sink. fund, which is to cancel the bonds Bonds.—The first mortgage is for \$5,000,000. The sinking fund began in 1893, and is to retire the bonds by maturity, bonds being drawn at 110 and interest. The Jan., 1894, interest was paid at maturity, but owing to default of Oregon Ry. & Nav. in its share of the rental, the July coupons were not paid till Sept. 10, 1894. (V. 59, p. 28, 423.)

Northern Railway Co. (California).—This was a consolidation in May, 1888. Owns 390 miles of railroad, leased for 99 years from July 1, 1898, to the Southern Pacific Co. Lessee pays fixed charges and 6 p. e. 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 Company. In 1893, gross, \$2,439,927; net, \$892,118, against \$1,159,725; other income, \$94,926; surplus over charges in 1893, \$440,058.

Northwestern Elevated.—Incorporated in 1893 to build an

Northwestern Elevated.—Incorporated in 1893 to build an elevated railroad from the business centre of chicago in a northerly direction, with branches. Stock, \$15,000,000. First mortgage is for \$15,000,000 of 5 per cent bonds. V. 59, p. 651.

Norwich & Worcester.—See Supplement of September, 1894.

Oconee & Western.—See Supplement of May, 1894.

Ogden Mine.—Owns from Nolan's Point (Lake Hopatcong) to Sparta (or Ogden Mine), N. J., 10 miles. Leased for 999 years from Jan. 1, 1882, to Central RR. of N. J. for 5 p. c. per annum on capital stock and \$500 yearly for organization expenses.

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 inter est on bonds. Stock, common, \$3.077,000 (par, \$100), of which \$1,591,000 is owned by Central Vt.; preferred, \$500. On June 30, 1894, loans and bills payable, \$60,000.

Ioans and bills payable, \$60,000.

EARNINGS.—For year ending June 30, 1894, gross, \$781,090; net, \$220,565; defleit under interest, etc., for year, \$4,650. In 1892-93, gross, \$850,176; net, \$216,747.—(V. 56, p. 375; V. 57, p. 594, 1040; V. 58, p. 384, 1110; V. 59, p. 371.)

Ohio River.—(See Map)—ROAD.—Owns from Benwood, opposite Wheeling, 3 miles; leases 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 June 30, 1894, car trusts, principal and interest, amounted to \$23,073; bills payable, \$317,500, and in treasury were \$402,000 of the \$3,000,000 general M. 5s and \$132,050 Hunt. & Big Sandy 6s.

EARNINGS.—On 215 miles, 1894.....gross, \$514.591; net, \$198,073 Jan. 1 to Sept. 30, 9 mos. \ 1893.....gross, 596,951; net, 232,744

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1893, with balance sheet, was in V. 58, p. 864, showing gross earnings, \$790,262; net, \$286,814; interest, \$238,157; other charges, \$26,276; balance, surplus, \$22,381. In 1892, gross, \$795,136; net, \$342,345. Geo. W. Thompson, President, Parkersburg, W. Va.—(V. 54, p. 1046; V. 56, p. 538, 873; V 58, p. 864.)

Ohio Southern.—(See Map)—Owns Springfield, O., to Wellston, 118 miles, and oranches, 40 miles; extension from Springfield to Lima, 68 miles (completed in Dec., 1893); total, 226 miles. Wellston extension, 9 miles, about completed. Lines from Springfield to Columbus to connect with the Clev. Akron & Columbus proposed. In October, 1894, the Columbus Lima & Milwaukee Ry., projected from Lima to Deflance, Ohio, was leased and the first mortgage bonds are to be guaranteed. See V. 59, p. 651. Line from Jeffersonville to Lebanon, 42 miles, was about half completed in October, 1894. This will give an entrance into Cincinnati via Cin. Lebanon & No. (V. 59, p. 739.) In June, 1894, the Ohio Southern and Clev. Akron & Col. had been brought under one management. (V. 58, p. 1035.)

STOCK, ETC.—Stock authorized, \$5,500,000; outstanding, \$3,840,000; par \$100. An increase of \$2,500,000 in the capital stock was voted in April, 1894. Traffic principally bituminous coal.

April, 1894. Traffic principally bituminous coal.

Bonds. – Both the first and the general mortgage are to the Central Trust Company, as trustee. The first mortgage is limited to \$4,000,000 at \$15,000 per mile of completed road. In May, 1894, issue of \$8,000,000 fitty-year 5 p. c. gold bonds was authorized to redeem prior bonds, etc. In 1893-94 \$1,302,000 first 6s were issued for Lima extension, etc. In Sept., 1894, \$172,000 issued for Port William extension, 14 miles. April 30, 1894, there were \$217,564 loans and bills payable and \$255,000 car trust 6s, due part yearly.

able and \$255,000 car trust 6s, due part yearly.

EARNINGS.—3 months, 1894......gross, \$208,433; net, \$120,369
July 1 to Sept. 30. \$1893......gross, \$208,433; net, \$75,430
ANNUAL REPORT.—Report for 1893 in Chrontole, V. 59, p. 330.
Gross carnings were \$702,360; net, \$370,454; interest on bonds, \$241,880; surplus, \$123,574. In 1892 gross, \$711,541; net, \$362,049 — (V. 56, p. 206, 331, 462,700, 973; V. 57, p. 143, 299, 376, 596, 765, 894; V. 58, p. 513, 683, 904, 1035; V. 59, p. 330, 476, 651, 739.)

Ohio Valley.—Completed from Evansville, Ky., via Princeton on the Chesapeake Ohio & Southwestern, to Hopkinsville, 130 miles, of which 21 miles, Princeton to Gracie, is leased; branches, 9 miles.

ORGANIZATION, ETC.—Stock is \$2,162,200 (par, \$100), of which in 1891 \$1,297,500 was purchased by the Chesapeake Ohio & Southwestern, which guaranteed the bonds by endorsement. See V. 52, p. 974.
Due C. O. & S. W. July 1,1892, \$254,103. The general mortgage trustee is Central Trust Co. In Dec., 1893, John McLeod was appointed receiver. Application to foreclose made in Feb., 1894.

EARNINGS.—In 1892-93 gross, \$358,526; net, \$7,661. In 1891-92

EARNINGS.—In 1892-93 gross, \$358,526; net, \$7,661. In 1891-92 ross, \$279,588; net, \$18,887. (V. 54, p. 800; V. 58, p. 264.)

Old Colony (Mass.)—Owns road from Bo-ton to Provincetown, fass., Newport, R. I., etc., 495 miles; leases, 108 miles; total operated, 03 miles. See SUPPLEMENT of September, 1894.

Mass., Newport, R. I., etc., 495 miles; leases, 103 miles; total operated, 603 miles. See Supplement of September, 1894.

Lease.—In 1893 leased to the New York New Haven & Hartford, possession being given July 1, 1893. About \$5,500,000 of the stock was exchanged for New Haven stock. The lease provides for dividends of 7 p. c. per annum on stock not exchanged. See V. 56, p. 247, 374. The Old Colony Steamboat stock for \$1,200,000 was mostly exchanged for stock of the Old Colony Re. Co. Dividend due in July, 1894, on steamboat stock was not paid. The Steamboat Co. in November, 1893, sold \$500,000 of 10-year 5 per cent gold bonds for new steamers.

Stock, Etc.—An increase of stock from \$1,2,000,000 to \$15,000,000 was authorized in Nov., 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 Sept., 1894, \$200,000 of stock was sold to pay for Dover St. bridge and other improvements.

Floating debt after deducting cash assets June 30, 1894, \$556,554; there were also \$200,000 of 5 per cent notes.

The total amount to be capital-zed under the lease, having been spent for improvements and additions to June 30, 1894, was \$672,338. In 1894 \$2,500,000 4s of 1924 were issued.

Dividends at the rate of 7 per cent yearly; in December, 1891 (dividends changed to quarterly), 2910 per cent; in 1892, 7; in 1893, March, 13, per cent; June, 2/3; thereafter 1% per cent quarterly under the lease.

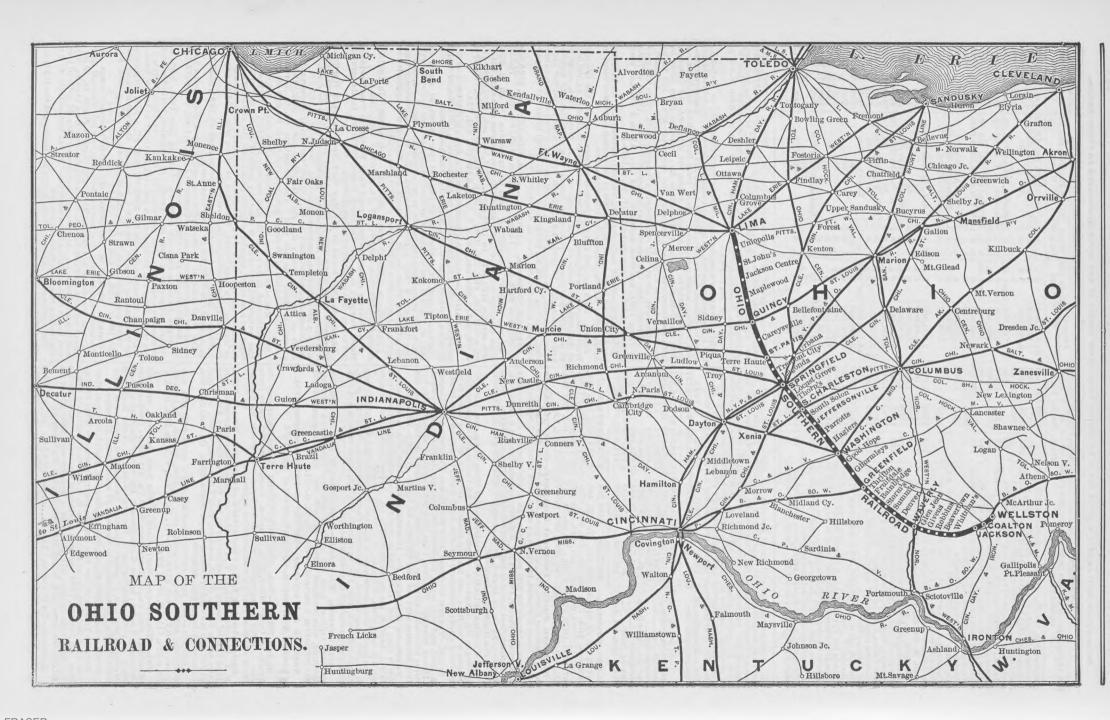
Annual Report.—Report for 1892-93, in V. 57, p. 546. Statement for year ending June 30, 1894, in 1894, in 1893, are included in N. Y. N. H. & H. report. (V. 57, p. 469, 546, 556, 1084; V. 59, p. 512.)

Omaha Hridge & Terminal Ry.—This company owns and operates a double track steel railway bridge across the Missouri River

556, 1084; V. 59, p. 512.)

Omaha Bridge & Terminal Ry.—This company owns and operates a double track steel railway bridge across the Missouri River between the cities of Omaha, Neb., and Council Bluffs, Ia. Also a line of railway between Omaha, South Omaha and East Omaha, Neb., and Council Bluffs, Ia. At present it has in operation 39 miles of track and has in contemplation large additions. It has connections with all the leading railroads reaching Omaha.

The mortgage of 1893 covers the bridge at Omaha and the lands and other property of the bridge company.



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

| RAILROADS.   | Miles       | Date                    | Size, or                |                                       | IN'          | TEREST                        | OR DIVIDENDS.   | Bonds-Princi                                   |
|--|-------------|-------------------------|-------------------------|---------------------------------------|--------------|-------------------------------|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of<br>Road. | of                      | Par                     | Amount<br>Outstanding                 | Date         | ,                             | Where Payable, and by   | pal, When Due<br>Stocks—Last<br>Dividend.      |
| Omaha & St. Louis—1st mortgage, gold   | 745         | 1887<br>1890            | \$1,000<br>1,000        | \$2,717,000<br>51,000                 | 4 g.<br>5 g. | J. & J.<br>J. & D.            |   | Jan. 1, 1937<br>May 1, 1940                    |
| Fund. int. certs. sec. by 1st M. coups., red. at 100 Oregon & Cal.—1stM.,g. (\$30,000 p.m.) dr'n at 100. c* Oregon Improvement—See MISCELLANEOUS COMPAN    | 596         | 1891<br>1887            | 1,000                   | 271,700<br>18,707,000                 | 5            | J. & J.<br>J. & J.            |   | Jan. 1, 1937<br>July 1, 1927                   |
| Oregon Pacific—Receiver's certificates.<br>1st mort., land grant, s. f., g., \$25,000 p. me*&r<br>Oregon Railway & Navigation—Stock                        | 136         | 1890                    | 1,000                   | 850,000<br>15,000,000                 | 8<br>6 g.    | A. & O.                       | Apr., '92, coup. last pd.<br>Apr., '90, coup. last pd.                                |  |
| Receiver's certs., (\$500,000 are prior to 1st M.) 1st mort. bonds, gold, sink. fd. (drawn at 100) c Consol. mort., gold, \$25,000 per mile (see text) c&r | 819         | 1894<br>1879            | 1,000                   | 24,000,000<br>(?)<br>4,940,000        | 6 g.         | J. & J.                       | See text. July, '94, pd. Aug. 1,'94   | Oct. 2, 1893<br>July 1, 1909                   |
| Oregon Short L. & U. Nor.—Stock. \$27,000,000 auth   | 223         | 1885<br>1889            | 1,000<br>1,000<br>100   | 12,583,000<br>5,182,000<br>26,244,853 | 5 g.<br>5 g. | J. & D.                       | June, '93, coup. last pd.<br>Sept., '93, coup. last pd.                               | June 1, 1925<br>Sept. 1, 1919                  |
| Ore. Sh. L. 1st M., prin. gold, int. lawful money.c*<br>Utah Southern 1st mortgage, currency.<br>Utah So. mort., S. Lake to Juab (for \$1,950,000).c       |             | 1882<br>1870<br>1879    | 1,000                   | 14,931,000<br>424,000                 | 7            | J. & J.                       | Feb.'94, cou. p'd Mar. 19<br>Jan., '94, coup. last paid                               | Feb. 1, 1922<br>At Co.'s option                |
| Utan South. Extension., 1st M., Juab to Frisco e Utah & Northern 1st mort., \$12,000 per mile e*   | 138         | 1879<br>1878            | 1,000<br>1,000<br>1,000 | 1,526,000<br>1,950,000<br>4,995,000   | 7            | J. & J.<br>J. & J.<br>J. & J. | do do   | July 1, 1909<br>July 1, 1909                   |
| Consol. M.,guar., \$15,000 p. m.,s. f.not dr'n,g.e*<br>Equipment bonds (\$35,000 payable yearly)<br>Idaho Central 1st mort. Nampa to Boise Citye*          | 489         | 1886<br>1887<br>1887    | 1,000<br>1,000<br>1,000 | 1,831,000<br>107,000                  | 5 g.         | J. & J.<br>A. & O.            | do See text.  | July 1, 1908<br>July 1, 1926<br>Apr.1, yearly. |
| Collateral trust, gold (redeemable at 105) guar e*   | 1,482       | 1889                    | 1,000<br>500 &c.        | 131,000<br>10,895,000<br>13,000,000   | 5 g.         | A. & ().                      | Jan., '94, coup. last paid<br>Ost., '93, coup. last pd.<br>Sept., '93, coup. last pd. | Jan. 1, 1917                                   |
| Oswego & Rome—See Rome Watertown & Ogden<br>Oswego & Syracuse—Stock, 9 p. c. guar., D. L. & W.<br>Consolidated mortgage (guar. D. L. & W.)                 | 35<br>35    | 1876                    | 50<br>1,000             | 1,320,400                             | 9 per an.    | F. & A.                       | N. Y., Del. L. & W. RR,   | Aug., 1894                                     |
| Owensb. Falls of Rough & G. Riv.—Old 1st mort  | 35          | 1883                    | 1,000                   | 438,000<br>668,000<br>560,000         | 7<br>5<br>5  | M. & S.<br>M. & N.            | N. Y., Farm. L. & Tr. Co.   | Mch. 1, 1907<br>May, 1923                      |
| Consol. mortgage, \$20,000 per mile, gold  | 88<br>118   | 1892<br>1881<br>'90-'92 | 1,000                   | See text.<br>2,000,000<br>2,432,000   | 5 g.<br>6 g. | M. & N.                       | N Y., 120 Broadway.   | 1943<br>Nov. 1, 1931                           |
| Tennessee Midland 1st M., gold, interest guarc*<br>2d mortgage, gold, interest guaranteedc*  | 135<br>135  | 1892<br>1892            | 1,000                   | 1,491,000<br>1,220,000                | 5 g.         | M. & N.                       | May, '93, coup. last pd.  | July 1, 1920<br>May 1, 1922<br>July 1, 1922    |

Omaha & St. Louis.—Owns Council Bluffs Ia., to Pattonsburg, Mo. 144 miles. In June, 1893, John F. Barnard was appointed receiver.

On March 2, 1894, the first mortgage bondholders' committee, W. Emlen Roosevelt, Chairman, reported that \$450,000 would be necessary to place the road in an independent position. V. 58, p. 384. Depositary for first mortgage bonds is N. Y. Guaranty & Indemnity Co. 59 Cedar St., N. Y. Receipts listed on N. Y. Exchange. V. 59, p. 291.

REORGANIZATION PLAN.—The bondholders' plan issued under date o Oct. 30, 1894, was given in V. 59, p. 836. The plan calls for the issue of new securities as follows: (1) First mortgage 5 p. c. ("prior lien") bonds, \$400,000 for equipment and betterments. (2) First consol. 48, \$1,358,500 in exchange for old first 4s at par. (3) General mortgage 5 p. c. non-cumulative stock, \$1,952,900 for old firsts (in addition to 1st consols above) and old second 5s. (5) Second preferred \$444,100 for old preferred at 1 for 5. (6) Common stock \$463,000 for Galley for the lease of the common at 1 tor 5.

Stock.—Pref. 6 p.c. non-cu., \$2,220,500; com., \$2,313,000; par. \$100.

STOCK.—Pref. 6 p.c. non-cu., \$2,220,500; com., \$2,313,000; par, \$100.,

STOCK.—Pref. 6 p.c. non-cu., \$2,220,500; com., \$2,313,000; par, \$100..

BONDS.—Five coupons to Jan. 1, 1893, were funded. Interest due, July 1, 1893, was not paid. Abstract of mortgage, V. 45. p. 213. Bills payable July 1, 1892, \$50,212.

EARNINGS.—From Jan. 1 to Aug. 31, 1894 (9 mos.), gross, \$259,373 against \$367,090 in 1893. For year 1892-93 gross, \$608,468 against \$575,310 in 1891-92; net, \$97,171, against \$75,673.—(V. 59, p. 28, 291.)

Oregon & California.—From Portland, Ore., to California State line, 367 miles; Albany Junction to Lebanon, 12 miles; Portland to Corvallis, 97 miles; Woodburn to Natron, 93 miles; purchased in 1893 Oregonian RR. and Portland & Yamhill RR.; Portland, Ore., to Airlee, Ore., and branch, 86 miles. Total, 653 miles.

LEASE, ETC.—Leased to Southern Pacific Co. for 40 years from January 1, 1887, the lessee guaranteeing interest on the bonds, and the lessor receiving any net 1 roft and being charged with any deficit after payment of charges. Betterments are payable by lessor. Pacific Improvement Co. owns the bulk of its \$19,000,000 stock, \$12,000,000 of which is 7 p. c. pref.; par is \$100. Due So. Pac. Co. Jan 1, 1894, \$94,394.

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 mertgage, Union Trust Company, New York. The Southern Pacific guaranty of principal and interest is printed on each of the 5 per cents. In 1893 net land sales subject to mort. were 19,224 acres for \$64,577; cash receipts, \$21,900.

EARNINGS.—In 1893 gross earnings were \$1,863,140; net, \$569,691.

Interest is printed on each of the 5 per cents. In 1893 net land sales subject to mort. were 19,224 acres for \$64,577; cash receipts, \$21,900. EARNINGS.—In 1893 gross earnings were \$1,863,140; net, \$569,691 (against \$484,929 in 1892); fixed charges, \$1,012,523; deficit for year, \$442,833.—(V. 56, p. 165; V. 57, p. 469; V. 57, p. 384.)

Oregon Pacific.—owns from Yaquina to Detroit, Ore., 138 miles. Land grant of \$50,000 acres was subject to a lien of \$600,000.

SALE.—Sale has been ordered for Dec. 22, 1894, at Corvallis, Oregon. Receiver is F. L. Hadley. Stock is \$30,000 per mile.

EARNINGS.—In year 1891-92 gross, \$117,339; deficit under operating expenses, \$80,465. Office, 45 William St., N. Y. (V. 57, p. 723, 1084, 1123; V. 58, p. 431, 774, 988; V. 59, p. 153, 880.)

Oregon Railway & Navigation.—(See Map Union Pacific.)—Road.—East Portland, Ore., to Huntington, Ore., 403 miles; branches 656 miles; total Jan. 1, 1893, 1,059 miles, of which 13 miles narrow gauge—269 miles are iron rails. Ocean line to San Francisco, 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 steck and interest on bonds. This lease (see abstract V. 45, p. 539) was guaranteed by the U. Pac. Oregon Short Line owns majority of stock, V. 59, p. 291

RECEIVERSHIP, ETC.—In June, 1894, E. McNeill was appointed separate receiver. V. 58, p. 1110. Of the \$750,000 receiver's certificates authorized, \$500,000 are a prior lien to 1st mortgage and issued for repairs, etc.; \$250,000 are subject to 1st mortgage. V. 59, p. 153. COUPON PAXMENTS.—First mortgage interest due July 1, 1894, was paid Aug. 1 at N. Y. Security & Trust Co. December. 1893. comod. mort-

COUPON PAYMENTS.—First mortgage interest due July 1, 1894, was paid Aug. 1 at N. Y. Security & Trust Co. December, 1893, consol. mortgage coupons were not paid, but in March, 1894, Deutsche Bank, Berlin, announced that it would purchase them.

announced that it would purchase them.

BONDHOLDERS' COMMITTEES.—Consolidated bondholders' committee Alfred S. Heidelbach, 29 William Street, N. Y., Chairman, W. T. Bu George Coppell, Charles S. Fairchild and A. Marcus, with Howard Tracy, Secretary, 41 Wall Street, N. Y. Depositary, N. Y. Security Trust Co., 46 Wall St., N. Y. V. 57, p. 980, 1040, 1084. V. 58, p. 942. Coll. trust bondholders' committee: J. Crosby Brown, James Jackst and Robert Fleming: depositary, U. S. Trust Co., N. Y. V. 59, p. 71. Minority Sharenolders' Committee is composed of Henry R. Ree Chairman, Thomas L. Livermore and Joseph S. Fay, Jr. There is also a Berlin committee; address, Deutsche Bank, Berlin. Bonds.—First mortgage has a sinking fund (\$116,000 in 1892)

Bonds.—First mortgage has a sinking fund (\$116,000 in 1892) buy bonds at or below 110, or else draw them at par on January 1. Collateral trust abstract, V. 51, p. 243.

Collateral trust abstract, V. 51, p. 243.

FLOATING DEBT on Dec. 31, 1893, was \$1,569.468, of which \$1,094,717 accounts payable and \$469,489 coupons unpaid. Assets, \$1,160,284, including bills and accounts receivable, \$1,120,932.

EARNINGS.—6 months, \ 1894, gross, \$1,228,691; deficit, \$176,947.

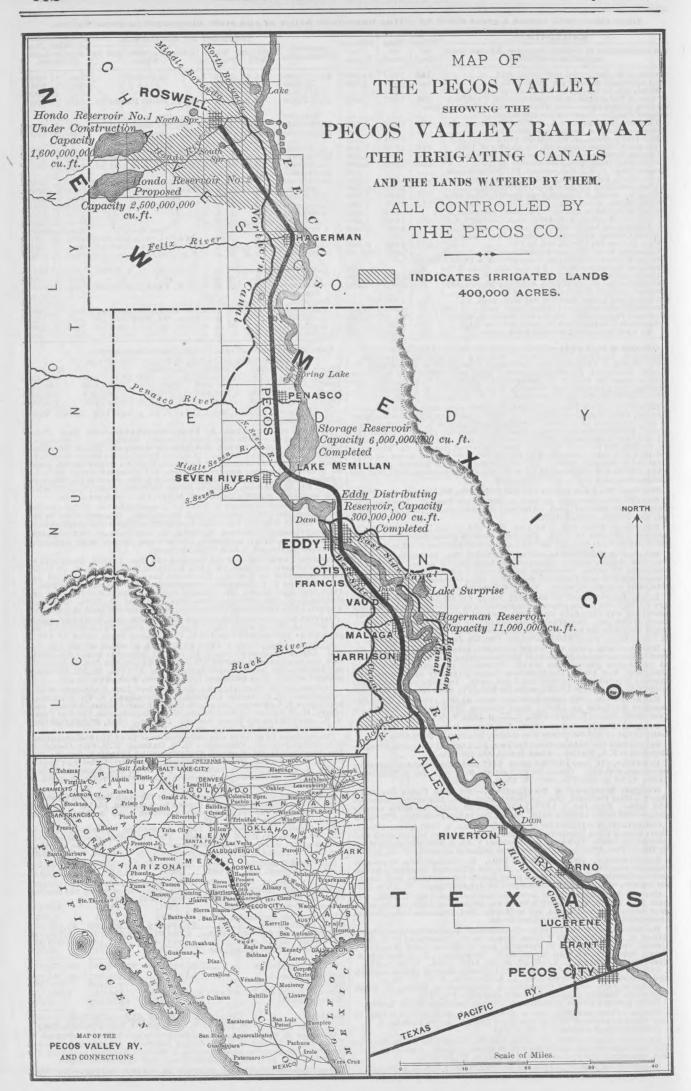
Jan. 1 to June 30, \ 1893, gross, \$1,855,510; net, \$339,918.

|   | Year.      |                       | Net, incl. other |                          | Dividends,               |            |
|---|------------|-----------------------|------------------|--------------------------|--------------------------|------------|
| ă |            | Earnings. \$3,868,113 |                  | on bonds.                | etc.                     | Deficit.   |
|   | 1892       | 4,831,793             | 1,321,929        | \$1,184,650<br>1,076,461 | \$1,671,620<br>1,809,909 |            |
| y | 1891       | 5,673,172             | 1,726,046        | 1,070,367                | 1,809,909                |            |
| ı |            | 4,954,711             | 908,336          | 1,016,456                | 1.681.070                | 1.789 190  |
|   | -(V. 57,   | p. 980, 1,04          | 10, 1,084, 1,12  | 3: V. 58. p.             | 942, 1035, 1             | 1110: V 50 |
|   | p. 71, 153 | 3, 921.)              |                  | , , , , ,                | 0 12, 1000, 1            | 110, 1.00  |

EARNINGS, 9 months, \(\) 1894.....gross, \(\) \$5,678,833; net, \(\) \$1,026,178 \\
Jan. 1 to Sept. 30, \(\) 1893.....gross, \(\) 4,518,817; net, \(\) 1,706,7543 \\
ANNUAL REPORT.—Report for 1893 showed as follows. The charges in 1893 do not include any sum due Un. Pac. for carrying the floating debt, the annual expense for which was about \(\) \$200,000: \(\) Year reguling December 31.

|   | Lear enaing December 31   | 1891.                  | 1892.  | 1893.                               |
|---|---|------------------------|--|-------------------------------------|
|   | Average miles operated  | 7,574,456<br>2,783,914 | 1,425<br>\$7,201,200<br>2,670,122                | 1,425<br>\$5,861,634<br>2,078,540   |
|   | Other income from invest., etc  | 848,049<br>187,603     | 842,400<br>183,735                               | 630.945                             |
| 3 | Total net income\$  |                        | \$3,696,257                                      | \$2,776,274                         |
|   | Interest on bonds\$<br>Sinking fund.<br>Loss on l'sed lin's (O.Ry.&N.syst'm)<br>Miscellaneous | 217,458                | \$2,804,627<br>220,497<br>1,564,441<br>cr.73,526 | \$2,794,726<br>220,390<br>1,992,459 |

Owensboro Falls of Rough & Green River.-See July, 1894. Supplement.



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

| RAILROADS.   | Miles  | Date   | Size, or   |   | IN  | TEREST   | OR DIVIDENDS.   | Bonds-Princi  |
|--|--|--|--|---|---|--|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables. | of<br>Road.  | of   | Par  | Amount<br>Outstanding   | D-4   |  | Where Payable, and by   | pal, When Due.<br>Stocks—Last<br>Dividend.  |
| Panama—Stock   | 48<br>48<br>48<br>15<br>89<br>568<br>568<br>568<br>568<br>568<br>568 | 1867<br>1880<br>1893<br>1867<br>1875<br>1875<br>1875<br>1879<br>1879<br>1879<br>1881<br>1881<br>1883<br>1884<br>1882<br>1884<br>1893<br>1877<br>1871<br>1871<br>1872<br>1873<br>1873<br>1874<br>1875<br>1875<br>1879<br>1879<br>1879<br>1879<br>1879<br>1879<br>1879<br>1879 | \$100<br>\$200<br>\$1,000<br>50<br>1,000<br>50<br>\$ or \$<br>1,000<br>1,000 | \$800,000<br>\$2,055,000<br>630,000<br>987,000<br>129,271,050<br>19,997,820<br>1,961,000<br>27,57,000<br>22,762,020<br>3,498,000<br>1,500,000<br>9,900,000<br>2,728,000<br>2,728,000<br>3,270,000<br>3,270,000<br>3,270,000<br>1,675,000<br>21,000,000<br>19,467,000<br>2,423,059 | See text. 7 g. 6 g. 8 per an. 8 per an. 8 per an. 6 6 6 6 5 g. 4 g. 4 g. 4 43. 4 44. 4 g. 5 4 44. 5 4 42. 8 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | Various A.10 & O. M. & N. J. & J. J. & | N. Y., 29 Broadway. N. Y. Office & London. N. Y., 29 Broadway. N. Y., 44 Exchange Pl. N. Y., 24 Exchange Pl. N. Y., 24 Exchange Pl. N. Y., Mercantile Tr. Co. Phila. Office & London. Philadelphia, Office. do Phila. office and London Philadelphia, Office. do N. Y., Farm's L. & T. Co. Phila., Pa.Co. for Ins. &c. Phila., Co.'s Office. Phila., Gir'd Life &c. Co. Phila., Provid't L. & T. Co. Phila., 23 So. 44 h St. | Jan. 3, 1893 Oct. 10, 1897 Nov. 1, 1910 July 2, 1894 July 2, 1894 July 1, 1943 Nov. 30, 1894 July 1, 1910 June 15, 1905 July 1, 1905 Sept. 1, 1919 May 1, 1921 Jan. 1, 1901 June 1, 1913 Sept. 1, 1914 July 1, 1921 Jan. 1, 1901 June 1, 1913 Sept. 1, 1914 July 1, 1921 Jan. 1, 1901 June 1, 1913 May 1, 1923 May 2, 1894 July 5, 1907 July 1, 1921 May 1, 1923 May 9, 1894 July 5, 1907 July 1, 1921 Various dates Jan. 10, 1894 Jun 1, 1894 Jun 1, 1925 Jan. 10, 1894 July 1, 1921 Various dates Jan. 10, 1894 |

Owensboro & Nashville .- See Supplement, May, 1894.

Paducah Tennessee & Alabama.—Road.—Owns from Paducah, Ky., to junction with Tennessee Midland at Lexington, Tenn., 119 miles, and operates the l'ennessee Midland RR. from Memphis, Tenn., to Perryville, on the Tennessee River, 136 miles: total, 255 miles. Extension of Tenn. Midland to Nashville proposed.

History.—Completed September, 1892. President W. L. Huse and John Overton, Jr., were appointed receivers of both roads in 'et., 1893. STOCK authorized, \$20,000 per mile; outstanding, \$2,432,000 BONDS.—Car trusts Feb. 20, 1893, \$85,609. Nov., '93, interest on Tenn. Mid. went unpaid. Jan., 1894, interest on P. T. & A. firsts was raid when due, but July interest is in default.

EARNINGS.—On Paducah road proper from Jan. 1 to Aug. 31, 1893, ross \$207,766, against \$129,207 in 1892; and on Tennessee Midland, ame period, \$148,228, against \$117,046. (V. 56, p. 502; V. 57, p. 765.)

Panama.—Road—Owns from Colon to Panama, 48 miles.

History.—Completed Jan. 28, '55. In June, '81, 68,534 shares of the stock was sold to parties interested in the De Lesseps Panama Canal Co. The contract (see V. 57, p. 145) with the Pacific Mail SS. Co. expired June 15, 1894, and was not renewed. The Panama Co. has chartered three other steamers. V. 58, p. 1036.

Divinguish single 1864. In 1868, 10, in 1866 and 1867, with in 1866.

June 15, 1894, and was not renewed. The Panama Co. has chartered three other steamers. V. 58, p. 1036.

Dividends since 1884: In 1885, 10; in 1886 and 1887, nil; in 1888, 23; in 1889, 9; in 1890, 5; in 1891, 5; in '92, 2 p. c.; in '93, Jan. 2 p. c. Bonds.—As to holders' right to extend the general mortgage bonds issued in 1892 see Supplement of January, 1894.

Of the general mortgage 7s £94,200 were in company's treasury in Nov., '94 and £132,600 in the sinking fund.

The subsidy bonds are secured by pledge of \$225,000 annual subsidy payable by the U. S. of Colombia to the company, and are drawn and paid off on November 1, yearly, with any surplus of the subsidy not needed for interest, \$90,000 bonds being paid Nov. 1, 1893, and \$97,000 in 1894.

ANNUAL REPORT.—The report for 1893 in Chronicle, V. 58, p. 593, showed gross earnings of \$1,047,010, against \$1,435,990 in 1892; net, \$130,249, against \$487,636; other income, \$367,114, against \$332,752. In 1893 there was a deficit of \$18,570 under interest, sinking fund and other charges, against a surplus of \$182,816 in 1892. (V. 55, p. 374, 503, 723, 996, 1111; V. 56, p. 127, 375, 578, 580, 887; V. 57, p. 145, 468; V. 58, p. 593, 716, 1036; V. 59, p. 541.)

Paterson & Hudson River.—Owns from Weehawken, N. J., to Paterson, N. J., 13 miles, double track. Leased in perpetuity at \$48,400 per year to New York Lake Erie & West., forming part of its main line.

Paterson & Ramapo,—Owns from Paterson, N. J., to New York Lake Line, 14 miles, double track, part of main line of N. V. [E. & W.

Paterson & Hudson River.—Owns from Weehawken, N. J., to Paterson, N. J., 13 miles, double track. Leased in perpetuity at \$48,400 per year to New York Lake Erie & West., forming part of its main line. Paterson & Bamapo.—Owns from Paterson, N. J., to New York State Line, 14 miles, double track, part of main line of N.Y. L. E. & W., to which it was leased Sept. 9, 1852, during legal existence, at \$26,500.

Pecos Valley.—(See Map.)—Projected from Pecos City, Tex., on the Texas & Pac. RR., 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; extension Eddy to Roswell, 74 miles, completed in October, 1894; total, 164 miles. The mortgage of 1893 (trustee, Mercantile Trust Co. of N. Y.) is for \$8,000,000, of which \$1,116,000 were used to retire prior bonds. Bonds may be issued at \$15,000 per mile. Stock authorized, \$5,000,000; outstanding, \$1,105,000; par \$100. EARNINGS.—In year 1892-93 gross earnings \$122,634; net, \$30,035, against \$13,526 in 1891-92; eharges, \$7,274. J. J. Hagerman, President, Colorado Springs, Col.—(V. 51, p. 458; V. 58, p. 637, 904; V. 59, p. 601.)

Pennsylvania.—(See Map)—Line of Road—The Pennsylvania system embraces about \$,800 miles of railroad, including all east and west of Pittsburg. At the close of 1893 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 Company holding all its stock. Control of Cresson Clearfield Co. & N. Y. Short Route, Terre Haute & Indianapois, Toledo Peoria & W. N.Y. Short Route, Terre Haute & Indianapois, Toledo Peoria & W. N.Y. Short Route, Terre Haute & Indianapois, Toledo Peoria & W. N.Y. Short Route, Terre Haute & Indianapoi

Bonds.—Interest on general mortgage 6s of 1867 is payable on coupon bonds January 1 and July 1; on registered bonds, April 1 and October 1.

The consolidated morigage 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 shares and bonds of other companies of an estimated cash value of over \$2,600,000. Sinking fund for consols Jan. 1, 1894, held—Consols canceled, \$1,771,980; other securities, \$3,386,375.

The 4 per cent loan of 1881 is secured by pledge of Philadelphia Wilmington & Baltimore stock.

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 \$8,847,690 so purchased were held Jan. 1, 1894.

GUARANTEED BONDS.—For a list of the bonds guaranteed see SUP-PLEMENT of March, 1894.

ELEMENT of March, 1894.

GENERAL FINANCES.—Mortgages and ground rents Jan. 1, 1894.
\$3,919,800. In May, 1893, were issued \$1,675,000 real estate bonds (\$2,000,000 authorized) for pier property in N. Y. City and \$3,000,000 consol. 4s for other improvements (\$6,000,000 authorized).

LATEST EARNINGS.—Lines east of Pittsburg & Erie:
January 1 to \ 1894, gross, \$42,244,640; net, \$12,686,169.

Sept. 30 (9 mos.) (1893, gross, 50,303,951; net, 14,123,666.

Lines west of P. & E. Gross.

Jan. 1 to Sept. 30 (9 mos.)...decrease, \$5,253,782 decrease, \$1,668,134.

ANNIAL REPORT.—Figur was ends Dag 21. Annual mostificial bald.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Philadelphia on second Tuesday in March. The report for 1893 was in the Chronicle, V. 58, p. 411, 428, 431, giving full particulars.

EARNINGS ON ALL LINES BOTH EAST AND WEST OF PITTSBURG AND ERIE.

| NCOME ACCOUNT OF<br>Year ending Dec. 31—<br>Net income Penn. RR. Div'n<br>Net loss or gain on N. J. Div.<br>Loss on Pitts. & Erie Div | PENNSYLVANIA<br>1891.<br>\$12,257,432<br>-276,456<br>9,135 | RAILROAD CO<br>1892.<br>\$10,794,260<br>-299,199<br>profit 10,849 | MPANY.<br>1893.<br>\$10,296,248<br>—194,529<br>profit 14,716 |
|---|--|---|--|
| Balance of income   | \$11,971,841   | \$10,505,910  | \$10,116,435   |
| Payments—To trust fund<br>Consol.mortgageredeemed.<br>Allegh.Val.RR.Co.—Defic'y   | 98,622<br>324,780<br>274,062                               | 89,179<br>324,780   | 73,855<br>324,780<br>242,975                                 |
| Extraordinary expenses  | 1,510,758  | 1,263,137   | 2,163,210  |
| Balance to credit of income<br>Dividends  | \$2,208,222<br>9,763,619<br>(6) 7,495,598                  | \$1,677,096<br>8,828,814<br>(6) 7,606,456                         | \$2,804,820<br>7,311,615<br>(5) 6,400,508                    |
| To credit of profit and loss.<br>Bal.in set'm't of claims, &c.  | \$2,268,021<br>+49,019                                     | \$1,222,358<br>+904,669   | \$911,107<br>+1,640,673                                      |
| Balance   | \$2,317,040  | \$2,127,027   | \$2,551,780  |
| Bal.profit and loss Dec. 31.<br>Deduct scrip dividend   | \$24,334,833   | \$26,461,860  | \$29,013,641<br>\$2,535,490                                  |
| -(V. 56, p. 43, 393, 412, 4721, 874, 979, 980, 1099, 11   | 15, 502, 538, 71<br>23; V. 58, p. 4                        | 11,753,782; V   | 7 57 n 2 61  |

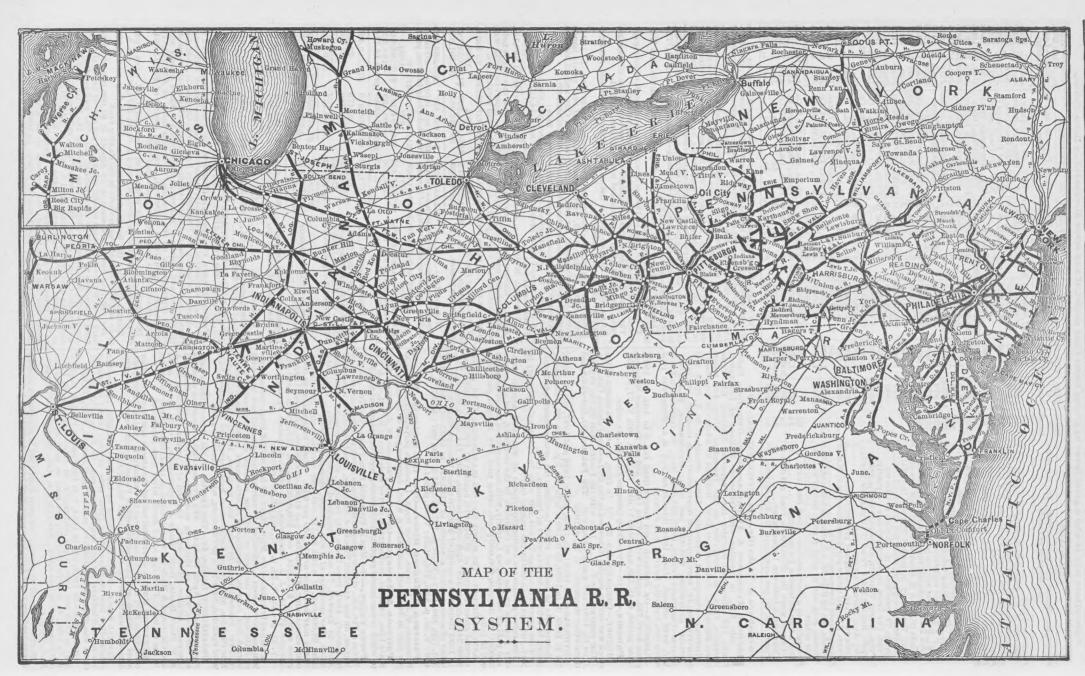
-(V. 56, p. 43, 393, 412, 415, 502, 538, 711, 753, 782; V. 57, p. 3, 61, 721, 874, 979, 980, 1099, 1123; V. 58, p. 411, 428, 431, 781.)

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 Dec. 31, 1893, the Pennsylvania Company owned sundry bonds having a par value of \$6,653,500, and stocks of par value of \$55,383,518, these stocks and bonds representing on the company's books a value of \$30,633,179 and yielding from Jan. 1 to Dec. 31, 1893, an income of \$2,075,684. 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 p. c.; in 1894, May, 4 p. c.

BONDS.—Besides the bonds given above as outstanding \$2,237,000 of 6s and \$533,000 of 4½s are held in the sinking fund.

Sur per cent bonds are secured by deposit of \$4,000,000 of Pittsburg Fort Wayne & Chicago special stock. If not offered under sinking fund provisions at 105 they are drawn at 100. The gold bonds of 1921 are secured by a deposit in trust of the leases of the Pittsb. Fort Wayne & Chica, the Cleve. & Pittsb. and Erie & Pittsb. 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 mortrage 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.



zed for FRASER

eral Reserve Bank of St. Louis

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

| RAILROADS.   | Miles                                 | Date                                 | Size, or   |  | IN'  | TEREST                                   |  | Bonds-Princi   |
|--|---------------------------------------|--------------------------------------|--|--|--|--|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of<br>Road.                           | of                                   | Par  | Amount<br>Outstanding  | Rate per<br>Cent.  | When<br>Payable                          | Where Payable, and by  | pal, When Due<br>Stocks—Last<br>Dividend.                                      |
| Pennsylvania Poughkeepsie & Bost.—1st M., gold.e*<br>2d mortgage for \$500,000, gold.<br>Slate Valley RR. 1st mortgage.<br>Peoria & Bureau Val.—Stk., 8 p. c. rent'l C. R.I.&P.<br>Peoria Decatur & Evansville—Stock.  | 47                                    | 1889<br>1890<br>1886                 | \$1,000<br>1,000<br>500 &c.<br>100<br>100        | 1,500,000  | 6 g.   | J. & J.                                  | July,'90, coup. last paid<br>do do<br>N.Y., Ch.R.I. & Pac. RR.   | Jan. 1, 1939<br>Jan. 1, 1910<br>July 1, 1916<br>Aug., 1894                     |
| 1st mort. (Peoria Div., Pekin to Mattoon) gold. e* 1st m. (Evansv.Div., Mattoon to Evansville,) g.e* Second mortgage, gold   | 108<br>128<br>244<br>77<br>77         | 1880<br>1880<br>1886<br>1886<br>1886 | 1,000<br>1,000                                   | 8,400,000<br>1,287,000<br>1,470,000<br>2,088,000<br>250,000<br>618,300 | 5 g.   | M. & N.                                  | Jan., '94, coup. last pd.<br>Mar., '94, pd. Aug. 15, '94.<br>Nov., '93, coup. last pd.<br>Nov., '92, coup. last pd.          | 1916   |
| Peoria & Eastern—Stock.  Ind. Bloom. & West. 1st M., pref., int. guarc&r Ohio Indiana & West. 1st M., pref., gold, int. gu. e* P. & E. consol. M. \$10,000,000, interest guarc* 2d consol. mortgage, income, non-cumulativec Peoria & Pekin Union—1st mortgage, gold | 202<br>342<br>202<br>202<br>202<br>20 | 1879<br>1888<br>1890<br>1890<br>1881 | 100<br>100 &c.<br>500 &c.<br>1,000<br>1,000      | 10,000,000<br>1,000,000<br>500,000<br>8,103,000<br>4,000,000           | 7<br>5 g.<br>4   | A. & O.<br>April 1                       | N. Y., when earned.  | Jan. 1, 1900<br>Apr. 1, 1938<br>Apr. 1, 1940<br>Apr. 1, 1990                   |
| 2d mortgage, gold. Perkiomen.—1st M., ser. I (1st l'n) gold, gu. p. & i.e** 1st M., ser. 2 (2d l'n) gold, guar. p. & i. (end.). e** Petersburg—Stock. Guar. pref. stock. 3 per cent. lien prior to mortg   | 20<br>38<br>38<br>59<br>59            | 1881                                 | 1,000<br>1,000<br>100 &c.<br>1,000<br>100<br>100 | 1,495,000 $1,499,000$ $799,600$ $1,125,000$ $960,800$                  | 6 g.<br>4 <sup>1</sup> 2g.<br>5 g.<br>5 g.<br>See text.<br>See text. | M. & N.<br>QJ.<br>QJ.<br>J. & J.         |  | Feb. 1, 1921<br>Feb. 1, 1921<br>Jan. 1, 1918<br>Jan. 1, 1918<br>July 2, 1894   |
| 1st mort. (payable \$25,000, due yearly Jan. 1)c&r<br>Mort. bonds, class A,\$200,000 reserved for 1st M.<br>Mortgage bonds, class B.<br>Mortgage bonds, class B.<br>Phila. & Chester Val.—1st M., pref. (\$480,000) g. c*  | 59<br>59<br>59<br>73                  |                                      | 500 &c.<br>1,000<br>1,000<br>1,000<br>500        | 100,000<br>693,000<br>800,000<br>2,200,000<br>280,510                  | 8<br>5<br>6<br>41 <sub>2</sub> & 5                                   | J. & J.<br>J. & J.<br>A. & O.<br>M. & N. | do do Phila., Penn. RR. Co.  | July 2, 1894<br>Jan., 1895-'98<br>July 1, 1926<br>Oct. 1, 1926<br>Nov. 1, 1911 |
| 18t mortgage, not pref., \$100,000, gold. c** Phila. & Erie—Common stock (\$10,000,000 author.) Preferred stock, 7 per cent, special. Sun. & E. 1st M., (ext. in 1877) c&r General mort., gold, guar. p. & i. by Pa. RR c  | 287<br>287<br>40<br>287               | 1888<br><br>1857<br>1869             | 500<br>50<br>50<br>1,000<br>1,000                | 100,000<br>7,985,000<br>2,400,000<br>976,000<br>8,680,000              | See text. 7 per an. 7  | A. & O.<br>Yearly.<br>A. & O.            | Phil., Read.Term. Bldg.<br>do do<br>Phila. Of., 233 S. 4th St.<br>do do<br>Phila., Penn. RR. Co.<br>Phil., Pa. RR. & London. | Apr. 1, 1938<br>Apr. 1, 1938<br>Mch. 1, 1894<br>Dec. 31, 1893<br>Oct. 1, 1897  |
| Gen. mort., gold, guar. p.& i. (\$5,263,000 are 5s).r<br>Phila. Germ. & Chestnut Hill—1st M., gu. by Pa. RR.r  | 287                                   | 1869<br>1883                         | 1,000  |  | 4 g. & 5 g.  | A. & O.                                  | Phila., Penn. RR. Co.<br>Phila., Penn. RR. Office.   | July 1, 1920<br>July 1, 1920<br>May 1, 1915                                    |

EARNINGS.—The total mileage operated or controlled by this company Dec. 31, 1893, was 3,600—operated directly by Pennsylvania Co. 1,247 miles. In year 1893 gross, \$21,681,237; net, \$7,930,662; charges, \$6,880,185; balance, surplus, \$1,050,476; dividends paid (4 per cent), \$840,000; in 1893 profit, \$1,050,476. In 1892 gross, \$22,506,656; net, \$8,0 52,353.

\$8,0 52,353.

In come 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;
a 1891 net profit, \$1,725,938; in 1892, profit, \$1,229,974. In 1893
rofit, \$1,050,476. (V. 55, p. 57, 161, 973; V. 57, p. 638; V. 58, p. 81.)

Pennsylvania & Northwestern.—Owns Bellwood, Pa., to Horatio, 62 miles; total, including branches, 75 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.; in 1894, Jan., 2 per cent; in July none.

BONDS.—Of the \$2,500,000 general mortgage bonds authorized by the mortgage, sufficient are held to retire the prior issues, when due. Five p.c. car trusts due 1895 to 1903, \$584,000, due \$86,000 yearly on Mar. 1.

EARNINGS,—In year 1893 gross \$612,535 against \$856,282 in 1892; net, \$171,380 against \$250,196; interest, \$115,880; dividends, \$130,000; balance, deicit for year, \$74,500. Total surplus Jan. 1, 1894, \$68,827. E. J. Berwind, Pres't, Philadelphia.—(V. 56, p. 414.)

Pennsylvania Poughkeepsie & Boston.—See Supplement of Sept., 1894. Forcelosure sale ordered for Oct. 18, 1894, postponed.

Peoria Decatur & Evansville.—Owns from Pekin to Evansville, 227 miles; branch, 6 miles; Chicago & Ohio River Division, Sidell to West Liberty, 78 miles; total owned, 311 miles; joint track to Hervey City, 8 miles; leases. Pekin, Ill., to Peoria, Ill., 10 miles; through Decatur, 3 miles; total, 332 miles,

HISTORY.—Company owns \$250,000 Peoria & Pekin Union stock. Consolidation with Chic. & Ohio River was effected in August, 1893.

RECEIVERSHIP, ETC.—Belonged to "Mackey" System, and on Jan 10, 1894, after the Evansville & Terre Haute had passed under different management the P. D. & E. was placed in receivers' hands. The receivers are E. P. Huston and E. O. Hopkins.

COUPON PAYMENTS.—See table for the date of last coupon paid.

COUPON PAYMENTS.—See table for the date of last coupon paid.

BONDHOLDERS' COMMITTEES.—First and second mortgage bondholders committee is as follows: Charles S. Fairchild, James Stillman, Edward N. Gibbs, James H. Washburn and E. Randolph Robinson. Address, N. Y. See. & Tr. Co., 46 Wall St., N.Y. V. 58, p. 223. See also V. 59, p. 423. First mortgage bondholders' committee (both divisions) consists of Walston H. Brown, Chairman; 20 Nassau St.; Wm. Augustus White, 130 Water St.; E. H. Ladd, Jr., 31 Fine St.; Morton S. Paton, 1 Broadway; Charles A. Peabody, Jr., 2 Wall St. Depositary, Atlantic Trust Co., N. Y. V. 58, p. 514.

Second mortgage committee, J. Van Schaick, chairman, Frank Russa's, W. H. Goadby, R. S. Anderson, Thomas W. Evans and John L. Lamson.

STOCKHOLDERS' COMMITTEE.—R. S. Anderson, F. M. Weeks, E. V. Loew, E. Chamberlain and W. F. Owens. V. 58, p. 774.

FLOATING DEBT.—On Jan. 13, 1894, there was due the Evansville & Terre Haute on loan account \$150,000, and bills payable were \$658,802. Excess of liabilities over assets in Jan., 1894, \$218,682. In Sept., 1893, outstanding notes for \$475,000 endorsed by Evans. & T. H. Brands.—A general mortgage for \$10,000,000 was expected in 1892.

Bonds.—A general mortgage for \$10,000,000 was executed in 1892, but no bonds certified. Car trusts in January, 1894, \$53,252.

EARNINGS.—8 months, \$1894, gross, \$548,703; net, \$155,325, January 1 to Aug. 31. \$1894, gross, \$592,040; net, \$250,500.

BECEIVERS' REPORT.—From July 1, 1893, to Jan. 13, 1894 (about 6<sup>1</sup>2 months) and for full years 1892 and 1893, results were as follows: 1894. 1893. 1892. follows: 1892. \$827,816 367,278 367,413 
 Gross
 \$489,244

 Net
 229,908

 Charges
 219,953
 \$850,800 377,054 370,012

601.

Peoria & Eastern.—(See Map Clev. Cin. Chic. & St. Lowis.)—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.

Lease, ETC.—Formerly Ohio Indiana & Western, sold in forcelosure 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. See Supplement of Jan., 1894, as to provisions respecting any surplus over charges.

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, 1894, \$585,825.

EARNINGS.—3 months, § 1894, gross, \$449,936; net, \$122,282. July 1 to Sept 30. § 1893, gross, \$477,524; net, 94,369. Surplus over charges, \$11,877, against deficit \$16,036 in 1893.

 Year.
 Gross.
 Net.
 Interest, etc.
 Balance.

 1893-4
 \$1,609,806
 \$177,190
 \$441,620
 def.\$264,430

 1892-3
 1,740,502
 272,352
 441,620
 def. 169,268

 1891-2
 1,833,143
 523,434
 454,519
 sur. 63,915

1893-4. \$1,609,806 \$177,190 \$441,620 def.\$264,436 1891-2. 1,833,143 523,434 441,620 def. 163,268 1891-2. 1,833,143 523,434 445,519 sur. 68.915

Peoria & Pekin Union.—Owns from Pekin to Peoria, 10 miles on each side of Illinois River; total operated 20 miles; also owns about 50 niles of sidings. 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. In year 1893 gross, \$616,717; net, \$227,123; paid interest, \$157,155; rentals, etc., \$9,318; balance, surplus, \$60,655.

Perkiomen.—Owns from Perkiomen Junction, Pa., to Emaus Junction, Pa., 39 miles. Stock subscription, \$33,040. Reorganized in 1837. There is due Phil. & Read. RR. on loan account apwards of \$900,000. In year end. June 30, 1893, gross earns. were \$358,794; net, \$109,217, against \$126,416 in 1892; interest, etc. (net), \$107,071; surp., \$2,146.

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 guarante d 3 per cent yearly, then common receives 3 per cent, then both stocks share pro rata. Dividend on each stock in 1892, 6 per cent; in 1893, 6 p. c.; in 1894, Jan., 3 p. c.; July, 219 p. c.

EARNINGS—9 months, \$1894, gross, \$396,314; net, \$13,796.
 Jan. 1 to Sept. 30. \$1893, gross, \$408,650; net, 139,164.

ANNUAL REPORT.—Report for year ending June 30, 1893, in V. 58, p. 177, showed gross earnings, \$548,030; net, \$214,006. In 1891-92, gross, \$526,460; net, \$229,553. (V. 53, p. 879; V. 58, p. 177.

Philadelphia & Baltimore Central.—West Philadelphia to Octoraro Jc., Md., 63 miles; Wawa to West Chester, Md., 9 m. (double track, 12 m.); branch, 1 m.; leased, Chester Creek RR., 7 m. Phila. Willimigton & Baltimore Railroad holds practically all the \$2,495,650 stock, and road is a part of Pennsylvania system. In 1892-93 gross earnings, \$958,622; net, \$166,122, against \$211,442 in 1891-92; surplus above

Philadelphia & Erie.—(See Map Pennsylvania RR.)—) Owns Sunbury to Erie, Penn., 287 miles—double track, 78 miles

Owins sundary to Eric, Fenn., 257 intes—double Grack, 78 miles. Organization, Lease, &c.—Formerly Sunbury & Eric. Leased to Pennsylvania RR. Co. for 999 years, and actual net receipts paid as rental. Fennsylvania RR. owned Dec. 31, 1893, \$3,501,800 common and \$2,400,000 special stock and \$4,069,000 general mortgage bonds, and city of Philadelphia (sinking fund) \$2,250,000 common stock.

Dividends.—On common in 1892, Mar., 2 p. c.; 1894, March, 2 p. c.

Bonds.—The general mortgage is guaranteed by Pennsylvania RR. In January, 1894, \$125,000 general mortgage 4s were sold.

EARNINGS.—9 mos., \$1894, gross, \$2,887,264; net, \$756,856 Jan. 1 to Sept. 30. \$1893, gross, \$3,902,172; net, 1,215,882

 Jan. 1 to Sept. 30.
 1893, gross, \$3,902,172; net, 1,215,882

 ANNUAL REPORT.—Report for 1893 was in CHRONICLE, V. 58, p. 343.

 Year end. Dec. 31—
 1890.
 1891.
 1892.
 1893.

 Gross earnings
 \$5,113,787 \$5,201,361 \$5,256,551 \$5,104,879

 Expenses
 3,389,920 3,347,859 3,740,942 3,549,883

 Taxes
 25,675 \$168,532 18,991 27,567

Net earnings. \$1,698,192 \$1,684,970 \$1,496,618 \$1,527,429 Total net income. \$1,716,440 \$1,702,985 \$1,516,571 \$1,546,783 Interest on debt. \$1,034,470 \$1,042,470 \$1,04

Surplus (see divs. above). \$322,356 \$328,512 \$173,794 \$207,486 ¶ Includes exceptional taxes.

—(V. 54, p. 365, 406; V. 56, p. 287, 332; V. 58, p. 343.)

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 Co., which guarantees principal and interest on the bonds, and owns \$999,750 of the stock. Capital stock \$2,000,000 (pax, \$50), having been increased from \$1,000,000 in Nov., 1894. Gross earnings in 1893, \$259,038, against \$264,728 in 1892; net. \$99,800, agst. \$89,443; interest, \$63,630; rentals, etc., \$10,636. (V. 59, p. 880.)

Philadelphia Germantown & Norristown.—See Supplies

Philadelphia Germantown & Norristown.—See Supple ent of September, 1894. MENT of September,

Philadelphia Harrisburg & Pittsburg.-See SUPPLEMENT of

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

| RAILROADS.   | Miles                                      | Date        | Size, or   |   | IN'  | TEREST  |   | Bonds—Princi   |
|--|--|-------------|--|---|--|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.  |  | of<br>Bonds | Par  | Amount<br>Outstanding   | Rate per<br>Cent.  | When  | Where Payable, and by   |  |
| Phila. Germ. & Norrist'n—Stock rental., P. & R. RR. Phila. Harrisburg & Pittsburg—1st mort., gold. e*&r Phil. Newtown & N. Y.—1st M., gold, gu. p.&l. (end.) e* Philadelphia & Reading—Stock Receivers' certificates 1st M., ext. in 1860, Phila. to Pottsville, \$ & £. c Mortgage loans of 1844, 1848 and 1849 | All<br>94<br>94<br>148<br>254<br>325       | 1873        | \$50<br>1,000<br>1,000<br>50<br>\$ & £<br>1,000<br>500 &c.<br>1,000<br>200 &c.<br>\$ or £  | \$2,246,900<br>500,000<br>1,600,000<br>40,141,361<br>3,640,400<br>1,512,700<br>954,000<br>79,000<br>2,700,000<br>18,811,000<br>9,364,000                    | 6<br>4 <sup>1</sup> <sub>2</sub><br>5 g.   | A & O15<br>A. & O.<br>J. & J.<br>J. & J.  | do do do  | July 1, 1910<br>July 1, 1910<br>July 1, 1910<br>July 1, 1910<br>July 1, 1910<br>July 1, 1910<br>Oct. 1, 1933<br>June 1, 1910<br>Oct. 1, 189  |
| General mortgage of 1874 (see text).  Consol. M. of 1882, gold, stamped, pay. at notice. o' General mortgage (\$100,000,000), gold   | 325<br>327<br>327<br>327<br>327<br>527<br> |             | 500&c.<br>1,000 &c.<br>1,000 1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>50 &c.<br>1,000<br>500 &c.<br>500 &c.<br>1,000 | 23,949,951<br>16,176,589<br>See text.<br>4,709,000<br>1,938,000<br>1,938,000<br>1,222,000<br>See text.<br>25,568,090<br>2,162,000<br>4,746,005<br>1,593,397 | 4 g.<br>Up to<br>5 p ct.<br>when<br>earned<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g. | J. & J.<br>Feb. 1<br>Feb. 1<br>Feb. 1<br>Feb. 1<br>Q.—F.<br>& A.<br>M. & N.<br>J. & J.<br>J. & J.<br>Q.—M.<br>Q.—F. | Philadelphia.  Phila., Fidelity Tr. Co. Phila., Prov't Life & Tr.  Phila., Read. Ter. Bldg. do do | Jan. 1, 195;<br>Jan. 1, 195;<br>Jan. 1, 195;<br>Jan. 1, 195;<br>May 1, 194;<br>Feb. 1, 190;<br>May 20, 194;<br>July 1, 194;<br>Jun. 1, 191;<br>Irredeemable<br>120,000 y'rl;<br>310,000 y'rl;<br>1895-1898 |

Philadelphia & Reading,—LINE OF ROAD—Owns main line, Philadelphia to Mount Carbon, Pa., 98 miles; branches owned, 229 miles; (second track, 168 miles; total tracks owned, including sidings, etc., 926 miles); leased lines, 554 miles; roads controlled, 289 miles; total operated November, 1893, 1,170 miles.

HISTORY, LEASES, &c.—The Philadelphia & Reading Company was chartered April 4, 1833. Itleases anumber 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, reorganized without foreclosure. Voting trust expired Aug. 1, 1892.

The Central of New Jersey and the Lehigh Valley systems were leased early in 1892, but in August, 1892, the lease of the Central, and in August, 1893, that of the Lehigh Valley, was terminated.

The Market street station in Philadelphia was opened in March, 1893.

RECEIVERSHIP.—On Feb. 20, 1893, receivers were again appointed the floating debt having become unmanageable. The receivers are J. Lowber Welsh, Judge E. M. Paxson and Joseph S. Harris, President of the Reading. Mr. McLeod resigned the presidency on May 1, 1893.

the floating debt having become unmanageable. The receivers are J. Lowber Welsh, Judge E. M. Paxson and Joseph S. Harris, President of the Reading. Mr. McLeod resigned the presidency on May 1, 1893.

REORGANIZATION Committee composed of F. P. Olcott, Chairman; Adrian Iselin, Jr., J. Kennedy Tod, Henry Budge and Thomas Denny, all of New York, George H. Earle, Jr., S. F. Tyler, Samuel R. Shipley and Richard Y. Cook, of Philadelphia (see V. 59, p. 515), on October 29, 1894, secured the sanction of the Court to issue securities and make payments provided for in their reorganization plan—see V. 59, p. 739, 781. In November, 1894, 44,527,000 general mortgage bonds had been deposited under the plan. (V. 59, p. 791, and provides as follows:

1. Purchase of general mortgage coupons.—Holders to consent to sell at par the three overdue coupons and the seven maturing to and including Jan., 1898. It is expected, however, that cash interest payments will be resumed after Jan., 1896. A syndicate has agreed to advance \$9,000,000 to buy such coupons as may be necessary as they mature. Coupons so purchased will be deposited as security for 10-year coupon scrip to be retired at 105 out of surplus earnings.

2. Sale of collateral trust bonds of 1892.—Assessment—To pay the receivers' certificates, \$2,000,000, equipment notes and the secured floating debt, the \$10,000,000 collateral trust bonds of 1892.—Assessment—To pay the receivers' certificates, \$2,000,000, equipment notes and the secured floating debt, the \$10,000,000 collateral trust bonds of 1892.—Assessment—To pay the receiver's certificates, \$2,000,000, equipment notes and the secured floating debt, the \$10,000,000 collateral trust bonds of 1892 are to be sold. The holders of stock and prefereace incomes will be allowed to choose between subscribing at par to these bonds to the amount of 10 per cent of their holdings and paying a 3 per cent cash assessment, for which later option they will receive nothing. A syndicate has agreed to buy at 70, less 2½ p. c. commission, such

GUARANTIES.—See SUPPLEMENT of January, 1893. The terms of the income mortgages of 1888 are understood 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 mortgage loan 7s of 1868 due Oct. 1, 1893, were purchased and extended as gold bonds for 40 years at 5 per cent
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 mort. of 1888. The consol. 5s of 1882 are payable at par at any time. They are joint bonds of the Railroad and Coal & I. companies and cover the main line and branches, the leases of the North Penn. RR, etc.
Abstract of general mortgage of 1888 was in V. 46, p. 679. and of income mortgage V. 47, p. 141. See also Supplement of March, 1894, for other particulars as to the general mortgage.
In February, 1889, the first and second preference bonds received full interest, and the third 2½ per cent. In 1890 only 3s of 1 per cent was paid on the first incomes; in Feb. 1891, nil; in Feb., 1892, 5 per cent on firsts and 4½ per cent on seconds; in February, 1893, full interest on all three classes; in 1894 none.
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, 88,500,000. See V. 53, 931.
The ten-year sinking fund boan due 1902 is secured by \$2,196,000 coal land mortgage bonds deposited with the Penn. Co. for Insurance, &c., the trustee. The bonds of 1892 (trustee, Penn. Co. for Insurance, on Lives, etc.) are secured by deposit of stocks and bonds, having a par value of \$15,584,500. (See description, V. 59, p. 794.)
Chattel mortgages for \$403,000 on equipment were reported filed in March, 1893.
The coal trust certificates were authorized March 5, 1894, for \$5,000,000, secured by lien on coal, which it is provided shall always exceed

March, 1893.

The coat trust certificates were authorized March 5, 1894, for \$5,000,000, secured by lien on coal, which it is provided shall always exceed in market value by at least 25 per cent of the outstanding certificates. They are subject to call at any time at 105, and on April 1, 1899, entire issue may be paid at par. Of total issue \$2,500,000 were taken by a syndicate for money advanced to pay the Speyer loan.

by a syndicate for money advanced to pay the Speyer loan.

FLOATING DEBT.—The annual report for 1893 states the gross cash liabilities of the Railroad Company on Nov. 30, 1893, as \$10,967,447; cash assets, \$4,182,117. Coal & Iron Co. gross cash liabilities, \$7,-232,642; cash assets, \$5,797,741. Excess cash liabilities both companies Nov. 30, 1893, \$8,220,231; decrease in excess since July 31, \$4,414,563. The Speyer loan was paid March 5, 1894, thereby releasing \$1,000,000 third pref. incomes and \$5,790,000 collateral trust bonds.—See V. 59, p. 372. In September, 1894, floating debt was \$3,843,000.

GENERAL FINANCES.—The Speyer loan was paid in March, 1894. In June, 1894, the courts authorized the payment by Phila. & Reading of interest, as same shall become due, on one-half (said half, however, not to exceed \$3,000,000) of the sub-way bonds to be issued by the city of Philadelphia for the purpose of abolishing grade crossings, and the payment of the principal of one-half of said bonds at mat rity.

Receivers' certificates for \$3,640,400 for the Railroad Company and \$197,526 for the Coal & Iron Co. have been authorized to provide for part of the floating debt.

LATEST EARNINGS.—For 10 months ending Sept. 30 results were as below: The combined results of the railroad and coal companies it will be seen were a detict in 1893-94 of \$2,584,467 against a deficit of \$1,687,954 in 1892-93. (V. 59, p. 781.)

#### RAILROAD COMPANY

Net. Other inc. Charges, &c. Balance. 87,040,239 \$415,086 \$8,953,401 df.\$1,498,076 7,360,930 499,826 8,919,349 df. 1,058,593 COAL COMPANY. 10 mos. Gross earns. 1893-4..\$16,409,895 1892-3.. 18,753,544

 10 mos. Gross earns.
 Net.
 Improv'ts.
 Charges.cc.
 Balance.

 1893-4
 \$17,527,443
 \$599,137
 \$505,102
 \$1,180,426
 df.\$1,086,391

 1892-3.
 18,699,941
 1,094,324
 640,479
 1,083,206
 df.
 629,361

1892-3.. 18,699,941 1,094,324 640,479 1,083,206 df. 629,361 ANNUAL REPORT.—Fiscal year ends Nov. 30. Annual meeting is held second Monday in January. The report for 1892-93, issued by the receivers, was in V. 58, p. 79. The report states that if the \$2,-166,361 spent for improvements and equipment in 1891-92 had been charged to operating expenses (as has been done with the \$1,694,286 similarly spent in 1892-93) the surplus of the railroad company for 1891-92 would be \$990,786, as against \$3,157,147 previously reported. The full report of the receivers, together with Mr. Stephen Little's report was in V. 58, p. 698, 726.

| Years ending Nov. 30-                                 | 1891.                      | 1892.                      | 1893.                       |
|---|----------------------------|----------------------------|-----------------------------|
| Passenger traffic                                     | \$4,045,862                | \$4,267,021)               |                             |
| Coal traffic Merchandise traffic                      | {17,250,083                | 18,272,167                 | \$22,828,846                |
| Miscellaneous<br>United States mail                   | 482,694<br>75,162          | 370,809<br>76,250          | <b>\$20,020,020</b>         |
| Income from stks. & bds.,<br>from steam colliers, &c. | 1,257,307                  | 1,337,817                  | 1,327,049                   |
| Total earnings RR. Co<br>Operating expenses           | \$23,111,109<br>13,176,631 | \$24,324,065<br>13,656,828 | \$24,155,895<br>*16,582,195 |
| Net earnings RR. Co.                                  | \$9,934,478                | \$10,667,237               | *\$7,573,700                |

| ~ 7 17 177 0                          |  |
|---------------------------------------|--|
| Subscribers will confer a great favor |  |
|                                       |  |
|                                       |  |

| RAILROADS.  | Miles   | Date   | Size, or  |   | INT  | TEREST  | OR DIVIDENDS.  | Bonds-Princi   |
|---|---|--|---|---|--|---|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |   | of   | Par<br>Value.   | Amount<br>Outstanding   | Rate per<br>Cent.  | When<br>Payable   | Where Payable, and by<br>Whom.   | pal, When Due<br>Stocks—Last<br>Dividend.  |
| on hrst page of tables.  Phila. Read. & New Eng.—Pref. stock, 5 per cent.  1st M., gold (See text.) guar. p. & i. (end)   | 58<br>58<br>58<br>58<br>12<br>27<br><br>29<br>75<br>75<br>165<br>16 | 1892<br>1892<br>1892<br>1892<br>1890<br>1875<br>1880<br>1887<br>1881<br>1887<br>1885<br>1885<br>1885<br>1886<br>1892<br>1863-5<br>1864<br>1864 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$2,000,000 3,750,000 2,500,000 As collateral 3,850,000 350,000 8ee text. 11,819,350 800,000 1,000,000 1,000,000 930,000 1,000,000 650,000 25,000 25,000 25,000 24,1000 3,630,000 24,1000 3,630,000 25,501,257 116,000 26,631,000 2,631,000 780,000 | 4 g. 4 5g. 5 g. 6 g. 10per an. See text. 6 5 4 4 4 g. 4 g. 5 g. 6 6 5 g. 6 g. See text 7 7 | F. & A. M. & N. J. & D. J. & J. & | Feb., '93, coup. last pd. Nov., '92, coup. last pd. Nov., '92, coup. last pd. Nov., '92, coup. last pd. Nov. paid.  Phila., Company's Office Phila., 233 S. Fourth St. Phil.Of.; Bost., Kid. Peab do do do Phila., 233 S. Fourth St. do do do New York & Baltimore. N. Y. Gd. Cent. Station. do do  Pittsburg Office. do N.Y., Farmers' L'n & Tr. N. Y., Union Trust Co. do do | Nov. 1, 1942<br>Nov. 1, 1942<br>Nov. 1, 1942<br>Oct. 1, 1952<br>June 1, 1940<br>July 10, 1894<br>July 2, 1894<br>Apr. 1, 1900<br>June 1, 1910<br>June 1, 1917<br>Nov. 1, 1922<br>Jan. 1, 1922<br>March, 1894<br>Aug. 1, 1911<br>Dec. 1, 1932<br>Dec. 1, 1932<br>Apr. 1, 1944<br>Feb. 1, 1902<br>Apr. 1, 1942<br>Apr. 1, 1942<br>Apr. 1, 1942 |
| Union & Logansp't 1st M. (U'n City to Logans.) o' Chio. St. L. & Pitts. cons. M. (\$22,000,000) gold. o' Choinnatt Richmond & Chicago 1st mortgage. Jen'nville, Mad. & In. 1st M. (s. f. drawn at 110). o 2d mort., Jeffersonv., Ky., to Indianap. & br'h. o Steub. & Ind., 1st mortgage, extended in 1884.r Pitts. C. & St. L., 1st consol. mortgage & o & o & o & o & o & o & o & o & | 93<br>580<br>36<br>222<br>222<br>116                                | 1865<br>1883<br>1866<br>1866<br>1870<br>1864   | 1,000<br>1,000<br>1,000<br>1,000<br>1,000   | 715,000<br>1,506,000<br>552,000<br>2,301,000<br>1,995,000<br>3,000,000  | 7<br>5 g.<br>7<br>7  | A. & O.<br>A. & O.<br>J. & J.<br>A. & O.<br>J. & J.   | do do<br>do do<br>do do<br>N. Y., Farm. L. & Tr. Co.   | Dec., 1905<br>Oct. 1, 193<br>July 1, 189<br>Oct. 1, 190<br>July 1, 191   |

| Net earnings RR. Co \$9,934,47<br>Net earnings C. & I. Co 482,66   |                                     | 1893.<br>*\$7,573,700<br>1,104,195                 |
|--|-------------------------------------|--|
| Total net both Co's \$10,417,14  Rentals RR. Co 2,838,35  Interest RR. Co 4,502,88  Interest Coal & Iron Co 815,025  Sinking fund Coal & I. Co 395,42: | 2,840,098<br>4,669,992<br>1,060,828 | \$8,677,895<br>2,907,028<br>5,273,364<br>1,299,845 |
| Total deductions \$8,552,18 Balance, both companies, sr.\$1,864.96   | 1-1                                 | \$9,480,237<br>def \$802,342                       |

\* Includes \$1,694,286 spent for improvements and equipment -(V. 57, p. 22, 61, 105, 218, 255, 341, 376, 423, 469, 511, 557, 639, 684, 723, 765, 809, 854, 894, 936, 980, 1040, 1084; V. 58, p. 43, 58, 69, 79, 127, 179, 223, 306, 345, 384, 431, 513, 550, 683, 698, 714, 716, 726, 733, 774, 816, 942, 1035, 1110; V. 59, p. 153, 234, 372, 423, 476, 515, 552, 697, 739, 757, 781, 791, 836.)

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; trackage, 1 mile.

RECEIVERSHIP, &C.—A consolidation in July, '92, [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. Bendholders' committee consists of G. A. Fletcher, H. L. Davis, C. Tower, Jr., J. M. Shoemaker, J. W. Hamer, Alfred N. Chandler, Philadelphia; Arthur Brock, Lebanon; H. O. Seixas, New York.

STOCK—Common is \$4,600,000, all owned by Phila. & Reading.

STOCK—Common is \$4,600,000, all owned by Phila. & Reading.

Bonds.—Both the mortgages (Guaranty Trust & Safe Deposit Co., trustee) cover \$1,390,000 Hartford & Conn. Western stock, etc.

In January, 1894, there were said to be outstanding \$235,000 of notes pledged for interest payments, and secured by \$407,000 first mortgage bonds as collateral.

EARNINGS.—For year ending June 30, 1893, gross, \$1,023,218; net, \$34,356; fixed charges, \$365,735; loss, \$331,380. In 1891-92 gross, \$666,358; net, \$66,675. (V. 56, p. 207, 375, 754, 932; V. 57, p. 218, 342,684,765, 852; V. 58, p. 128, 179, 345; V. 59, p. 192.)

Philadelphia & Trenton.—Philadelphia (Kensington), Pa., to Morrisville, Pa., 23 miles, double tracked, and branch 3 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 \$494,100 stock, the total issue being \$1,259,100.

Philadelphia Wilmington & Baltimore,—(See Map Penn. RR.)—Operates from Philadelphia to Washington, D. C., and from Wilmington, Del., to Delmar, Del., with branches as follows:

Lines conved— Miles.
Philadelphia to Baltimore... 94 (all double track.)
Branches to Delaware City, etc. 23

Lines controlled, leased, etc.—
Philadelphia & Balt. Central ¶. 80

Open Mark Type Penn. RR. over \$10,800,050, steek (meetly need)

OBGANIZATION.—Penn. RR. owns \$10,890,950 stock (mostly purchased in 1881), and controls the operation. Ten miles, Fernwood to Newton Square, Pa., completed in August, 1894.

DIVIDENDS.—From 1868 to 1887, inclusive, 8 per cent yearly; in 1888 and 1889, 7; in 1890, 6; in 1891, 6; in '92, 7; in '93, Jan. 4 p. c.; July 3½ p. c.; in 1894, Jan., 4 p. c.; July, 3 p. c.

BONDS.—All to be secured by any future mortgage.

ANNIAL REPORT.—Year and S. Oct. 31. Report for 1892, 92 showed.

ANNUAL REPORT.—Year ends Oct. 31. Report for 1892-93 showed gross earnings \$9,868,000; net, \$2,653,409; other income, \$405,994; surplus over charges, \$1,330,640; dividends, \$886,451. In 1891-92 gross \$9,437,802; net, \$2,162,627; surplus over charges, \$1,033,183.—(V. 56, p. 126; V. 58, p. 177.)

Pledmont & Cumberland.—Road extends from Piedmont, West Va., to Cumberland, Md., 29 miles. In February, 1894, the road was leased to the West Virginia Cent. & Pittsb. RR. till Aug. 1, 1911, for 37 per cent of gross earns. Penn. RR. Co. on Dec. 31, 1893, owned \$200.00 of the \$650,000 stock—par \$50. First div. 5 p.c., paid in Mar. 1894. For year 1892-93 gross \$218,177; net, \$79,648; interest, \$32,900.

Pine Creek.—Owns from Stokesdale Junction to Newberry Junction, Pa., on the Fall Brook Road, 75 miles. Organization.—N. Y. Central controls the capital stock and the road is leased to the Fall Brook Railway Co., forming a connection between the Central and the Philadelphia & Reading. The 1st mortgage is 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. Stock, \$1,000,000 (par, \$50), of which July 1, 1893, N. Y. Central owned \$999,000.

Earnings.—Year ends June 30, 1894. Lessee reports gross, \$852,470; net, \$353,580; rental, \$255,740. In year 1892-93, gross, \$986,410; net, \$405,272; rental, \$296,795. (V. 59, p. 376.)

Pittsburg Akron & Western.—Owns Akron, O., to Delphos, 165 miles, 'completed in 1892. Stock authorized, \$4,230,000; par, \$100. W. A. Lynch was appointed receiver July 30, 1893. Road was sold in foreclosure Oct. 17, 1894, to syndicate of bondholders for \$844,000. It is said the road will be completed to New Castle, Tenn An appeal to set aside the sale has been made in the interest of about 100 creditors. V. 59, p. 739. Cent. Trust Co. of N. Y. is mortgage trustee. (V. 57, p. 218, 939; V. 58, p. 476, 904; V. 59, p. 192, 601, 697, 739, 880.)

Pittsburg Chartfers & Youghiog ny.—Owns from Chartlers to Beechmont and branches, 17 miles in all. Stock authorized, \$1,000,000; par, \$50; outstanding, \$700,000, owned jointly by guarantors mentioned below. TrustEc 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 & Lake Erie. See guaranty, V. 56, p. 650. They are not subject to call. Earnings in year 1893 were gross, \$174,327, agst. \$159,191 in 1892; net, \$43,722, against \$58,494. (V. 56, p. 127.)

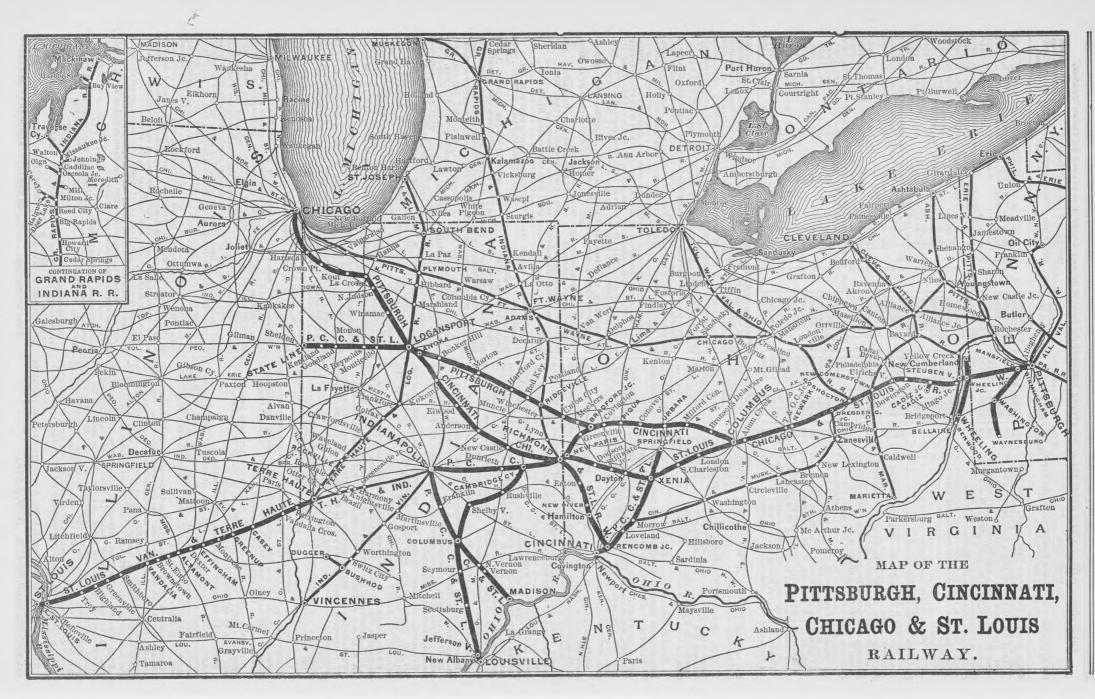
| ۱ | Total net earnings   | \$4,329,117                    | \$4,396,583                                  | 84:169,577                                   |
|---|--|--------------------------------|--|--|
| ١ | Net earns. of L. Miami & 57<br>profit or loss St. L.V. & T. H  | 367,171                        | 483,983                                      | 439,354                                      |
|   | Net earnings   | \$3,955,783<br>\$3,961,946     | \$3,899,691<br>\$3,912,605                   | \$3,716,177<br>\$3,730,223                   |
|   | 638, and showed the following:  Year ending Dec. 31.  Miles operated (system proper)  Gross earnings | 1891.<br>1,143<br>\$14,895,591 | 1892.<br>1,144<br>\$16,160.675<br>12,260.984 | 1893.<br>1,144<br>\$15,750,808<br>12,034,631 |

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

| RAILROADS.   | Miles   | Date  | Size, or         |  | INT  | TEREST  | OR DIVIDENDS.   | Bonds—Princi<br>pal.When Due  |
|--|---|---|------------------|--|--|---|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.   |   | of<br>Bonds   | Par              | Amount<br>Outstanding  | Rate per<br>Cent.  | When<br>Payable   | Where Payable, and by Whom.   |   |
| on first page of tables.  Pitts. Cinn. Chic. & St. Louis— Consol. "A," g.e* (Concluded).— "B," g.e* gold. "C," g.o* Pittsb. Cleve. & Toledo—1st M., gold, int. guar. B. &O. Pittsb. Ft. Wayne & Chic.—Stock, 7 p. c. guar. Pa. R.R. Guaranteed special imp. stock, 7 p. c. guar. by end 1st mortgage, series A to F \ Sink. fund, cumula \ 2d do series Gto M \ tive, not drawn. o* \ 3d mortgage. Pittsburg Junction—1st mortgage, gold o* Pittsburg Junction—1st mortgage, gold o* Pittsburg Junction—1st M, gold, guar. p. & i. Pittsburg & Lake Erie—Stock.  1st mortgage, gold o* 2d mortgage, gold & Series A. & B.  2d mortgage, gold, Series A. & B.  2d mortgage, gold, Series A. & B.  2d mortgage, gold, Series A. & B.  2d M, gu. p. &i. (end.) by P. &L. E. and L. S. & M. S. o. 2d M., gu. p. &i. (end.) by P. &L. E. and L. S. & M. S. o. 2d M., gu. p. &i. (end.) by P. &L. E. and L. S. & M. S. o. 2d M. and an | 1,083 77 470 470 470 468 468 8 71 71 71 57 57 28 15 63 33 30 45 310 324 | (1890<br>1892<br>1892<br>1882<br>1871<br>1862<br>1862 | \$1,000<br>1,000 | \$10,000,000<br>2,956,000<br>2,400,000<br>19,714,286<br>18,877,403<br>5,250,000<br>5,160,000<br>2,000,000<br>1,440,000<br>1,440,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>3,959,650<br>2,250,000<br>900,000<br>1,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000 | 4½ g. 4½ g. 4½ g. 4½ g. 6 g. 7 per an. 7 per an. 7 7 6 g. 5 g. 5 g. See text. 6 g. 5 g | A. & O. A. & O. A. & O. M. & N. A. & O. Q. —J. Q. —J. Various Various A. & O. J. & J. May. A. & O. J. & J. May. A. & O. J. & J. May. A. & F. & A. & F. & A. & F. & A. & F. & A. & D. J. & J. M. & F. & F. & A. & F. & A. & F. & A. & C. D. & J. M. & F. & A. & F. | N.Y., Farmers' L'n & Tr.  do do do N.Y., Cent. Trust Co. N.Y., Winslow, L. & Co. do N.Y., 3d N. B. & Pitts. do do Pittsburg, Co.'s Office. do do N.Y., Security & Tr. Co. N.Y., Union Trust Co. do do pittsb'g, Fidelity Tr.Co. Phil., Pa. RR., 233 So. 4th N.Y., Mercantile Tr. Co. Odo N.Y., Central Trust Co. do Philadelphia Office. do Allegheny, Pa., 1stN. Bk. N.Y., Drexel, M. & Co. do do N.Y., Union Trust Co. | Oct. 1, 194 Apr. 1, 194 Nov. 1, 194 Nov. 1, 194 Oct. 1, 192 Oct. 2, 189 July 1, 191 July 1, 191 July 1, 191 July 1, 192 July 1, 192 July 1, 192 July 1, 192 July 1, 193 July 1, 194 Sept. 1, 194 Sept. 1, 194 Sept. 1, 194 Sept. 1, 194 Aug. 1, 194 |

| Pittsburg Cincinnati Cl                          | nicago & St | . Louis(C                                  | oncluded.)—                               |
|--|-------------|--|---|
| Interest on bonds                                | 802,053     | 1892.<br>\$2,323,594<br>802,084<br>102,214 | 1893.<br>\$2,387,215<br>813,921<br>94,897 |
| Interest on L. Miami securities<br>Miscellaneous |             | 5,682                                      | 48,910                                    |
| Ralance surplus                                  | \$937 033   | \$1.163.014                                | \$824.634                                 |

¶ From which dividends of 4 per cent were paid in 1893, 4 per cent in 1892 and 3 per cent in 1891. (V. 56, p. 461, 872; V. 57, p. 145, 854, 1123; V. 58, p. 635, 638; .59, p. 732.)

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.) In year ending June 30, 1893, gross, \$787,750: net, \$144,772: interest, \$144,320; other charges (net), \$3,561. In 1891-92 gross, \$585,163; net, \$102,751. Loans and bills payable, \$3,076,448, June 30, 1893.

Pittsburg Fort Wayne & Chicago.—(See Map Penn. RR.)—
Road.—Owns from Pittsburg, Pa., to Chicago, III., and br., 470 miles.
Double track, 271 miles, of which part was built in 1893.

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 road in repair and pay taxes and expenses. Annual rental
and interest charge, \$3,390,000. 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, 1894, owned \$2,348,500, and Penn. Co., \$7,543,176.
Since Jan. 1, 1893, guaranteed special stock has been issued for betterments in 1891, \$479,042; in 1892, \$2,107,820; in 1893, \$1,916,253.
Bonds.—The first mortgage is in series of \$875,000 each and second
mortgage of \$860,000—date of interest payment on each in SUPPLEMENT of March, 1894. Of the above 1st mortgage bonds, \$2,333,000,
and of the second mortgage \$2,614,000, and \$1,930,383 cash, were held
in the sinking funds Jan. 1, 1894.

ANNUAL REPORT.—Report for 1893 in V. 59, p. 69, showed gross, \$12,659,668; net, \$3,712,937; loss on New C. & Beaver Val., \$4,118: profit to lessee over interest, etc., \$335,791; also paid to sinking fund \$104,100, leaving a balance of \$231,691. In 1892 gross, \$12,769,832; net, \$3,576,738. (V. 56, p. 774; V. 57, p. 59, 218; V. 59, p. 69, 152.)

Pitsburg Junction.—Owns 8 miles of tracks at Pittsburg Penn., connecting the Baltimore & Ohio and the Pittsburg & Western, which companies in 1882 agreed to pay the Pittsburg Junction \$2 for each car passing over its road. New 2d mortgage for \$500,000, and increase in capital stock of like amount authorized in 1894; proceeds to be used for improvements. In July, the new stock, but no new bonds, had been issued. In 1892-93 gross earns. \$301,696, agst. \$287,114 in 1891-92; net, \$222,730, agst. 212,725; fixed charges, \$136,205; surplus, \$86.525. Common stock is \$1,460,000; preferred, \$480,000; par, \$50. Dividends of 7 per cent are paid on preferred.

Pittsburg & Lake Erie.—Owns from Pittsburg, Pa., to Youngs town, O., 68 miles; branch lines to Newcastle, Pa., 3 miles; total owned, 71 miles (of which 66 double track); leases Pitts. McKeesport & Yough. (which see), 98 miles; total operated, 169 miles. Owns \$350,000 stock of the Pitts. Chartiers & Yough.—which see. The P. & L. E. is operated in interest of L. S. & Mich. So., which owns \$2,000,050 of stock Dividens.—1884 to February, 1892, inclusive, 6 per cent yearly; in August, 1892, 5 p. c.; in 1893, 10 p. c.; in 1894, Feb., 5 p. c.; Aug., 5 p. c. Annual Report.—Report for 1892 was in V.57, p. 21. In 1893 gross earnings were \$4,040,784; net, \$1,136,072; interest and rentals, \$707,935; dividends (10 p. c.), \$400,000; balance, surplus, \$28,137. In 1892 gross earnings \$4,350,126. 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.; McKeesp. to Belle Vernon, 28 m.; branches, 11 m.; leases 2 m.; Jan. 1, 1893, total, 98 miles, of which 16 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 was proposed.

Lease.—Leased to Pittsburg & Lake Erie RR. for 999 years. Rental for the part of the pittsburg McKeesport be acceptable to the pittsburg McKeesport be acceptable to the pittsburg de Lake Erie RR. for 999 years. Rental

miles, was completed, and an extension 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 1893, \$50,711, of which one-half was payable to the Lake Shore & Michigan Southern.—(V. 52, p. 126; V. 56, p. 403; V. 58, p. 178.)

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.

Pittsburg Sheuango & Lake Eric.—(See Map.)—Owns from Butler, Pa., to Girard, Pa., or Wallace Junction, 107 miles; branches to Conneaut, etc., 40 miles; leases to terminals, Eric, etc., Pa., 3 miles; Meadville Conneaut Lake & Linesville RR., Linesville to Madville, 21 miles; trackage, N. Y. Chic. & St. L., to Eric, 10 m.; total, 181 miles. ORGANIZATION, ETC.—In April, 1893, consolidated with the Eric Terminal and Conneaut Terminal Co's. Stock, \$4,800,000; par, \$50.

BONDS.—Consolidated mortgage is for \$4,800,000, of which \$3,000,000 to redeem a like amount of bonds of the Eric Terminal and Conneaut Terminal companies, which latter bonds to be canceled. The remainder of the authorized issue, \$550,000, to be used in payment of equipment already purchased. The lake traffic secured in 1893 through the opening of the Conneaut Harbor terminals largely increased the earnings. In Sept., 1893, made contract with Lake Superior Consol, Iron Mines for transportation of orc. On July 1, 1893, funded deb was \$4,455,451; current liabilities, \$827,767. (V. 56, p. 841.)

was \$4,455,451; current liabilities, \$827,767. (V. 56, p. 841.)

EARNINGS.—From Jan. 1 to Oct. 31, 1894 (10 months), gross, \$382,-352, against \$415,751 in 1893. From Jan. 1 to Dec. 31, 1893 (12 months), gross, \$500,835; net, \$191,038; surplus over charges, \$33,038. In 1892 gross \$390,903, net, \$156,821; surplus over charges, \$1,692.—(V. 56, p. 841; V. 58, p. 69.)

Pittsburg Virginia & Charleston.—From South Pittsburg, Pa., to Uniontown, &c., Pa., 75 miles. Operated by Pennsylvania RR. which owns \$1,636,950 stock, and pays net earnings as rental, the bonds being pledged under its "collateral trust of 1883." Stock authorized (formerly \$2,300,000) increased to \$6,000,000 in July, 1894. V. 59, p. 28. Dividends were formerly 5 per cent per annum, payable in May, 1894, only 3 per cent was paid. There are \$1,050,000 debenture 5s due Dec. 31, 1895. In 1893, gross, \$1,149,058; net, \$293,398.

Pittsburg & Western .- (See Map of Baltimore & Ohio.)-ROAD-

the entire water front at Allegheny, Pa., 7 miles, with terminals. etc.

Organization, Etc.—In Feb., 1891, the Baltimore & Ohio bought \$6,050,000 common stock, and in May, 1893, began to use the road as part of a through passenger route to Chicago. The Allegheny & Lawrence RR. was 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 iten on terminals at Youngstown, O., and on 12 miles of new doubletrack road along the Mahoning River. V. 52, p. 238, 499, 762; V. 56, p. 625. Real estate mortgages \$315,375; car trusts, \$448,207. Interest is guaranteed on \$1,250,000 Pitts. Painesville & Fairport bonds.

EARNINGS.—4 months, \$1894.....gross, \$1,005,698; net, \$380,820

guaranteed on \$1,250,000 Pitts. Painesville & Fairport bonds.

EARNINGS.—4 months, {1894......gross, \$1,005,698; net, \$380,820 July 1 to Oct. 31. {1893......gross, 968,842; net, 308,431 Surplus over charges ;4 months) in 1894 \$88,820.

For year 1893, gross, \$2,689,658, against \$2,366,478 in 1892.

For year ending June 30, 1893, gross earnings were \$2,536,185; net, \$527,274; interest and taxes, \$868,391; deficit, \$341,117. In 1891-92 gross, \$2,402,565; net, \$462,326. (V. 55, p. 100, 147, 257, 332, 680, 895; V. 56, p. 625.)

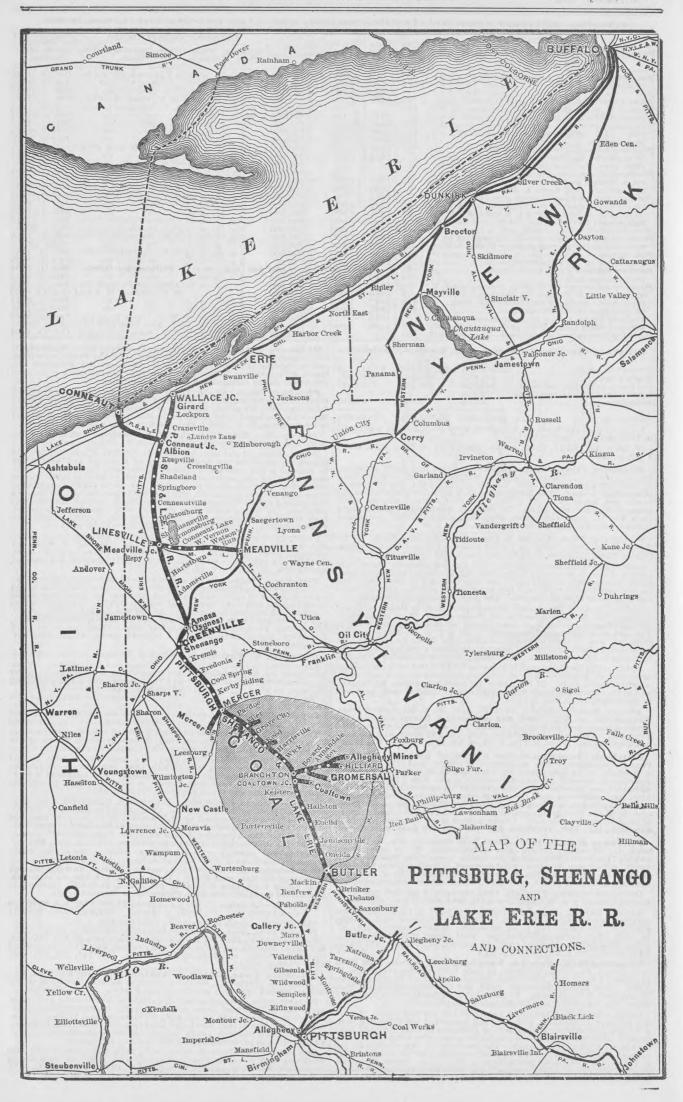
Pittsburg Youngstown & Ashtabala.

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 August 1, 1887, to Pennsylvania Company, which Jan. 1, 1894, 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.—The dividends due in Sept., 1894, were paid Oct. 19. 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, 6 p. c.; in 1894, March, 3 p. c.; Oct., 3 p. c.



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| RAILROADS.  | Miles   | Date   | Size, or   | of a constant   | IN  | FEREST  | OR DIVIDENDS.  | Bonds-Princi-<br>pal. When Due.  |
|---|---|--|--|---|---|---|--|--|
| For explanation of column headings, &c., see notes on first page of tables.   |   | of<br>Bonds  | Par  | Amount<br>Outstanding   | Rate per<br>Cent.   | When<br>Payable   | Where Payable, and by Whom.  |  |
| on first page of tables.  Pitts. Young. & Ash.—(Con.)—Preferred stock   | Road.  125 17 62 125 100 20 112 112 68 227 51 11 15 73 73 | Bonds 1865 1878 1887 1887 1887 1887 1888 1880 1886 1886 1891 1892 1877 1887 1887 1887 1887 | \$50<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1, | \$1,700,000<br>310,000<br>1,500,000<br>1,562,000<br>1,600,000<br>364,000<br>1,500,000<br>362,000<br>1,500,000<br>1,500,000<br>1,500,000<br>769,000<br>775,000<br>775,000<br>200,000<br>250,000<br>250,000<br>3,500,000<br>1,500,000<br>1,500,000<br>1,500,000<br>1,500,000<br>1,489,240<br>1,000,000<br>1,000,000 | Cent.  7 per an. 7 6 4 in 1892 6 g. 5 g. 6 7 6 per an. 6 per an. 5 g. 6 g. 4 2 & 6 g. 12 & 7 4 2 & 6 g. 10 per an. 5 g. 10 per an. 8 g. | Payable  M. & S. F. & A. M. & N. J. & J. J. & | Whom.  N. Y., Far. L. & Tr. Co. N. Y., Winslow, L. & Co. Phila., Fidelity Tr. Co. Phila., Fidelity Tr. Co. N. Y., Farm. L. & Tr. Co.  See text.  July, '93, coup. last pd.  July, '92, coup. last paid  Boston, Treasur. Office. Portsmouth, Treasurer.  Baltimore.  Jan., '93, coup. last pd.  N. Y., when earned.  Ist Nat. Bank of Br'klyn.  do  do  Provid'ce, Globe N. Bk. Provid'enee, Office. Prov., B. I. Hosp. & Tr. Co.  June '90 coup. last paid.  Balt. & Phil. Mech. N. Bk.  Balt. & Phil. Mech. N. Bk. | Dividend.  Oct. 19, 1894 Aug. 1, 1895 Aug. 1, 1908 Nov. 1, 1927 Jan. 1, 1927 Jan. 1, 1941 Jan. 2, 1916 Jan. 1, 1894 Jan. 1, 1941 Jan. 2, 1916 Jan. 1, 1895 Jan. 1, 1894 Jan. 1, 1941 Jan. 2, 1916 Jan. 1, 195 Jan. 1, 1926 Mch. 1, 1931 May 1, 1920 July 1, 1922 Sep. 29, 1894 Oct. 1, 1897 Dec. 1, 1917 Jan., 1926 Jan. 1, 1926 Jan. 1, 1926 Jan. 1, 1897 Jan., 1926 Jan. 1, 1897 Jan., 1926 Jan. 1, 1897 |
| Seab. Air Line Eq. bonds, Ser. A&B, (12 issue)  Reading & Columbia—1st mortgage (extended)*  2d mortgage, coupon (extended in 1884) | 40<br>40  | 1890-1<br>1862<br>1864<br>1877   | 1,000<br>100 &c.<br>1,000<br>1,000   | 197,500<br>650,000<br>350,000<br>1,000,000  | 5 5   |   |  |  |
| Rensselaer & Sara.—Stock, Sp.c.gu, Del. & Hud.) end.)  1st mortgage, consolidated   | 192<br>79   | 1871   | 100  | 10,000,000 2,000,000  | 8 per an.   | J. & J.<br>M. & N.  | N.Y., Del. & H. Canal Co.  | July 2, 1894<br>May 1, 1921  |

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.—10 months, 1894, gross, \$988,361; net, \$402,311

Jan. 1 to Oct. 31. (1893, gross, 1,142,703; net, 461,253

In 1893 gross earnings, \$1,293,416; net, \$483,153; interest on bonds, \$189,800; other charges, \$1,834; dividends (6 per cent on common, 7 on preferred), \$198,736; balance, surplus, \$92,783.

Plant System, -SEE SAVANNAH FLORIDA & WESTERN

Plant System.—SEE SAVANAH 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 1893 gross earnings were \$128,444; net, \$34,657; dividends (4 per cent), \$40,000; balance, deficit \$5,343, against surplus, \$9,096 in 1892. Dividends: In 1890, 1 p. c.; 1891, 3 p. c.; in 1892, 4 p. c.; in 1893, 6 p. c.; 1894, March, 3 p. c. President, Hugh Porter, New York.

Port Royal & Augusta.—Owns from Port Royal, S. C., to Augusta, Ga., 112 miles.

ta, Ga., 112 miles.

RECEIVERSHIP ETC.—Stock is \$750,000; par \$100, and Central Ga. July 1, 1892, owned \$401,500 stock and \$1,176,600 general mortgage bonds. 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; January, 1894, interest was not paid. In May, 1893, J. H. Averill was made receiver of the P. R. & A. in the suit brought by the State of South Carolina. First mortgage (\$250,000) may be redeemed at any time at 105.

EARNINGS.—7 months, 1894, gross, \$158,220; def., \$4,071 Jan. 1 to July 31, 1893, gross, 164,894; net, 20,943.

In year ending June 30, 1893, gross, \$269,538; net, \$21,975. In calendar year 1892 gross \$238,718, against \$359,749 in 1891. In year '90-91 gross \$364,707; net, \$73,935. (V. 56, p. 836, 972; V. 57, p. 939.)

Port Royal & Western Carolina.—Owns Augusta, Ga., to Spartanburg, S. C., Laurens to Greenville, S. C., and McCormick to Anderson, S. C., 230 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.

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, 1894 (6 months), gross earnings \$174,414, against \$158,635 in 1893. In year ending June 30, 1893, def. under oper. exp., \$129,536. In calendar year 1893 gross \$366,682, agst. \$295,004 in 1892. In year 1890-91, 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 were 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, but see that company. (V. 54, p. 762; V. 55, p. 544, 639, 680.)

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.—In September, 1893, completed from Williams, port, Pa., to Cherry Run, W. Va., on the B. & O., 15 miles, and 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 Lamiles, 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.) In Nov., 1893, \$737,000 bonds were out, of which \$177,000 as collateral.—Prescott & Arizona Central.—Owns from Seligman, on the

Prescott & Arizona Central.—Owns from Seligman, on the Atlantic & Pacific RR. to Prescott, Arizona, 73 miles. Stock, \$1,200,000. Central Trust Co., is mortgage trustee. July, 1893, interest on first mortgage bonds was not paid. W. N. Kelly was made receiver. In November, 1893, operation of road was suspended. As to suit against Atchison Topeka & S. Fe in 1894, see V. 59, p. 601.

EARNINGS.—In 1891 gross, \$139,822; net, \$60,907, against \$82,269 in 1890; fixed charges, \$59,290; surplus, \$1,617. Office, 15 Wall St. V. 59, p. 601.

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, 13 miles. Stock is \$250,000; par, \$100.

HISTORY.—The Long Island RR. acquired controlling i terest in stock in 1893, and in consideration of a guaranty by that coupany, annual interest on the greater part of P. P. & C. L's bonded debt was reduced from 6 and 7 per cent to 4½ per cent. See V. 56, p. 42.

SECURITIES.—On June 30, 1894, there were mortgages on real estate for \$14,883, and \$104,972 loans and bills payable. The company sold its horse-car property and franchises to the Atlantic Horse RR. Co., and helds a 5 percent bond and mortgage of that company for \$420,000.

EARNINGS.—For year ending June 30, 1894, gross, \$144,920; deficit under operating expenses, \$3,287; income from rents, \$18,533; charges, \$59,541; deficit, \$49,295. In 1892-95 gross, \$171,332; net, \$31,273; Total deficit June 30, 1894, \$174,484.

—(V. 55, p. 372; V. 56, p. 42, 164; V. 57, p. 547; V. 59, p. 376.)

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. The bonds are guaranteed by the New York & New England RR., and were to be guaranteed by the City of Providence, but certain taxpay ers secured an injunction in Dec., 1893, restraining the city. Feb. 28, 1894, injunction was continued. V. 57, p. 1123. EARNINGS.—In 1893 gross, \$182,450; net, \$28,073.

gross, \$182,450; net, \$28,073.

Providence & Worcester.—Owns from Providence, R. I., to Worcester, Mass., 44 miles, of which 5 miles are owned jointly with Boston & Providence; 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 \$8,767 in 1891-92. Total surplus June 30, 1893, \$208,309. (V. 48, p. 829; V. 51, p. 681; V. 56, p. 83.)

Quincy Omaha & Kansas City,—West Quincy to Trenton, Mo., 134 miles; trackage (C. B. & Q.), to Quincy, 3 miles.

HISTORY.—Successor to Quincy Missouri & Pacific sold in forcelosure and reorganized. Default was made on Dec., 1890, coupons, but pref. 1st mortgage coupons have since been paid in full. The stock is \$1,489,240 (par \$100).

Raleigh & Gaston.—Owns from Raleigh to Weldon, N. C., 98 miles and Louisburg branch, 10 miles. Controls Raleigh & Augusta RR., 107 miles, and has large interest in Durham & Northern RR., Durham to Henderson, N. C., 42 miles; and with Scaboard & Roanoke controls Carolina Central; also controls Georgia Carolina & Northern and jointly guarantees the bonds. Scaboard & Roanoke owns \$742,200 of the Raleigh & Gaston \$1,500,000 stock; par, \$100.

DIVIDENDS.—In 1889, 1890 and 1891, 6; in 1892, 4 p. c.; none since.

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

| RAILROADS.  | Miles  | Date   | Size, or   |   | INT  | EREST   |  | Bonds-Princi                               |
|---|--|--|--|---|--|---|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  | of<br>Road.  | of   | Par  | Amount<br>Outstanding   | Rate per<br>Cent.  | When<br>Payable   | Where Payable, and by                    | pal, When Due.<br>Stocks—Last<br>Dividend. |
| Rich. Fred. & Pot.—St'k,com. (\$1,071,100 div.,oblig.) Stock, guar. 7 p. c., except \$19,300 guar. 6 p. c.  1st mortgage, convertible (\$26,840 are 7s)  do  do  do do due in U. S.  do  do certificates of debt, due in U. S.  do  certificates of debt, due in U. S.  do  consol. mortgage for \$2,000,000, gold c* & Richmond & Meeklenburg—1st mortgage. Rich. Nichol. Irv. & B.—1st mortgage, gold c*  Richmond & Petersburg—Stock First mortgage (\$30,000 are 7s).  Consolidated mortgage for \$1,000,000, gold c*  Richmond York River & Chesupeake—See Souther Rio Grande Southern—Stock.  1st mortgage, gold, guar. jointly c*  Rio Grande Southern—Stock, \$25,000 per mile.  1st mortgage, \$25,000 per mile, gold c*  Rio Grande Western—Common stock  Preferred stock (\$7,500,000 authorized)  1st trust mortgage, for \$16,000,000, gold c*  River Front—Stock, 5 per cent, guar. Penn. RR.  1st mortgage, guar. p. & 1. by Penn. RR.  Roanoke & Southern—Stock  1st mortgage, guar. p. & 1. by Penn. RR.  Roanoke & Southern—Stock  1st Mortgage, gold, \$15,000 p. m., guar. p. & 1. c*  Equip. trust (\$210,000) guar, p. & 1. by N. & W. c*  Roch. & Genesee Val.—Stock, 6% rental N.Y.L. E.&W.  Rock Island & Peoria—Stock.  1st mortgage.  Consolidated 1st mortgage. | 79<br>79<br>79<br>79<br>79<br>79<br>79<br>31<br><br>23<br>23<br>27<br>RN RA<br>62<br>62<br>180 | 1858<br>'44-66<br>1890<br>1882<br>1889<br>1875<br>1890 | \$100 Various Various Various Various Various Various Various \$1,000 1,000 500 &c. 1,000 100 1,00 | 35,370<br>99,070<br>48,687<br>300,000<br>83,363<br>53,511<br>500,000<br>315,000<br>1,000,000<br>380,000<br>2,375,000<br>4,510,000<br>4,510,000<br>10,000,000<br>6,250,000<br>15,200,000<br>216,000<br>2,396,450<br>2,041,000<br>106,000 | 7 per an. 6 & 7 5 5 6 7 5 6 6 7 4 1 2 g. 6 6 g. See text, 6 & 7 4 1 2 g. 5 g. 5 g. See text, 4 g. 5 g. 6 per an. 5 per an. 5 per an. | M. & N. J. & J. J. & J. L. & J. & J | do d | \$21,000 Dec. 1                            |

Richmond & Danville.—See Southern Railway Co. For statement previous to reorganization see SUPPLEMENT of May, 1894.

ment previous to reorganization see Supplement of May, 1894.

Richmond Fredericksburg & Potomac.—Owns frem 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. The guaranteed stock is said to be secured by a mortgage ahead of the consols. Consols are reserved for prior bonds maturing.

Drypens of 7 par cent reid on common stock and dividend obliga-

same dividends as common stock, but carry no voting power. The guaranteed stock is said to be secured by a mortsage ahead of the consols. Consols are reserved for prior bonds maturing.

DIVIDENDS of 7 per cent paid on common stock and dividend obligations in 1888 and 1889; in 1890, 642 per cent; in 1891, 7 per cent; in 1892, 7; in 1893, 7 p. c.; in 1894, Jan., 3½ p. c.; July, 3 p. c.

EARNINGS.—3 months., 1894, gross, \$157,805; net, \$50,166.

July 1 to Sept. 30. (1893, gross, \$157,805; net, \$31,628.

In 1893-94 gross, \$673,520; net, \$230,363. Year to June 30, 1893, gross, \$783,400; net, \$285,967; other income, \$12,882; surplus over int. and div., \$47,099, against surplus of \$49,833 in 1891-92; betterments, \$13,280. (V. 53, p. 753; V. 55, p. 9777; V. 57, p. 1082.)

Richmond & Mecklenburg.—Owns road from Keysville, Va., to Clarkesville, Va., 31 miles. Formerly leased to Richmond & Danvil e, but excluded from system by Richmond Terminal reorganization play as modified Feb. 20, 1894. Road is operated by Southern Ry. Co. under operating contract by which R. & M. gets the net earnings and certain per cent on traffic derived from Southern Ry. within limited territory. \$70ck.—\$357,900; par \$100. Bonds.—There is also a second mortgage, due 1937 for \$160,000 at 6 p. c., all the bonds being owned by R. T. Co. 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, Versailles to Irvine, Ky., are in operation. In Dec., 1891. John MacLeod was appointed receiver. Foreclosure sale has been postponed. Proposition for reorganization of the road is under consideration.

In April, 1894, bondholders were said to have made arrangements to buy theroad at foreclosure and extend it to Beattyville, 36 miles. V. 58, p. 683. The claims against the company are said to be about \$1,000,000. Stock authorized, \$2,2425,000; par,\$100. The guaranty placed on certain of the bonds by officers of the Louisville New Albany & Chicago was declared i

-(v. 55, p. 257; v. 58, p. 683–1036; v. 59, p. 153.)

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, 1894, inclusive, 7 per cent per annum.

EARNINGS.—3 months, 1894....gross, \$82,906; net, \$17,496

July 1 to Sept. 30. (1893....gross, 77,084; net, 13,254

July 1 to Sept. 30. § 1893....gross, 77,084; net, 13,254

ANNUAL REPORT.—Fiscal year ends June 30. For year 1893-94
gross from traffic (not including "miscel. income"), \$318,011, against
\$359,773 in 1893; net, \$70,883, against \$105,207. Annual report for
1892-93 in V. 58, p. 126, showed gross receipts, \$401,435; net, \$146,869; total net income, \$152,141; interest, \$36,600; dividends, \$70,000.
For 1891-92 net, \$126,298.—(V. 55, p. 977; V. 58, p. 126.)

Richmond York River & Chesapeake.—Sec Southern
Railway Company.

Richmond Vork River & Chesapeake.—Sec Southern Railway Company.

Richmond & West Point Terminal Railway & Warehouse Co.—See Southern Railway Company. For statement previous to reorganization see Supplement of May, 1894.

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-gange 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 gange. 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.—9 months, \$gross, \$265,743; net, \$127,829.

January 1 to Sept. 30. \$gross, 377,412; net, 160,105.

In year ending June 30, 1893, gross earnings, \$710,218; net, \$310,275; other income, \$53,550; int. charges, etc., \$279,752; balance, surplus, \$84,073. In 1891-92 gross, \$491,607; net, \$267,400; balance, surplus, \$84,073. In 1891-92 gross, \$491,607; net, \$267,400; balance, surplus, \$84,073. In 1891-92 gross, \$491,607; net, \$267,400; balance, surplus, \$127,400.—(V. 55, p. 463, 764, 1036; V. 57, p. 218, 1037.)

Rio Grande Western.—(See Map.)—Line of Road—Owns Ore. wasse, Col., to Ogden, Utah, 310 m, to Wasatch, Bingham, Coal Mines, etc., 51 m; San Pete branch, Thistle to Man

vasse to Grand Junction, 18 miles. Total operated, 520 miles, of which 2 miles owned jointly with Union Pacific. All the main line is paid with 65 lb. steel. Also owns 11 miles of tramways.

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.—Preferred stock is entitled to 5 per cent dividend, non-cumulative, then common stock to 5 per cent, after which both classes of stock snare pro rata.

DIVIDENDS.—Preferred stock—A dividend of 2½ per cent in preferred stock was paid February, 1891, and the first quarterly cash dividend of 1½ per cent May, 1891; Aug. 14; Nov., 14. In 1892. 5 per cent; in 1893. Feb., 1½ per cent; May, 1¹4; August, 1¼ p. c.; in Nov. none. See V. 58, p. 384.

Bonds.—See abstract of mortgage (Central Trust Co., trustee) in V.

See V. 58, p. 384.

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. In December, 1893, \$1,200,000 ft-st mortgage 4s were issued to fund foating debt (\$731,000) and for improvements. This mortgage covers the 433 miles owned in fee, including 11 miles of tramways, but not the Sevier Rv. securities nor the linter Runge securities, both of which issues are held as available assets in the treasury. On June 30, 1894, there were \$800,000 ft-sts in the treasury.

Earnings.—3 months, 2 1894, gross, \$559,926; net, \$183,791

Total payments.. \$306,013 \$909,519 \$932,974 \$661,340 Balance.......sur. \$50,770 sur. \$19,051 def. \$86,506 sur. \$9,350 – (V. 55, p. 100, 420, 1063, 10 77, 10 79; V. 57, p. 91,894, 920, 937. 939, 1040; V. 58, p. 384; V. 59, p. 234, 672, 696, 698.)

Rochester & Genesee Valley.—Owns from Avon to Rochester, N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Eric Rallway. Bental, \$34,012. James Brackett, President, Rochester, N. Y.

Bock I sland & Peoria,—Owns from Rock Island, Ill., to Peoria, Il., 91 miles; Rock Island & Mercer County Railroad, 22 miles; total, 13 miles. The Peoria & Rock Island was sold in foreclosure April 4, 877, to the bondholders. In year 1892-93 gross earnings were 682,720; net, \$279,144; surplus over interest, taxes, &c., \$220,035; ividends, 5 per cent, \$75,000. In year 1891-92, gross earnings, 759,208. Semi-annual dividends at 5 per cent per annum have been aid. President, R. R. Cable.

Rocky Fork & Cook City.-SEE MISCELLANEOUS COMPANIES.

Rocky Fork & Cook City.—See Miscellaneous Companies.

Rome & Clinton.—Owns road from Rome to Clinton, N. Y., 13 miles. Organized in 1869. Leased in perpetuity in 1891 to Delaware & Hudson Canal Co. and operated by N. Y. Ontario & W. Capital stock, \$315,360. For year ending June 30, 1893, rental, \$21,875; other income, \$900; sundry expenses, \$1,171; dividends (6'4 per cent), \$21,581; balance surplus, \$23. Total surplus June 30, 1893, \$14,716.

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 R.E.; 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, 30 m.; total, 629 miles. Also trackage—to Niagara Falls, 2 miles; Fulton to East Oswego New York Ont. & Western 12 miles.

Lease.—In March, 1891, leased during its corporate existence

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. For wording of guaranty see V. 52, p. 463. Stock increased \$50,000 (to \$10,000,000) in May, 1894. Earnings are included in lessee's.

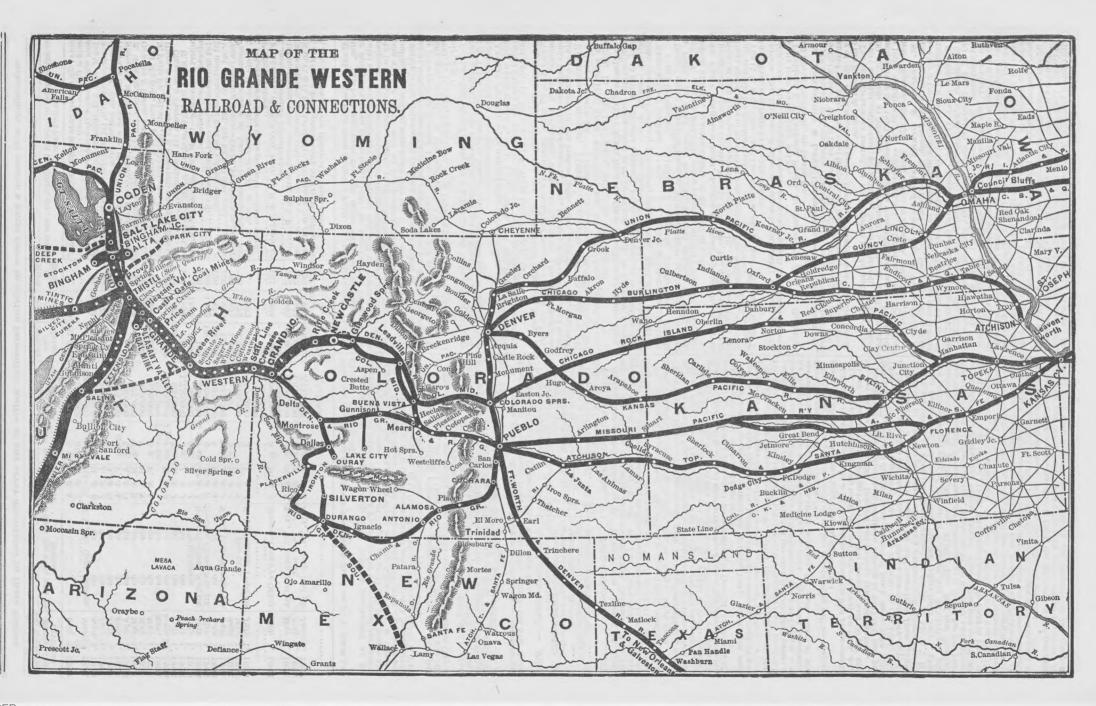
DIVIDENDS.—From 1887 to February, 1891, both inclusive, at rate of 6 per cent yearly; March, 1891, 20 per cent in stock; in May and thereafter 5 per cent per annum guaranteed.

after 5 per cent per annum guaranteed.

Bonds.—Ulica & Black River is leased in perpetuity, interest on bonds and 7 per cent on stock being guaranteed. The first mortgage conds of 1890 are guaranteed, p. and i., by the R. W. & O.; they are a first mort. on 134 miles and second mort. on 16 miles. See V. 50, p. 771. In 1893 \$500,000 Utica & Black River firsts were issued to take up that amount of Black River & Morristown first 7s due Jan. 1, 1894.

The Oswego & Rome road is leased in perpetuity, and the second mortgage bonds guaranteed by Rome Watertown & Ogdensburg.

Rome Watertown & Sackett's Harbor is leased for 37½ per cent of gross earnings. (V. 53, p. 713, 793, 1015; V. 57, p. 1124; V. 58, p. 733.)



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

| RAILROADS.   | Miles       | Date        | Size, or |                         | IN'               | TEREST             | OR DIVIDENDS.                  | BondsPrinci-                               |
|--|-------------|-------------|----------|-------------------------|-------------------|--------------------|--------------------------------|--|
| For explanation of column headings, &c., see notes<br>on first page of tables. | of<br>Road. | of<br>Bonds | Par      | Amount<br>Outstanding   | Rate per<br>Cent. | When<br>Payable    | Where Payable, and by<br>Whom. | pal, When Due.<br>Stocks—Last<br>Dividend. |
| Rome (Ga.)—Mortgage for \$2,000,000e*  Bome & Olinton—Stock                    |             | 1890        | \$1,000  | (9)                     | 5 g.              | F. & A.            | ***********                    | Feb. 1, 1920                               |
| Rome Watertown & Ogdensburg-Stock, guar. (end.)                                | ****        | ****        | 100      | 345,360                 | 64                | J. & J.            |                                | (3)  |
| 1st M., Wat. & R., Rome to Cape Vin., s.f., not dr'n.c*                        | 97          | 1855        | 100 &c.  | \$10,000,000<br>417,800 |                   |                    | N. Y., Gr. Cent. Station.      | Nov.15, 1894                               |
| Syracuse North'n, 1st M. Syracuse to Sandy Cr.c*                               | 45          | 1871        | 1.000    | 500,000                 | 6 7               | M. & S.<br>J. & J. |                                | Sept. 1, 1910                              |
| Consol, M. (int. but not prin. payable in gold)c.                              | All         | 1874        | 1,000    | 9.076.000               | 5                 | A. & O.            |                                | July 1, 1901                               |
| Oswego Bridge and Syr. Ph. & Os. 1st mortgages                                 | 18          | 1885        |          | 275,000                 | 6 & 6 g.          | F. & A.            |                                | July 1, 1922                               |
| Norw'd & Mont. 1st M., g., \$360,000; \$10,000 p.m.                            | 13          | 1886        |          | 130,000                 |                   | A. & O.            |                                | Feb. 1, 1915                               |
| R. W. & Og. Term. RR. 1st M., gold, assumedc*                                  | 14          | 1888        | 1,000    | 375,000                 |                   | M. & N.            |                                | Apr. 1, 1916                               |
| Oswego & Rome, 1st mortgage, guaranteed  | 28          | 1865        | 1,000    | 350,000                 | 5 g.              | M. & N.            | do do                          | May 1, 1918                                |
| 2d M., gold, guar p. & i. (end) by R. W. & Oc*                                 | 28          | 1891        | 1,000    | 400,000                 | 5 g.              | F. & A.            |                                | May 1, 1915                                |
| N. Falls Br. RR. stk., (\$243,000 own. by R.W.&O.)                             | 9           | 100-00-00   | 1        |                         | 7 per an.         | F. 06 A.           | do do                          | May 1, 1915                                |
| Utica & Bl. Riv. st'k,7 p. c. perpet. gu. by R.W.&O.                           |             | '68-71      | 100      | 2,223,000               |                   | W & Q              | do do                          | Nov. 1, 1894                               |
| Clayton & Theresa 1st mortgage   | 16          |             | 500 &c.  | 200,000                 |                   | J. & J.            | do do                          | Sept. 29, 1894                             |
| U.& B.R.1st M., \$2,000,000, g., gu. p.&i.(end.).o                             | 134         | 1890        | 1.000    | 1,750,000               |                   | J. & J.            |                                | July 1, 1898                               |
| Rupert & Bloomsb'g-1st M.gu.p.&i.(end.)P.&R.g.c*                               | 2           | 1889        | 1,000    | 50,000                  |                   | J. & J.            |                                | July 1, 1922                               |
| Rulland-Stock, preferred   | 120         | 1000        | 100      | 4,239,100               | A ner an          | T & T              | Rutland, Clem. Nat. Bk.        | July 1, 1919                               |
| 1st mortgage (8 per cent, reduced to 6)  | 120         | 1872        | 100 &c.  | 1,468,100               | 6                 | M & N              | Boston, Globe Nat. Bk.         | July 2, 1894                               |
| 2d mortgage and first on rolling stock   | 120         | 1878        | 100 &c.  | 1,491,900               |                   | F. & A.            | do do                          | Nov. 1, 1902                               |
| First consol. mort. for \$3,500,000, golde*&r                                  | 120         | 1891        | 1,000    | 540,000                 |                   | T & T              | N. Y., U. S. Mort'ge Co.       | Aug. 1, 1898                               |
| Cag. Tuscola & Huron-1st M.,\$15,000 p.m.,gold.c*                              | 67          | 1891        | 1,000    | See text.               | 5 g.              | M. & S.            | 1. 1., U. S. Mort ge Co.       | July 1, 1941<br>Sept. 1, 1931              |
| Cannaw Valley & St. Louis-1st mortgage Car                                     | 36          | 1872        | 1,000    | 446,000                 | 8 5.              | M. & N.            | See text.                      | May 1, 1902                                |
| St. Clair Mad. & St. L. Belt-1st M., g., sub. to call.                         |             | 1893        | -,,,,,   | 500,000                 |                   | J. & J.            | N. Y., Central Trust Co.       | July 1, 1933                               |
| St. Johnsbury & Lake Champlain-Common stock                                    |             |             | 50       | 2,550,090               |                   |                    | in 1., Contrat I tust Co.      | July 1, 1935                               |
| Preferred stock  |             |             | 50       | 1,298,500               |                   |                    | **********                     | *******                                    |
| First mort., (\$1,328,000, guar. by B. & M.) gold.c*                           | 131         | 1894        | 1.000    | 2,068,000               | 5 g.              | M. & S             | Boston, Comp'ys Office.        | Mch. 1, 1944                               |
| St. Joseph & Grand Island-Stock  |             |             | 100      | 4,600,000               |                   | 2.2. 60 0.         | boston, comp ys omoe.          | MOH. 1, 1944                               |
| 1st mortgage, gold., interest guar. by U.Pe*                                   | 252         | 1885        | 1.000    | 6,998,000               | 6 g.              | M. & N.            | Nov., '93, coup. last pd.      | May 1, 1925                                |
| 2d mortgage, income, gold  | 252         | 1885        | 1,000    | 1,679,000               | 5 g.              | J. & J.            | See text.                      | July 1, 1925                               |
| Kan. C. & O. RR. 1stM. (\$15,000p.m.)g., int.gu.c*&r                           | 196         | 1887        | 500 &c.  | 2,713,000               | 5 g.              | J. & J.            | July, '93, coup. last pd.      | Jan. 1, 1927                               |
| St. L. Alton & Springfield.—SEE ST. LOUIS CHICAGO &                            | ST. PA      | UL.         |          |                         | - 8.              |                    | out, co, coup. tast pa.        | O WALL 1, 1021                             |
| St. Louis Alton & Terre Haute-Common stock                                     |             |             | 100      | 3,447,900               |                   |                    | - V                            |  |
|  |             |             | - 500    | -,,,                    |                   |                    |                                |  |

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 \$365,557 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 1888, 1½; in 1890, 3; in 1891, 2; in 1892, 4; in 1893, 4 p. c.; in 1894, Jan, 2 p. c.: Boyne — The action of the preferred stocks in 1892, 4; in 1893, 4 p. c.; in 1894, Jan, 2 p. c.: Boyne — The action of the preferred stocks in 1894, Jan, 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.

ANNUAL REPORT.—The annual report for the year ending June 30, 1894, which was in V. 59, p. 115, stated that \$33,252 had been expended during the year for bridges; "cash borrowed temporarily," \$204,246. (V. 55, p. 255; V. 57, p. 180; V. 59, p. 115.)

aginaw 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. No first mortgage bonds had been sold to January, 1894, but the \$1,000,000 is sued were held as collateral for the floating debt. Wm. L.Webber, Pres., Saginaw.

Saginaw Valley & St. Louis.—Owns from Ithacato 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. Coupon due Nov. 1, 1893, was purchased not paid. Stock authorized, \$300,000; outstanding, \$264,804; par, \$100.

Earnings.—7 months, 1894 gross, \$64,006; net, \$19,067 Jan. 1 to Sept. 30. 1893 gross, 71,008; net, 20,669

The C. B. & Q., Cleveland Cin. Chic. & St. L. and Missouri K. & T. roads have contracts to use the bridge.

STOCK AND BONDS.—Authorized stock is \$500,000; amount paid in, \$469,000. First mortgage bonds are subject to call at 105 and interest at any time on 60 days' notice.

President, E. F. Leonard, Peoria, Ill.; Secretary, John G. Chandler, 300 North Fourth St., St. Louis, Mo.

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. The road is operated independntly although a majority of the stock is owned by the Boston & Lowell, which is now leased to the Boston & Maine.

The new firsts were issued to retire prior bonds and other obligations; amount authorized, \$2,500,000; issued in March, 1894, \$2,068,000, of which \$1,328,000 are guaranteed by the B. & M. In year ending June 30, 1893, gross earnings were \$367,338, against \$31,468 in 1892; deficit, \$39,736, against \$13,511; interest, &c., \$53,790; deficit under charges, \$93,526. Total deficit to June 30, 1893, \$614,704.

St. Joseph & Grand Island.—(See Map of Union Pacific.)—Line Of Road—St. Joseph, Mo., to Grand Island, Neb., 251 miles; Kansas City & Omaha Railroad, Stromsburg to Alma, 150 miles and McCool Junction to Kansas City & Omaha Junction, 44 miles; total, 445 miles.

HISTORY, GUARANTY, ETC.—Successor of the St. Joseph & West., sold in foreclosure in 1885. Operated by Union Pacific which owns \$2,001

Junction to Kansas City & Omaha Junction, 44 miles; total, 445 miles, HISTORY, GUARANTY, ETC.—Successor of the St. Joseph & West., sold in foreclosure in 1885. Operated by Union Pacific, which owns \$2,301,500 of the \$4,600,000 stock (par, \$100), and guarantees interest on first mortgage. Net "accounts payable" Jan. 1, 1894, \$422,700. 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. As to incomes see V. 54, p. 79, 965. In Oct., 1893, the U. P. went into receivers' hands, but coupons of this company due Nov. 1, 1893, were paid Jan., 1894. Coupons due May 1, 1894, were not paid at maturity.

Bondholders' Committee.—F. P. Olcott. Chairman, 54 Wall St., N.

Bondholders, Committee.—F. P. Oloott, Chairman, 54 Wall St., N. Y., Bernhard Mainzer, William L. Bull, of N. Y., and Gordon Abbott, Old Colony Trust Co., Boston, call for deposit of 1st mortgage bonds with Central Trust Co., N. Y., or Old Colony Trust Co., of Boston. Deposits subject to penalty after July 31. In September, 1894, Central

Trust Co. receipts for \$3,875,000 firsts were listed on N. Y. Stock Exchange. V. 59, p. 541.

change. V. 59, p. 541.

KANSAS CITY & OMAHA bonds have interest guaranteed by 8t.
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 8t. Joseph & Grand Island owns \$1,822,500 stock. Coupons due Jan. 1, 1894, on K. C. & O. bonds were not paid. K. C & O. bondholders' committee: F. P. Olcott, E. C. Benedict, Simon Wormser and S. L. Parrish; depository, Central Trust Co., N. Y. V. 58, p. 1072.

\*EARNINGS—9 months, \ 1894 ...... gross, \$604,342; net, \$144,049
Jan. 1 to Sept. 30. \ (1893 ....... gross, 737,702; net, 229,167

\*These carnings are on 251 miles, and do not include Kansas City & Omaha. See Union Pacific.
In 1893 gross earnings, \$1,005,698; net, \$337,912; other income (including guaranty account \$145,883), \$147,650; taxes, \$64,-276; interest on bonds, \$420,000; corporate expenses, \$1,286; due Kansas City & Omaha under traffic agreement, \$112,355; deficit for year, \$112,355. In 1892, gross, \$1,085,813; net, \$416,517. V. 59, p.

St. Louis Alton & Terre Haute—(See Man).

St. Louis Alton & Terre Haute.—(See Map.)—Operates the "Cairo Short Line" route from St. Louis, Mo., across the coal fields of Southern Illinois to Paducah, Ky., with branches.

of Southern Illinois to Paducah, Ky., with branches.

Proprietary Line— Miles.
E. St. Louis to Belleville, Ill. 15
Leased Lines—
Belleville & Southern Illinois—
Belleville & Southern Illinois—
Belleville & Bidorado—
Duquoin to Eldorado—
Duquoin to Eldorado. 50
Belleville & Carondelet—
Belleville & Carondelet—
Belleville to East Carondelet 17
ORGANIZATION.—Successor to the Terre Haute Alton & St. Louis sold in foreclosure in 1861. In October, 1890, the main line, 193
miles, which had 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. In 1881, 3 p. c., and 55 in bonds: 1882 to

sold in foreclosure in 1861. In October, 1890, the main line, 193 miles, which had 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, 333, 494.

DIVIDENDS.—On preferred. In 1881, 3 p. c., and 55 in bonds; 1882 to 1885, 7 yearly; in 1886, 2¹2; in 1888, 1¹4; in 1898, 1; none since.

STOCK AND BONDS.—The preferred stock had a prior right to a cumulative dividend of 7 per cent before any is declared on common and the arrears accrued on July 1, 1894, was 61½ per cent; but see below.

The sale of the main line did not affect the status of this company's securities. Of the \$10,000,000 bonds received, \$290,000 are in sinking fund for loan itself and \$6,700,000 were issued for prior bonds maturing July 1, 1894. There had been retired to Dec. 31, 1893, \$1,297,600 of preferred stock and fractionals.

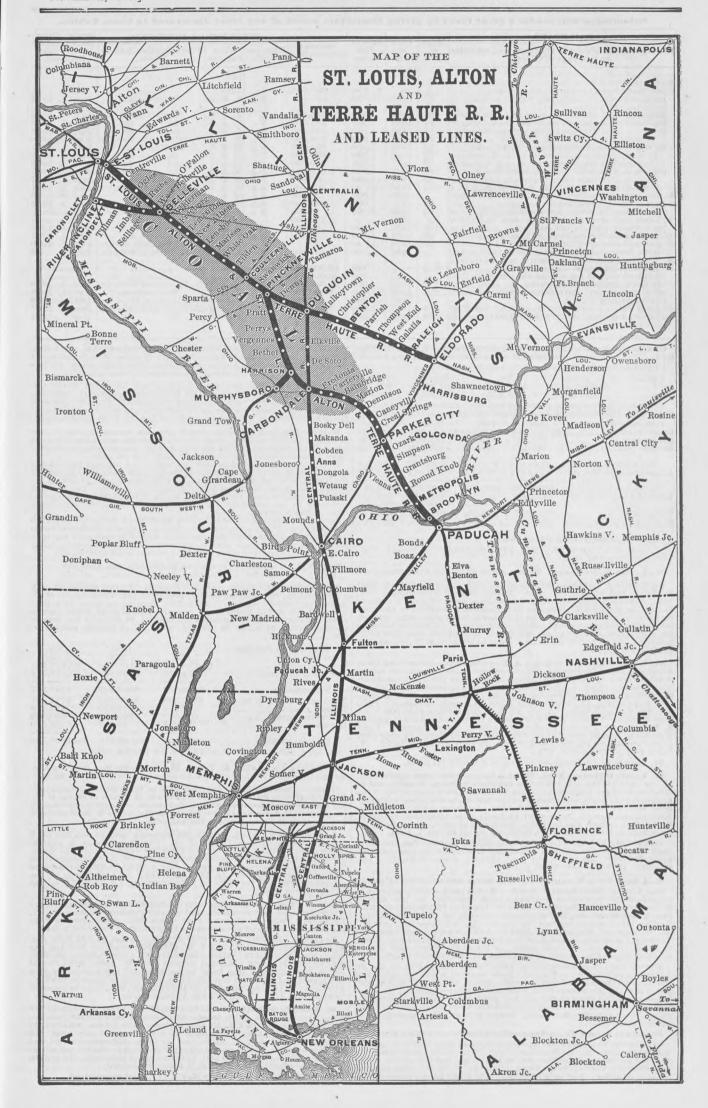
The new first mortgage authorized in June, 1894, covers the company's valuable real estate in St. Louis and the 14 miles of road owned. The bonds are redeemable at 105 per cent on one year's notice.

READJUSTMENT OF SECURITIES.—To retire the preferred stock (\$1,170,300) and dividend bonds, (\$1,357,000) the company will receive is payment for its new 5 p. c. bonds at 101 per cent (1) Dividend bonds at 86² per cent of their par value; (2) Preferred stock at 158¹2 p. c. of its par plus dividend accrued since Oct. 1, 1894. Preferred stockholders receiving in addition one share of common for each share of preferred see exchanged. V. 59, p. 782.

Under the above plan the only securities outstanding will be—Capital stock, \$3,470,800; 1st mortgage bonds, \$2,500,000.

Leased Lines—Belleville & So. Illinois is leased for 999 years—rental 40 p. c. of gross earnings up to \$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 since 1886



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

| RAILROADS.   | Miles   | Date   | Size, or  |   | ( IN                                    | TEREST  | OR DIVIDENDS.   | Bonds-Princi   |
|--|---|--|---|---|---|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.  | of Road.  | of   | Par   |   | Rate per<br>Cent.                       | When  | Where Payable, and by Whom.   | pal, When Due<br>Stocks—Last<br>Dividend.  |
| St. Louis Atlon & Terre Haute—(Concluded.)— Dividend bonds, income (V. 48, p. 389).  1st M. and term'i (\$2,500,000), g., red. at 105.0* & ELEASED LINES.  Belle. & So. Ill.—1st M. (int.guar.) s. f., not dr'n.e* Belleville & Carondelet, 1st M., Belle.to E. Caron.e* Belleville & El Dorado—1st (int'est guaranteed)e* 2d mortgage, Du Quoin to Eldorado | 57<br>17<br>51<br>30<br>30<br>17<br>53<br>53<br>161<br><br>94<br>65<br> | 1881<br>1894<br>1866<br>1883<br>1880<br>1880<br>1886<br>1886<br>1887<br>1887<br>1886<br>1880<br>1890<br>1891<br>1891<br>1891<br>1890<br>1899<br>1891<br>1896<br>1896 | \$1,000 | \$1,357,000 See text.  1,009,000 485,000 220,000 330,000 525,000 1,000,000 1,000,000 130,090 225,000 1250,000 1250,000 1250,000 1250,000 225,000 1250,000 225,000 135,000 21,250,000 20,000,000 20,000,000 20,000,000 8,000,000 609,639 1,899,000 2,600,000 | 6 g g g 6 g 6 g 6 g 6 g 6 g 6 g 6 g 6 g | M. & S. J. & J. M. & S. | New York.  N. Y., State Trust Co. do do do do GPd.in'91, coup. Feb., 80 N. Y., State Trust Co. do do do do do do do Haid 13 p.c. Nov., 1893. N. Y., Farm. L. & Tr. Co. In default. In default. In default. St. Louis, Mo. N. Y., Frarm. L. & Tr. Co.  N. Y., Central Trust Co. N. Y., Central Trust Co. N. Y., Central Trust Co. N. Y., Central Trust Co. | Sept. 1, 1931 Mch. 1, 1932 Mch. 1, 1932 Sept. 1, 1917 Sept. 1, 1917 Jan. 1, 1931 Sept. 1900-12-5 Sept. 1, 1908 Jan., 1910 Sept. 1, 1908 Jan., 1910 Sept. 1, 1921 Oct. 1, 1930 Feb. 1, 1929 Nov. 1, 1989 Nov. 1, 1989 |

Company owns \$500,000 Belleville & Carondelet stock, \$900,000 Ch. St. L. & Paducah stock and \$500,000 of the latter road's income bonds Latest Earnings.—From Jan. 1 to Aug. 31, 8 months.

| MAINST MARIAMOSFIU                             | m Jan. I to                                  | Aug. 31, 61            | montus.                          |  |
|--|--|------------------------|----------------------------------|--|
| 8 mos. Gross.<br>1894                          | 7 \$353                                      | 3,910                  | Charges,<br>\$267,060<br>319,301 | Surplus<br>\$86,850<br>80,571              |
| ANNUAL REPORT.—Fisca                           | l year ends                                  | Dec. 31. Apport for 18 | nnual meet                       | ing is held                                |
| at St. Louis first Monday i                    | n June. Re                                   |                        | 93 was in V.                     | 58, p. 681.                                |
| Year ending Dec. 31. Gross earnings            | 1890.<br>\$1,336,910 s<br>527,767<br>362,149 | \$1,435,624<br>580,956 | 586,079                          | 1893.<br>\$1,553,975<br>583,730<br>426,932 |
| Net revenue                                    | \$165,618                                    | \$187,045              | \$168,797                        | \$156,798                                  |
|  | *440,412                                     | *368,135               | *351,573                         | *313,528                                   |
| Total net receipts Interest, funded debt, etc. | \$606,030                                    | \$555,180              | \$520,370                        | \$500.326                                  |
|  | 479,608                                      | 469,000                | 469,000                          | 469,000                                    |
| Balance, surplus                               | \$126,422                                    | \$86,180               | \$51,370                         | \$31,326                                   |
| New eq'pt. and bet'ments.                      | \$136,388                                    | \$161,505              | \$49,009                         | \$26,137                                   |

\* Including interest on Big Four bonds.

-(V. 54, p. 524, **720**; V. 56, p. **500**. **577**, 980, 1084; V. 58, p. **681**, 716, 1073; V. 59, p. 782, 880.)

St. Louis Arkansas & Texas.—See St. Louis Southwestern

St. Louis & Cairo.—(See Map Mobile & Ohio.)—Owns Cairo to East St. Louis and branch, 161 miles. Reorganized after foreclosure July, 1881. Stock is \$6,500,000. Leased from Jan., 1886, till Jan. 1, 1931, to the Mobile & Ohio RR.—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, 1894, gross, \$840,561; net, \$259,716; in 1892-93, gross, \$890,877; net, \$241,262; rental to St. Louis & Cairo in 1893-94, \$176,163, against \$180,930 in 1892-93.

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 in 1891 to Cape Girardeau Southw. March 4, 1893, Louis Houck was appointed receiver, but litigation re arding his removal is pending. 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. Cape G. & S. W. consol. 6s have been deposited with U. S. Mortgage Co., whose receipts have been issued therefor. From March 5 to Dec. 31, 1893, gross, \$121,504; net. \$16,363. In year 1892 gross earnings, \$145,908; net. \$29,422. In 1891, 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 Springfield, Ill., to Granite City, Ill., 103 miles; branches to Bates, 3 miles, and to Grafton, 8 miles. Connects at East St. Louis with Terminal Ry. Association for St. Louis, etc. Successor to the St. Louis Alton & Springfield sold in foreclosure July 9, 1892. In June, 1893, Charles E. Kimball and Joseph Dickson of St. Louis were appointed receivers. Sept., 1893, coupon was not paid. Receivers' certificates for \$400,000 have been authorized, of which \$225,000 issued to Feb. 1, 1894.

STOCK outstanding, \$2,000,000—par \$100. Bonds—The first mort gage trustee is the Atlantic Trust Co. Earnings—In year 1892-93 gross, \$92,553; net, \$301. In year 1891-92 gross, \$135,467; net, \$29,563. (V. 55, p. 100; V. 56, p. 1016.)

St. Louis Iron Mountain & Southern .- SEE MISSOURI PACIFIC.

St. Louis Iron Mountain & Southern.—See Missouri Pacific.
St. Louis Merchants' Bridge Terminal.—Organization, organized to construct 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, Tmiles. 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. Stock authorized, \$3,500,000 par, \$100. In November, 1893, Terminal RR. Association of St. Louis acquired control of this company and guarantée! by endorsement the principal and interest of its \$3,500,000 first mort bonds and the interest on the \$2,000,000 Merchants' Bridge first 6s. The properties will be operated j intly.

St. Louis & San Francisco.—See Atchison Topeka & Santa Fe.

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), 88 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, 55 miles; other branches, 12 miles; total, July, 1894, 1,223 miles, 0f this total 1,076 miles are laid with 56-lb. steel rails; remainder 35 lb.

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 1855-86. Consists of three corporations—the St. Louis Southwestern Railway Co., the St. Louis Southryestern 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 incomes are entitled to such interest up to 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. Up to July, 1894, no second mortgage interest had been paid.

July 1, 1894, total current liabilities, \$1,290,434, including \$540,156 bills payable. There are some \$£. L. Ark. & Texas car trusts outstanding. Current assets, \$495,698, including \$221,856 materials and supplies on hand; there are also in treasury \$500,000 (at par) 8t. Louis Southwestern firsts and other securities valued in all at \$326,500.

EARNINGS.—3 months, \$1894, gross, \$1.064,141; net. \$189,639.

Earnings.—3 months, { 1894, gross, \$1,064,141; net, \$189,639. July 1 to Sept. 30, { 1893, gross, \$1,004,803; net, 57,450

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Texarkana, Texas, on the Monday preceding first Wednesday in May. Report for 1893-94 was in V. 59, p. 59s, showing earnings as below. The road was 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 \$129,287 in 1891-92; \$182,665 in 1892-93 and \$113,000 in 1893-94.

| Year ending June 30— Miles operated Gross earnings Operating expenses           | 1892.         | 1893.          | 1894.          |
|---|---------------|----------------|----------------|
|   | 1,222         | 1,223          | 1,223          |
|   | \$4,636,461   | \$5,116,080    | \$4,615,145    |
|   | 3,824,294     | 4,281,833      | 3,873,778      |
| Net earnings. Total net, incl. other inc Taxes Interest on bonds. Rentals, etc. | \$812,167     | \$834,247      | \$741,367      |
|   | \$937,268     | \$903,383      | \$772,398      |
|   | 107,326       | 109,650        | 113,826        |
|   | 800,000       | 800,000        | 800,000        |
|   | 10,248        | 40,117         | 56,340         |
| Balance, surplus  | \$19,694      | def.46,384     | def.\\$197,768 |
| -(V. 55, r. 463, 587; V. 57,  | p. 592; V. 59 | , p. 598, 739. |                |

St. Louis Vandalia & Terre Haute.—(See Map Pittsburg Cincinnali Chicago & St. L.)—East St. Louis to Ind. State line, 158 miles.

Lease.—Leased for 999 years from 1870 to Terre Haute & Indianap. RR. (jointly with Pitts, Cincinnati Chicago & St. Louis) at rental of 30 per cent of gross earnings—profits and losses assigned to lessees in proportion of five-sevenths to Pittsburg Cin. Chic. & St. Louis and two-sevenths to Terre Haute & Indianapolis. 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 1891 and 1892 back dividends on the preferred were paid for 1879 to 1884 inclusive; for 1885, 7 p. c. was paid in March, 1894.

Bonds.—The first mortgage and \$1,600,000 of second mortgage bonds are endorsed by lessees, and also by Pittsburg Cincinnati & St. Louis (now Pitts. Cin. Chicago & St. Louis RR.), with agreement to purchase the bond and its coupons as they mature. See V. 56, p. 649.

EARNINGS.—In year ending Oct. 31, 1893, gross \$1,884,746; net, \$536,952; rental to 8t. L. V. & T. H., \$565,424; expenses, \$60,949; car trusts and int. \$37,679; interest on bonds, \$314,930; balance, surplus, for 1892-93, \$151,866. General surplus Oct. 31, 1893, \$458,999, of which \$235,205 was due from lessee, \$191,032 represented by new equipment and additions and \$32,762 cash. Profit to lessee in 1889-90, \$100,466; in 1890-91, \$62,430; in 1891-92, \$37,598; loss to lessee in 1892-93, \$28,472. (V. 54, p. 286; V. 56, p. 460.)

St. Paul & Duluth.—Owns St. Paul, Minn., to Duluth, Minn., 155 miles; branches, 29 miles; leases—Stillwater & St. Paul RR., 13 m.; Minneapolis & Duluth RR., 13 m.; Taylor's Falls & Lake Superior, 20 m.; Duluth Short Line, Thomson to West Superior, 18 m.; total, 248 miles. Second track, 17 miles, July 1, 1894. Between Carlton and Duluth, 24 miles, road is owned jointly with the Nor. Pacific, but of this 14 miles between Thomson and West End is but little used, the Duluth Short Line affording the St. P. & D. access to Duluth.

HISTORY .- Sold in foreclosure May 1, 1877, and reorganized.

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

| RAILROADS.   | Miles                               | Date                                   | Size, or  |   | IN'                               | TEREST   | OR DIVIDENDS   | Bonds-Prine  |
|--|-------------------------------------|--|---|---|-----------------------------------|--|--|--|
| For explanation of column headings, &c., see notes on first page of tables.  | of<br>Road.                         | of                                     | Par   | Amount<br>Outstanding   | Data non                          |  | Where Payable, and by  | pal, When Due.<br>Stocks—Last<br>Dividend.   |
| St. Paul & Duluth—Common stock.  Pref. 7 per cent stock and scrip subj. to call at par 1st mortgage.  2d mortgage.  Taylor's Falls & Lake Sup., 1st M. gu., s. f. not dr. e* Duluth Short L. 1st M., guar., p. &i., s.f. not dr'n. e* Stillwater & St. Paul 1st mort., g. (not guar).  St. Paul Minn. & Manuloba—See Great Northern— | 167<br>167<br>21<br>25<br>12        | 1881<br>1887<br>1884<br>1886<br>1870   | \$100<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>500 &c. | \$4,660,207<br>4,791,924<br>1,000,000<br>2,000,000<br>210,000<br>500,000<br>223,000 | See text. 5 5 6 5 7               | M. & S.<br>F. & A.<br>A. & O.<br>J. & J.<br>M. & S.<br>J. & D. | do do do do do do do   | July 5, 1887<br>Sept. 1, 1894<br>Aug. 1, 1931<br>Oct. 1, 1917<br>Jan. 1, 1914<br>Sept. 1, 1916<br>Dec. 1, 1900 |
| St. Paul & No. Pacific—Stock (\$10,000,000) authoriz'd Western RR. Minn. 1st M. RR. covered by gen. M. General mortg., guar., land gr. (\$10,000,000). c*&r San Ant. & Aransas Pass—Stock.  1st M. for \$21,600,000 g., guar. p. & i. (end.). c*&r   | 60 <sup>1</sup> <sub>2</sub><br>182 | 1877<br>1883<br>1893                   | 1,000<br>1,000<br>1,000<br>100<br>1,000                     | 7,000,000<br>438,000<br>7,985,000<br>4,800,000<br>18,817,000                        | 7<br>6 g.                         |  | N. Y., Office, 35 Wall St.<br>do do  | See text.<br>May 1, 1907<br>Feb. 1, 1923   |
| Sandusky & Columbus Short Line.—SEE COLUMBUS<br>Sandusky Mansfield & Newark—Re-organized stock<br>1st M., int. gu. under lease by B. & O. and Cent. O e*<br>San Francisco & North Pacific.—Stock   | SHAW<br>116<br>116                  | NEE & 1869                             | 50<br>1,000<br>100  | 1,068,400<br>2,300,000<br>6,000,000   | See text.                         | Feb. 1.<br>J. & J.   | Moss N. Bk., Sand'ky, O.<br>N. Y., Union Trust Co.   | Jan. 1, 1943<br>Feb. 1, 1894<br>Jan. 1, 1909   |
| 1st Mort., gold (\$4,500,000), s. f. red. at 110.*c&r<br>Santa Fe Pres. & Phanix-1st M., \$25,000 p.m.,g.e*&r<br>Saranac & Lake Placid—Stock.<br>Ist mortgage, gold (\$120,000). e*<br>Saratoga & Schenectady - Stock.   | 165                                 | 1889<br>1892<br>1893                   | 1,000<br>1,000<br>100<br>1,000<br>100                       | 120,000   | See text.                         | M. & S.<br>M. & N.   | N.Y., 46Wall, & Fr'nk'frt<br>N. Y., Merc. Trust Co.<br>N. Y., Central Tr. Co.<br>N.Y., Del. & Hud. Canal | Jan. 1, 1919<br>Sept. 1, 1942<br>Nov., 1893<br>May 1, 1913   |
| Savannah Americus & Montgomery—Stock.  Am. Pres. & Lumpkin 1st M. (\$100,000 due 1905) Consol. mort. \$4,100,000,gold, \$12,000 per mile.e* Second mortgage. Alb. Flor. & Nor. 1st M., gold, \$12,000 p. m., guar.e* Montgomery Terminal Co. 1st mort., gold, guar.e   | 265<br>265<br>265<br>35             | 1885-6<br>1889<br>1891<br>1890<br>1892 | 100<br>500<br>1,000<br>1,000<br>1,000<br>1,000              | 1,614,200 $250,000$ $3,350,000$ $1,590,000$ $500,000$ $208,000$                     | 7<br>6 g.<br>6 g.<br>6 g.<br>6 g. | J. & J.<br>J. & J.<br>A. & O.<br>J. & J.<br>M. & S.            | July,'92, coup. last paid<br>None paid.<br>Balt., Hambleton & Co.  | 1905 & 1906<br>July 1, 1919<br>Oct. 1, 1921<br>July 1, 1920<br>Mch. 1, 1932                                    |
| Savannah Florida & Western—Stock.  Atlantic & Gulf consol. mortgage  | 286<br>58<br>58                     | 1867<br>1869<br>1869                   | 500 &c.<br>1,000<br>1,000                                   | $\begin{array}{c} 9,412,900 \\ 1,780,000 \\ 464,000 \\ 200,000 \end{array}$         | See text.                         | J. & J.<br>M. & N.<br>M. & N.                                  | N.Y.,H.B.Flant,12W.23<br>do do<br>do do<br>do do   | Jan. 11, 1894<br>July 1, 1897<br>May 1, 1899<br>May 1, 1899  |

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. The preferred is subject to call at par for redemption with land sales, after drawing by lot, if not purchasable below par in the open market, the sums applied to its re demption and retirement being as follows: In 1891, \$182,000; 1892, \$226,000; 1893, \$165,000 \to, \to 7, 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 com. stock; none since. On preferred since 1883; In 1884, 3½ and 7 in pref. stock; from 1885 to '88, 7; in 1889, 5½; in 1890, 6½; in 1891, '92 and '93, each 7. LANDS.—The company has a land grant, of which 1.077, 692 agrees re-

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St Paul second Thursday in October. Report for 1893-94 in V. 59, p. 647. Year ending June 30— 1892. 1893. 1894. 
 Net earnings
 \$642,586

 Total net income
 \$678,987

 Rentals paid
 \$96,497

 Interest on bonds
 150,000

 Dividends
 (8) 423,001

 Miscellaneous
 69,394
 \$409,042 \$676,738 \$452,535 \$111,829 150,000 (7) 355,043 68,826 \$140,796 150,000 (6)293,406 16,766

Balance from RR. operations. def. \$59,906 def. \$8,960 df. \$148,433 Rects. from stumpage and lands. \$75,207 \$168,329 \$59,924 -(V. 55, p. 677; V. 57, p. 61, 594; V. 59, p. 647.)

St. Paul & 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.

Faul and Minneapolis.

LEASE.—Leased for 999 years to Northern Pacific, at net rental equal to 40 per cent of gross receipts, but any surplus over 6 p. c. on stock divided equally between lessor and lessee. In Nov., 1893, the Court authorized the N. P. receivers to ratify the lease and to pay the rental.

STOCK.—The stock of \$7,000,000 is all owned by Northern Pacific and pledged under its collateral trust of 1893.

Bonds.—The bonds of 1883 are guaranteed by Nor. Pac. See V. 56, p. 649. Interest on coupon bonds is payable F. & A.; on registered, Q.—F. 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 West. Minnesota bonds, then to general mortgage at not exceeding 120. 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 So. Pacific.)—of rom Kerrville to Houston, 308 miles; Kenedy to Corpus Christi, To 90 miles; Yoakum to Waco, 172 miles; Skidmore to Alice, 43 mi Shiner to Lockhart, 54 miles; branches, 22 miles; total, 689 miles. HISTORY.—Reorganized in 1893, management passing to So. Pac.

HISTORY.—Reorganized in 1893, management passing to So. Pac. STOCK.—Stock \$5,000,000, of which So. Pac. Co. owns \$2,000,000. BONDS.—Mortgage is for \$21,600,000 (trustee, Central Trust Co.) and the So. Pacific Co. 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 to be used in the reorganization, \$1,800,000 to be applied to improvements and equipment on present mileage and \$2,700,000 reserved for extensions, limited to 100 miles at \$27,000 per mile, constructed and equipped. See full abstract of mort. in V. 56, p. 540. Listed on N. Y. Stock Ex., \$18,817,000 to Sept. 17, 1894. Equipment trusts June 30, 1893, \$622,904. EARNINGS.—9 months, { 1894, gross, \$1,226,742; net, \$280,526 Jan. 1 to Sept. 30. { 1893, gross, \$1,286,049; net, \$156,659} In calendar year 1893 gross earnings, \$1.881,551. against \$1,689,-

In calendar year 1893 gross earnings, \$1,881,551, against \$1,689,443 in 1892; net, \$372,241, against \$185,676. In year ending June 30, 1893, gross \$1,893,620; net, \$352,062. In 1890-91 gross, \$1,726,682; net, \$306,370. (V. 57, p. 144, 145.)

Sandusky & Col. Short Line. - See Colum. Sandusky & Hock. 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 p. c.; 1885 to 1888, 3 p. c.; 1889 to 1892, inclusive, 3 2 per cent yearly; in 1893, 3 p. c.; in 1894, Feb., 3 p. c.

EARNINGS.—In 1892-93 gross, \$948,462; net, \$194,127; loss to lesee, \$8,723. In 1891-92 gross, \$1,032,207; net, \$199,128.

San Francisco & North Pacific.—Point Tiburon, Cal., to Ukiah, al., 106 miles, and branches, 59 miles. Consolidation of March 19, 889. Has steamer connection (6 miles) with San Francisco.

STOCK is \$6,000,000. (See V. 56, p. 165, 375.)

BONDS—Issued at \$25,000 per mile; trustee, Mercantile Trust Co., N. Y. 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 Sept. 30 (3 months).

Net. \$116,219 90,988 Int. chgs. \$51,700 52,025

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 in V. 59, p. 228, states that no expenditures have been charged to capital account during the year. The gross earnings were \$808,336, against \$876,277 in 1892-93; net, \$265,396, against \$297,015; surplus over charges, \$22,085, against \$61,745.—(V. 57, p. 254; V. 59, p. 228.)

charges, \$22,085, against \$61,745.—(V. 57, p. 254; V. 59, p. 225.)

Santa Fe Prescott & Phoenix.—Projected from Ash Fork on Atlantic & Pacific via Prescott to Phoenix, Arizona, about 200 miles, of which 80 miles (to 20 miles south of Prescott), completed in May, 1894. Stock authorized for \$10,000 per m.; outstanding, \$600,000. Mortgage is for \$5,000,000—Mercantile Trust Co. 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 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. F. M. Murphy, President, 640 Monadnock Block, Chicago, Ill. (V. 57, p. 179; V. 58, p. 595).

Saranac & Lake Placid.—Owns from Saranac Lake to Lake Placid, N. Y., 10 miles; operates under contract N. Y. Central's Saranac branch, 5.6 miles; total operated, 15.6 miles.

Chartered in 1890; opened in July, 1893. Fiscal year ends Nov. 1. Dividend of 3 p. c. was paid in Nov., 1893. Mortgage trustee is Central Trust Co. of N. Y.

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.

RECEIVERSHIP.—In Nov., 1892. S. H. Hawkins and T. E. Hambletom were appointed receivers. Bonds deposited with Merc. Trust Co. of Baltimore, pending reorganization, which has been delayed by litigation, but it is expected a decree of sale will be obtained shortly. (V. 59, p. 782.)

REORGANIZATION.—Plan presented in May, 1894, provides for extension of 74 miles to Savannah, and for the exchange of old firsts for \$800 in new 1st 5s (issue limited to \$15,000 per mile), \$800 in new per cent preferred and \$500 in new common stock. See V. 58, p. 904.

per cent preferred and \$500 in new common stock. See V. 58, p. 904.

Bonds.—Car trusts and notes July, 1893, \$688,716. Authority to issue \$146,000 receivers' certificates was granted in April, 1893. Total floating debt in May, 1893, including car trusts, etc., was said to be about \$1,000,000. Second mortzage used as collateral only. Validity of charter and bonds was confirmed in suit before Supreme Court of Georgia in September, 1894. V. 59, p. 423.

EARNINGS.—10 mos., (1894, gross, \$376,481; net, \$48,532.

Jan. 1 to Oct. 31. (1893, gross, 412,664; net, 44,242.

In year 1893 gross \$492,500, against \$536,697 in 1892; net, \$50,964, against \$148,484. 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. 58, p. 431, 904; V. 59, p. 423, 782.)

Savannah Florida & Western.—Owns from Savannah, Ga., to Juliette, Fla., 225 miles; with branches to Jacksonville, Fla., Chattahoochee, Fla., Tampa, Fla., etc., 631 miles; total owned, 856 miles, operates 33 miles; total, 889 miles. From Santa Fe Junction to Juliette, Fla., 55 miles, was completed in December, 1893. In October 1894, control of the Florida Southern was said to have been acquired.—(V. 59, p. 738.)

PLANT SYSTEM.—Belongs to Plant system, which unites Charlestop

-(V. 59, p. 738.)

PLANT SYSTEM.—Belongs to Plant system, which unites Charleston S. C., with Montgomery, Ala., etc., and also with Tampa and other Florida points. Besides the 886 miles described above, the system includes the Charleston & Savannah, 133 miles; the Brunswick & Western, 171 miles; the Alabama Midland, 209 miles; the Silver Springs Ocala & Gulf, 75 miles; total, 1,463 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. April 1, 1893, the Savannah Florida & Western was consolidated with the South Florida.

STOCK.—During the vear 1893-94 the stock outstanding has been

STOCK.—During the year 1893-94 the stock outstanding has been increased from \$6,793,900 to \$9,412,900.

Bonds.—The Savannah Florida & Western first consols of 1884 are a first lien on 201 miles and a second on 344 additional. The consolidated mortgage executed in December, 1893, covers all road, equipment, etc., now owned or hereafter acquired with the proceeds of its bonds; issue limited to \$20,000 per mile. Sufficient consols are reserved to retire all prior liens and for future betterments and extensions.

N

CONNECTIONS

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

| RAILROADS.  | Miles  | Date   | Size, or   |  | INT  | TEREST  | OR DIVIDENDS.   | Bonds—Prince   |
|---|--|--|--|--|--|---|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |  | of   | Par  | Amount<br>Outstanding                      | Rate per<br>Cent.  | When<br>Payable                               | Where Payable, and by Whom.   |  |
| Savanah Florida & Western.—(Continued.)  Sav. Fla. & West., 1st (consol.) mort., gold o*&x Sav. Fla. & W. con. 1st M. (\$20,000,000) gold o* Sav. Fla. & W. con. 1st M. (\$20,000,000) gold o* Income bonds, non-ounulative.  Savannah & Western.—Columb. & West.1st M., gu.o* Columbus & Rome 1st mortgage, guar | 819<br>171<br>157<br>50<br><br>22<br>138<br>144<br>81<br><br>81<br><br>31<br>29<br>28<br>15<br>11 <sub>2</sub><br>74<br>17<br>96<br>130<br>70<br>245 | 1884<br>1893<br>1888<br>1888<br>1888<br>1881<br>1884<br>1872<br>1872<br>1886<br>1890-1<br>1886<br>1890-1<br>1887<br>1888<br>1888<br>1888<br>1890<br>1871<br>1888<br>1888<br>1891<br>1888<br>1894 | \$1,000<br>1,000<br>500 &c,<br>1,000<br>1,000<br>1,000<br>1,000<br>100 &c,<br>1,000<br>100 &c,<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 2,000,000<br>453,350<br>164,000<br>500,000 | 5 g. 4 g. 6 6 g. 5 g. 5 g. 6 4 2 8 e text. 6 5 6 g. 6 per an. 6 per an. 4 12 g. 8 e text. 6 5 g. 6 per an. 6 per an. 6 per an. 7 per an. 7 per an. 8 per an. 8 per an. 9 per an. | M. & N J J. & J J. & J J. & J. & J. & J. & J. | N.Y.,12 W.23d St. & Sav. None paid. July,'92, coup. last paid. July,'92, coup. last paid. Mch., '92, coup. last paid. July,'92, coup. last paid. Mch., '92, coup. last paid. N. Y., 21 Cortlandt St. Phila., Phil. & Read. RR. Balt., Farm. & Plant. Bk. Portsmouth, Va. N.Y., Baltimore & Phila. Balt., Merc.Tr. & Dep. Co Feb., '93, coup. last p'd Phila., Phil. & Read. RR. do Phila., Phil. & Read. RR. Co. do N. Y., Farm. L. & Tr. Co. N. Y., 12 West 23d St. Denver, Co's office. Oct.,'92, coup. last paid. In default. N. Y., Office, 96 B'way. | May 1, 194 Jan. 1, 193 Irredeemabl Jan. 1, 191 Jan., 1914 Mch. 1, 192 Jan. 1, 191 Sept. 1, 193 Sept. 1, 193 Sept. 1, 192 See text. Aft. July, 191 July 1, 192 Aug. 1, 189 July 1, 192 Aug. 1, 189 July 1, 190 Sept. 1, 189 July 1, 190 Cot. 1, 191 July 1, 192 July 1, 191 Oct. 1, 190 Jan. 1, 191 Oct. 1, 190 Jan. 1, 192 Oct. 1, 192 July 1, 191 |

In 1894 Monticello Extension bonds, \$200,400, and South Florida firsts, \$3, 00,000, were retired by consols; additional consols have been issued for improvements, &c.
Bills payable June 30, 1894, were \$92,284. Cash on hand and in New York, \$443,151.

GUARANTIES.—In addition to Brunswick & Western bonds above, this company guarantees certain bonds of the Alabama Midland and Silver Springs Ocala & Gulf—see those companies.

DIVIDENDS.—In 1882, 612 per cent; in 1883, 7; in 1884, 4; in 1887, 134; in 1889, 4; in 1891, 2; in 1892, 5; in 1893, 312; in 1894, Jan., 6 p. c.

LATEST EARN'GS.—3 mos., {1894....gross, \$781,800; net, \$152,531 July 1 to Sept. 30. {1893....gross, 676,148; net, 91,167

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 736.

1894. \$3,798,771 33,282 1,298,376 854,482 443,894 
 Was II V. 33, p. 750.

 Year ending June 30—

 Gross earnings.

 \$3,055,535

 Other income.

 157,533

 Net receipts.
 1,129,621

 Interest, taxes, etc.
 624,929

 Surplus for dividends.
 504,692
 1893. \$3,025,299 19,602 1,130,402

From earnings of year ending June 30, 1892, dividend (3½ per cent) \$237,786, was paid in January, 1893; from year 1892-93, (6 per cent) \$564,774 was paid in January, 1894. (V. 54, p. 441; V. 56, p. 43; V. 57, p. 978, 980; V. 59, p. 736, 738, 742, 779.)

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.; Meltrito Lyons, 58 m.; Griffin to Carrollton, 60 m.; C. R. & C. RR., Carrollton, Ga., via Rome to Chattanooga, Tenn., 137 m.; total, 622 miles.

HISTORY, ETC.—A consolidation in August, 1888. It belongs to the Cent. of Georgia system. 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. The stock of the C. R. & C. is mostly owned by Central of Georgia.

RECEIVERSHIP.—Interest on bonds due Sept. 1, 1892, was not paid, and in March, 1893, the C. R. & C. corporation was placed in hands of a receiver. (See V. 57, p. 468, 1082.) Receiver is now Eugene E. Jones. Sale has been ordered. V. 59, p. 191.

Bondholders' Committees.—In November, 1893, Simon Borg, R. C. Martin, H. E. Garth, F. L. Lehman, Edwin S. Hooley and Jos. M. Lichtenauer, bondholders' committee, requested deposit of bonds with Central Trust Company. For circular of April, 1894, see V. 58, p. 637. Committee's address, 20 Nassau St., N. Y. As to Col. & W. committee, see V. 57, p. 853; V. 58, p. 636.

STOCK.-\$3,000,700 (par \$100), owned by Central of Ga., which see

BONDS.—Abstract of consolidated mortgage (trustee, Central Trust Co., N. Y.), in V. 49, p. 240. See default above. Central of Georgia on July 1, 1892, owned \$1,628,000 consols. Floating debt July 1, 1893, including note for \$1,000,000 due Ga. Central, \$1,734,960, secured by deposit of \$1,096,064 consol. 5s.

LATEST EARNINGS.—9 mos., {1893-4, gross, \$844,288; net, \$197,060 July 1 to March 31. {1892-3, gross, 781,157; net, 58,802

In year ending June 30, 1893, gross, \$1,271,390; deficit from operating, \$297,325. In 1890-91 gross, \$1,161,187; net, \$90,828. In 1889-90 gross, \$963,929; net, \$208,086. Interest charge for 1892-93 on Sav. & W. \$447,750 and on Chat. Rome & Col. \$113,500. (V. 56, p. 625, 700, 841; V. 57, p. 853, 977; V. 58, p. 595, 637; V. 59, p. 277.)

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, 108 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

lanta; total of all, 884 miles. This is the "Seaboard Air Line" system
STOCK.—Total authorized, \$1,500,000; outstanding, \$1,144,200 com'
mon, \$200,000 lst pref. 7 p. c. guaranteed and \$44,200 is 2d pref. guar.
Dividende.—On common from Nov., 1890, to May, 1892, 7 p. c. per
annum; in Nov., 1892, 3; in 1893, May, 2 p. c.; none since.
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, 1894, gross on road proper, 114 miles, \$712,034; net, \$186,871; other income, \$117,009; total net lineome, \$303,880; interest, rentals, taxes, &c., \$183,372; surplus for year, \$115,508. In 1892-93; gross, \$719,910; net, \$225,612. In 1892-93 interest, rentals, etc., were \$331,300. (V. 59, p. 541.)

Seattle Lake Shore & Eastern.—Owns from Seattle, Wash., to Sumas. 125 miles, and branches in Washington, 121 miles; total, 246.

History. -Completed in 1891. The Nor. Pac. 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, and in December John H. Bryant was made an additional receiver. Interest due Aug. 1, 1893, was not paid. V. 57, p. 23, 91. Bonds deposited with Manhattan Trust Co., whose receipts therefor were listed on New York Stock Exchange. Foreclosure of first mortgage begun in December, 1893. Earnings.—Defeit after 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, 1124.)

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, at 6 per cent on the stock, and used for coal traffic northward. Stock, \$2,000,000 (par, \$50) of which \$1,995,850, owned by the Phila. & Reading, was deposited under its collateral trust deed of 1892. (V. 51, p. 21.)

Shamokin Valley & Pottsville.—(See Map Pa. RR.)—Sunbury, Pa., to Mt. Carmel, Pa., and branch, 30 miles. Leased Feb. 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 stock, 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. 1893, \$489,203; net, \$276,134, against \$359,732 in 1892.

Sharon.—Owns from Sharon, Pa., to Pymatuning, Pa., with branches, 16 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.

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. EARNINGS.—For 6 months ending June 30, 1893, gross, \$58,055; net, \$23,460; surplus over interest charges, \$1,060.

Silverton.-See Supplement of September, 1894.

Silverton.—See Supplement of September, 1894.

Sioux City & Northern.—Owns road, completed in Febru ary, 1890, from Sioux City northerly to Garretson, So. Dak., 96 miles. The mortgage trustee is Manhattan Trust Co., N. Y. Stock authorized, \$10,000,000; outstanding, \$1,440,000. Judge Warwick P. Hough and Mr. S. J. Beals were appointed receivers in Oct., 1893. V. 57, p. 596. Fetition for sale of road filed in July by mortgage trustee, and case to be heard in November. (V. 59, p. 651.)

LATEST EARNINGS.—Jan. 1 to Mar. 31, 1894, (3 mos.) gross \$62,220, agst. \$72,810 in '93; net \$23,719 agst. \$17,412.

REPORT.—For year ending June 30, 1893, gross, \$398,922; net, \$149,629; deficit under charges, \$3,529 Report for 1892 with bal. sheet was in V. 56, p. 1056, showing gross, \$487,767; net, \$215,637; taxes, \$17,565. (V. 57, p. 469, 557, 596; V. 59, p. 117, 651.)

Sioux City O'Neill & Western.—Owns from Covington, opposite Sioux City, to O'Neill, Nebraska, 130 miles. Stock is \$3,600,000 (par \$100). The mortgage is limited to \$2,340,000 (trustee Manhattan Trust Co. of New York). F. C. Hills appointed receiver Nov. 1, 1893. In 1893 gross, \$230,896; net, \$132,640. In 1892 gross, \$230,895; net \$132,639. (V. 56, p. 1013; V. 57, p. 557, 684, 765.)

South Bound.—See Supplement of July, 1894.

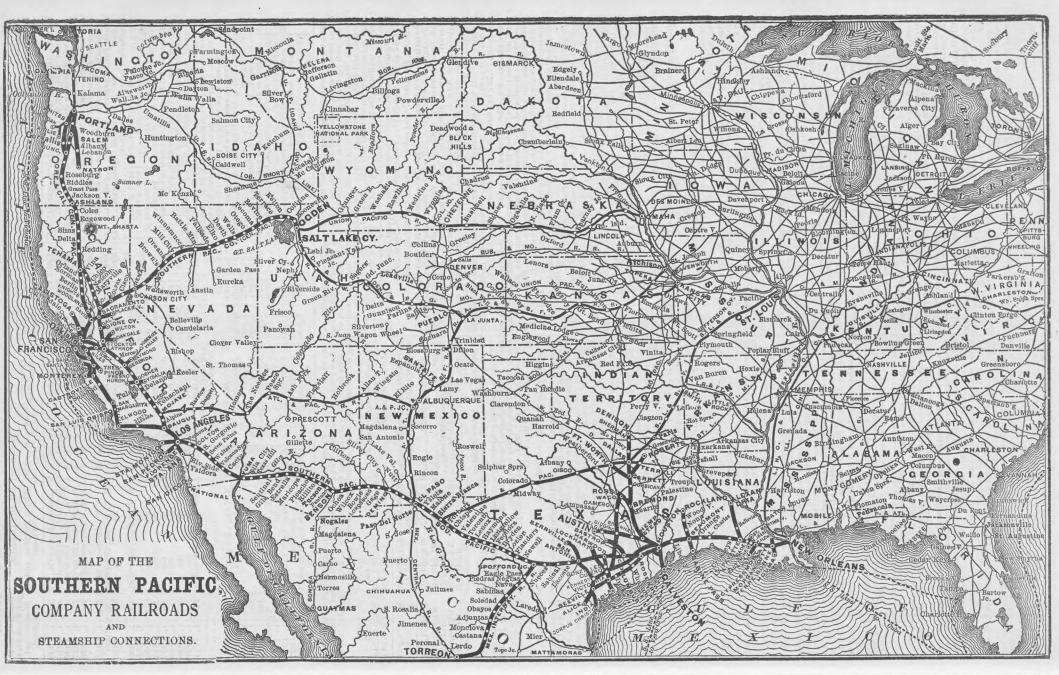
South Bound .- SEE FLORIDA CENTRAL & PENINSULAR

South Carolina.—See South Carolina & Georgia.

South Carolina & Georgia.—Owns from Charleston to Augusta, S. C., 137 miles; branches to Columbia, 68 miles, and to Camden, 37 miles; extension, 3 miles; total main line and branches, 245 miles, of which 213 miles is 56-lb. steel rail and 32 miles is 70-lb. The Carolina Cumberland Gap & Chicago Railroad, from Aiken to Edgefield, 24 miles, is leased, making 269 miles operated. A reorganization in May, 1894, of the old South Carolina RE. per plan given in V. 58, p. 867.

The "Atlantic Coast Line" reaches Augusta from Denmark, 57 miles, over this line.

STOCK AND BONDS.—Capital stock \$5,000,000. First mortgage 5 per cent gold bonds \$5,250,000. The old South Carolina first consols to receive 94 per cent in the new firsts, 10 per cent in new stock and eash for the six unpaid coupons. The South Carolina junior securities received nothing under the plan.



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

| RAILROADS.  | Miles      | Date        | Size, or |                        | IN       | CEREST          | OR DIVIDENDS.  | Bonds-Princi<br>pal. When Due |
|---|------------|-------------|----------|------------------------|----------|-----------------|--|-------------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables.                        |            | of<br>Bonds | Par      | Amount<br>Outstanding  | Rate per | Wnen<br>Payable | Where Payable, and by                                | Stocks—Last<br>Dividend.      |
| So. & No. Alabama-1stM., s.f. not dr'n; guar. by L. & N.  | 189        | 1873        | £200     | £837,800               | 6 g.     | M. & N.         | London, Baring Co., L'd                              | May 1, 1903                   |
| 2d mort. gold, s. f. \$2,000,000 (owned by L. & N.)   | 189        | 1880        | \$1,000  | \$1,960,000            | 6 g.     | A. & O.         | N. Y. Of., 120 Broadw'y<br>N. Y., Office, 120 B'way. | Apr. 1, 1910                  |
| Consol. mortgage (for \$10,000,000), gold, guar.c*  | 189        | 1886        | 1,000    | 3,859,000              | 5 g.     | F. & A.         | N. Y., Office, 120 B'way.                            | Aug. 1, 1936                  |
| South Pac. Coast-1st M., g., gu. (s. f. begins 1912)c   | 104        | 1887        | 1,000    | 5,500,000              | 4 g.     | J. & J.         | N. Y., S. Pac., 23 Br'd St.                          |                               |
| Southern Cent.—Consol, M. for \$3,400,000 (conv.).c   |            | 1882        | 200&c.   | 3,300,000              | 5        | F. & A.         | Aug., 1889, coupon on.                               | Feb. 1, 1922                  |
| Southern Pacific COMPANY—Stock (\$150,000,000)  | 5,931      | 1891        | 100      | 118,858,170            | ****     | T               | N N 00 D 3 Ct  | T                             |
| Steamship 1st mort. bonds, Ser. A, \$3,000,000<br>South. Pac. of Arizona—1st M, ser. A, gold, guarcar | 392        | 1879        | 1.000    | 2,929,000              |          |                 | N. Y., 23 Broad St.                                  | Jan. 1, 1911                  |
| do do Series B, gold, guaro&r   | 392        | 1880        | 1.000    | 6,000,000<br>4,000,000 | 6 g.     | J. & J.         | N. Y., S. Pac., 23 Br'd St.                          | Mch., 1909<br>Mch. 1, 1910    |
| Southern Pacific (Cal.)—Stock.  | 002        | 1000        | 100      | 68,402,900             | 08.      | 0. 00 0.        | do do  | Mon. 1, 1910                  |
| (1st M somios A sold ; lond smont st)   |            |             | 500 &c.  | 12,953,500             | 6 g.     | A. & O.         | N. Y., S. Pac., 23 Br'd St.                          | Apr. 1, 190                   |
| All Camina D mald   sink's fund at  | 1 010      |             | 500 &c.  | 4,711,000              |          | A. & O.         | do do  | Oct. 1, 190                   |
| Oqually ) Samos C& D cold (not subject at (   | 1,042      | 1876        |          | 8.111,000              |          | A. & O.         |  | Oct. 1, 190                   |
| Series E & F, gold to calle*  | 100        | 1882        | 500 &c.  | 5,154,000              | 6 g.     | A. & O.         | do do  | Apr. 1, 1919                  |
| S. Pac. Br. 1st M., g., s.f., \$50,000 in 1897, not dr'n  | 93         | 1887        | 1,000    | 3,578,000              | 6 g.     | A. & O.         | do do  | Apr. 1, 193                   |
| So. Pac. gen. mort. (\$38,000,000), goldc*&r  | 1,587      | 1888        | 1,000    | 2,323,000              | 5 g.     | A. & O.         | do do  | Oct. 1, 1938                  |
| Stockton & Copper. 1st M., g. (guar. by C.P.)<br>Consol. mort., gold, \$89,293,500 s.f. not drn c*r&  | 45         | 1875        | 500 &c.  | 500,000                |          | J. & J.         | do do  | Jan. 1, 1908                  |
| Consol. mort., gold, \$89,293,500 s.f. not drn c*r&   | ****       |             | 500 &c.  | 13,593,000             |          | M. & N.         |  | Nov. 1, 193                   |
| Southern Pacific of New Mexico-1st M., goldcar  |            | 1881        | 1,000    | 4,180,000              | 0.       | J. & J.         | New York, 23 Broad St.                               | Jan. 1, 191                   |
| Southern Railway—Common stock, \$125,000,600. Preferred, 5 per cent, non-cumu., \$60,000,000          | 1          |             |          | 119,900,000            |          |                 | *********  | ********                      |
| A.—Properties merged into Southern Rai  | F XXF A XF | Co.         | ******   | 50,000,000             |          | *****           | *********  |                               |
| Atlantic Tennessee & Ohio 1st mortgage  | 44         | 1883        | _        | 150,000                | 6        | A. & O.         | N. Y. City, Drex., M. & Co.                          | Apr., 1913                    |
| Charlotte Col. & Aug. 1st mort. consol., see text.  | 191        | 1869        | 500&c.   | 2.000,000              |          | J. & J.         |  | Jan. 1, 1898                  |
| 2d mortgage   | 191        | 1872        | 1,000    | 500,000                | 7        | A. & O.         | See text.  | Oct. 1, 1910                  |
| Col. & Greenv. 1st m. (6 p. c. after Jan., '98), g., c*   | 164        | 1881        | 1.000    | 2,000,000              |          | J. & J.         |  | Jan. 1, 191                   |
| Ga. Pacific 1st mort., \$10,000 per mile, goldc*  | 566        | 1882        | 1,000    | 5,660,000              |          | J. & J.         | See text.  | Jan. 1, 192                   |
| Equipment mortgage, gold, s. f., subj. to call.c*   |            | 1889        | 1,000    | 744,000                |          |                 | N. Y., Drexel, M. & Co.                              | Various.                      |
| Equipment notes   | 5000       |             | 212022   | 310,542                |          |                 | do do  | 1895 to 1898                  |
| Richmond & Danville cons. mortgage, goldc   | 170        | 1874        | 1,000    | 5,997,000              |          | J. & J.         |  | Jan. 1, 191                   |
| Debenture mort., formerly 6s (see text)   |            | 1882        | 1,000    | 3,368,000              | 5        | A. & O.         | See text.  | Apr. 1, 1927                  |
| Equipm't Trust bonds, gold, s.f., subj. to callc*   |            | 1889        | 1,000    | 1,153,000              |          | M. & S.         | N.Y.Drexel, Morg'n&Co                                | Sept. 1, 1909                 |
| Equipment notes   |            |             |          | 454,190                |          |                 | do do  | 1895 to 189                   |

South & North Alabama.—(See Map of Louisville & Nashville.)—Owns from Decatur, Ala., to Montgomery, Ala., and branch, 189 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, 1893, loans and bills payable amounted to \$1,022,635, and on June 30, 1894, there was due Louisville & Nashville \$154,278 and L. & N. also held \$559,785 of the bills receivable. 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.)

1891-92 gross, \$2,073,778; net, \$468,959. (V. 56, p. 1015.)

South Pacific Coast.—See Supplement of July, 1894.

Southern Central (N. V).—Owns from North Fair Haven, N. Y., to Pennsylvania State Line, 115 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 Aug. 1, 1886, inclusive, \$475,740, were funded at 4 p. c. The overdue coupons (unfunded) and "sundries" amounted on June 30, 1893, to \$556,124. Stock, \$1,774,950; par, \$100. In July, 1894, Thomas C. Platt was appointed receiver. Earnings now included in lessee's accounts. (V. 55, p. 257.) For year 1892-93 gross \$541,722; against \$477,757 in 1891-92; net, \$12,860 against \$58,528.

Southern Pacific Company.—(See Man.)—Road.—This com-

Southern Pacific Company.—(See Map.)—RoAD.—This copany owns no track in fee, but through ownership of stock and by les it operates a great system of roads extending from San Francisco New Orleans (thence by company's steamers to New York, etc.), Portland, Oregon, and to Ogden, Utah, with branches. It largely etrols the business of central and northern California. Its system coprises the following lines, fully described under their own titles.

| PACIFIC SYSTEM.              | ATLANTIC SYSTEM.                 |
|------------------------------|----------------------------------|
| Proprietary lines— Miles.    | Proprietary lines— Miles.        |
| Southern Pacific of Cal1,619 | Morgan's Louis. & Texas 283      |
| (Of which 7 miles leased.)   | (Of which 24 miles leased.)      |
| Southern Pacific of Ariz 392 | Louisiana Western 112            |
| Southern Pac. of New Mex 171 | Iberia & Vermillion 16           |
|                              | Texas & New Orleans 207          |
| Northern Ry, of Cal 390      | Gal. Harris. & San An 937        |
| Northern California Ry 54    |                                  |
| Leased lines—                | New York Texas & Mex 91          |
| Central Pacific              | Texas Transportation Co 8        |
| Oregon & California 654      |                                  |
| California Pacific 115       | Total Atlantic system1,765       |
|                              | Grand total both systems. 6,624  |
| Total Pacific system. 4.859  | Of which 4 471 proprietary lines |

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.

GENERAL FINANCES.—On Jan. 1, 1894, loans and bills payable \$3,742,339, aganist \$1,934,535 in 1893. In Jan., 1894 the So. Pac. received \$41,662,500 capital stock of Wells, Fargo & Co., in return for express privileges for 21 years.

EARNINGS.—9 mos., { 1894, gross, \$31,816,880; net, \$10,457,174. Jan. 1 to Sept. 30. { 1893, gross, 35,425,838; net, 12,388,617.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at San Francisco on first Wednesday following first Monday in April. Report for 1893 was given at much length in V. 58, p. 702, 717, show ing for the whole system, including steamship lines, as below.

| Year ending Dec. 31—       1891.         Average mileage operated.       6,376         Gross earnings.       \$50,449,816         Operating expenses.       31,163,612   | 1892.<br>6,486<br>\$48,972,195<br>31,288,199      | 1893.<br>6,599<br>\$48,049,548<br>30,576,244      |
|--|---|---|
| Earnings over operating exp. \$19,286,204<br>Trackage and rentals  | \$17,683,996<br>625,926                           | \$17,473,304<br>658,610                           |
| Total net income\$19,850,397   | \$18,309,922                                      | \$18,131,914                                      |
| $\begin{array}{lll} {\rm Taxes} & & \$1,261,984 \\ {\rm Betterments \ and \ additions} & & 259,570 \\ {\rm Interest \ on \ bonded \ debt}. & & 10,629,900 \\ {\rm Rentals}, \ \&c. & & 4,334,983 \\ \end{array}$ | \$1,249,849<br>339,078<br>10,512,478<br>3,598,167 | \$1,360,845<br>311,568<br>10,786,310<br>3,677,001 |

Balance, sur. before division of profits to prop'y comp's \$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. See V. 56, p. 928, and V. 54, p. 804.—(V. 56, p. 577, 922, 924; V. 57, p. 469, 684, 1040, 1122; V. 58, p. 305, 594, 595, 702, 717.)

Southern Pacific of Arizona.-See July, 1894, SUPPLEMENT.

Southern Pacific (of California).—(See Map.)—A consolidation of May, 1888, amended in November, 1892, of several lines in California. Total mileage Dec. 31, 1893, was 1,861 miles, of which 1,854 miles was owned, but of this 242'5 miles perpetually leased to and operated by the Atlantic & Pacific RR. Co. 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, \$67-895,900, all but \$2,780,950 being held by Southern Pacific Company.

895,900, all but \$2,780,950 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; these bonds are being retired by consols and deposited as collateral for them. Consolidated Mortgage authorized in Sept., 1893, (see full abstract V. 57, p. 104.1), 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. This mortgage covers several new branch lines, total 122 miles, not covered by any other mortgage. See V. 57, p. 1040.

Land Grant.—The land grant was 12,840 acres per mile, and proceeds of sales go to retire bonds, but a large proportion of the lands barren and useless for agricultural purposes without irrigation. In 1893 the net sales were 530,603 acres, for \$1,405,505, against 31,996 acres in 1892 for \$157,309; interest on deferred payments, \$69,958; land notes outstanding Jan. 1, 1894, \$3,748,615.

EARNINGS.—9 months.— { 1894, gross, \$6,638,536; net, \$2,491,224.

notes outstanding Jan. 1, 1894, \$3,748,615.

EARNINGS.—9 months.— (1894, gross, \$6,638,536; net, \$2,491,224.
January 1 to Sept. 30. (1893, gross, \$6,638,536; net, \$2,491,224.
January 1 to Sept. 30. (1893, gross, \$6,687,71; net, 3,431,286.

ANNUAL REPORT.—Separate Report for year ending Dec. 31, 1893, was given in V. 59, p. 370 and 374. See also editorial, p. 356.

In 1893 gross earnings of both divisions were \$10,669,223; net, \$4,312,190; adding rental (\$436,455) received from Atlantic & Pacific RR., etc., total net income, \$4,789,718, against \$4,778,413 in 1892; surplus over charges, \$1,895,211, against \$1,682,376 in 1892; net profit due company under lease, \$1,164,741. (V. 55, p. 765; V. 57, p. 469,1040, 1041; V. 58, p. 556, 636, 816; V. 59, p. 28, 356, 370, 374.)

Southern Pacific of New Mexico.—Owns Arizona State Line to Rio Grande bridge, etc., 171 miles. Operated under lease by 80. 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, 1894, \$395,908.

EARNINGS.—9 months.— { 1894, gross, \$671,150; net, \$80,560.

EARNINGS.—9 months.— (1894, gross, \$671,150; net, \$80,560.

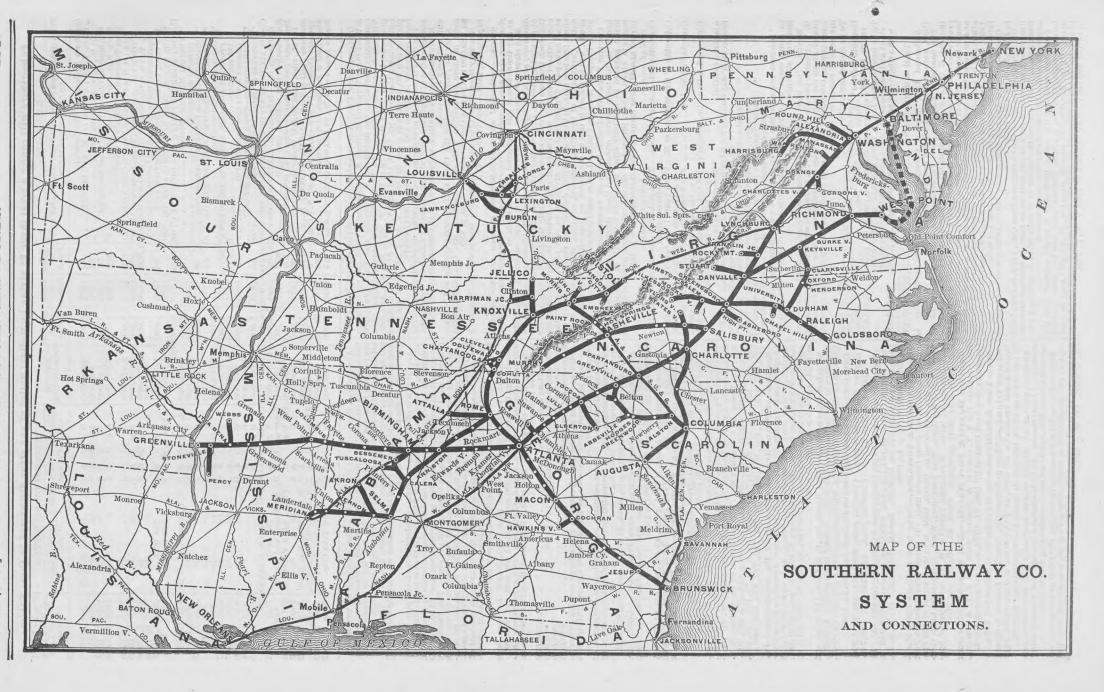
January 1 to Sept. 30. (1893, gross, 700,665; net, 260,016.

In 1893 gross, \$943,728; net, \$352,283; surplus over charges, \$75,756, against \$210,131 in 1892. Net profits under lease in 1893, \$158, 828. In 1892 gross, \$1,013,547; net, \$485,425.

828. In 1892 gross, \$1,013,547; net, \$485,425.

Southern Railway Company.—(See Map.)—Company operates about 4,590 miles of road extending from Washington, D. C., and West Point and Richmond, Va., to Danville, Va., Charlotte, N. C., Columbia, S. C., and Atlanta, Ga., thence northerly to Bristol, Tenn., southeasterly to the coast at Brunswick, Ga., and westerly across the States of Alabama and Mississippi to the Mississippi River at Greenville. Water lines—Ocean SS. Co. and Baltimore Chesapeake & Richmond S. B. Co., 200 miles. The system includes the following:

Lines owned, 3,109 miles; controlled by ownership of all or nearly all capital stock, 565 miles; leased, 492 miles; operated under various arrangements, 175 miles; Knoxville & Ohio (nearly all stock owned), 66 miles; steamboat lines, 200 miles; total steamboat and railroad lines Sept., 1894, 4,607 miles. Lines operated independently in which company is interested as bondholder, 184 miles. Grand total, 4,791 miles. The mileage in detail was in Chronicle, V. 59, p. 517.



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

| RAILROADS.   | Miles       | Date         | Size, or |                       | IN                | TEREST             | OR DIVIDENDS   | Bonds-Princi                              |
|--|-------------|--------------|----------|-----------------------|-------------------|--------------------|--|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.           | of<br>Road. | of           | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When               | Where Payable, and by                                | pal, When Due<br>Stocks—Last<br>Dividend. |
| Southern Railway.—(Concluded.)   | 00          | 1050         | 01 000   | #400 000              |                   | - 0 -              |  | The said                                  |
| Rich. Y. Riv. & Ches. 1st M., ext. in 1894<br>2d M., extended from 1900                  | 38          | 1873         | \$1,000  | \$400,000<br>500,000  | 5                 | J. & J.            | N. Y., Drexel, M. & Co.                              | Jan. 1910                                 |
| Washington Ohio & Western 1st mortgage   | 50          | 1884         | 1,000    | 1,025,000             | 412               | M. & N.            | do do  | Nov. 1910                                 |
| West. Nor. Car., 1st con. M., ge*  | 309         | 1884         | 1.000    | 2,531,000             |                   | F. & A.<br>J. & J. |  | Feb. 1, 1924                              |
| East Tennessee Virginia & Georgia—   | 303         | 1004         | 1,000    | 2,001,000             | 6 g.              | 0. 00 0.           | do do  | July 1, 191                               |
| Old 1st M. s.f. (Bristol, Tenn.v. Chat.to Dal., Ga.)                                     | 272         | 1870         | 1.000    | 3,123,000             | 7                 | J. & J.            | do do  | July 1, 1900                              |
| Divis'n'l M., g., (Bristol, Tenn. to Selma, Ala.)c*                                      | 552         | 1880         | 1,000    | 3,106,000             | 5 g.              | J. & J.            |  | July 1, 1930                              |
| E. T. Va. & Ga. consol. M., g. (\$20,000,000).c&r  |             | 1886         | 1,000    | 12,770,000            |                   | M. & N.            |  | Nov. 1, 1950                              |
| Equipment notes (including Louisville South.).   |             |              | 2,000    | 398,352               |                   |                    | do do  | 1895 to 1898                              |
| Ala. Cent. 1st M., Selma to Meridian, gold   | 95          | 1879         | 1,000    | 1,000,000             |                   | J. & J.            |  | July 1, 1918                              |
| South. Ry.—E. Tenn. lien, gold (5 after Mar., '98)                                       |             | 1894         |          | 4,500,000             | 4 to 5 g.         | M. & S.            |  | Mch., 1938                                |
| B.—ON PROPERTIES PRACTICALLY OWNED BY (*) OR   | LEASE       | D TO(¶       |          | ERN RY.               | 1 0               |                    | Soc tones  | 14011., 1000                              |
| *¶Virginia Midland—Serials   |             | 1881         | 100&c.   | 7,635,000             | 4, 5, 6           | M. & S.            | N. Y., Drexel, M. & Co.                              | Var. 1906-31                              |
| General mortgage   |             | 1886         | 1,000    | 4,859,000             | 5                 | M. & N.            | do do  | May, 1936                                 |
| *¶Charlottesville & Rapidan, 1st mortgage  |             | 1879         | 100&c.   | 421,700               | 6                 | J. & J.            | do do  | July 1, 1913                              |
| *¶Franklin & Pittsylvania 1st mortgage   | 31          | 1879         |          | 79,000                | 6                 | J. & J.            | do do  | July, 1913                                |
| ¶Atlanta & Charlotte—Stock   |             |              | 100      | 1,700,000             | 5-6               | M. & S.            | do do  | Sept., 1894                               |
| Preferred mortgage, subject to call at 100.c*  | 26512       | 1877         | 1,000    | 500,000               | 7                 | A. & O.            | do do  | Apr. 1, 189'                              |
| 1st mortgager  | 26512       |              | 1,000    | 4,250,000             | 7                 | J. & J.            | do do  | Jan. 1, 190'                              |
| Income bonds (not cumulative)r   |             | 1880         | 500      | 750,000               | 6                 | A. & O.            | do do  | Apr. 1, 1900                              |
| North Carolina—Stock rental 612 per cent   |             | 2222         | ******   | 4,000,000             |                   | J. & J.            | 4  | July 1, 1894                              |
| *Knoxville & Ohio, 1st mort., golde*&r   | 66          | 1885         | 1,000    | 2,000,000             |                   | J. & J.            |  | July 1, 192                               |
| C.—ON ALL PROPERTY OF SOUTHERN RY., INCLUDIN   |             |              |          | 1st LIEN ON A         |                   |                    | ROAD AND ON STEAMBO                                  |   |
| Southern Ry.—1st cons. M. g. (\$120,000,000) c*&r<br>Southwestern (Ga.)—Stock (see text) |             | 1894         | 1,000&c  |                       |                   | J. & J.            | See text.  | July 1, 1994                              |
| Southwest Pennsylvania—Stock [\$3,000,000 auth.].  | 333         |              | 100      |                       |                   |                    | Savannah and Macon.                                  | See text.                                 |
| 1st M., sink. fund \$5,000 yearly, not drawnr  | 109         | 1077         | 50       |                       | See text.         |                    | Phila., 233 S. Fourth St.                            | Oct. 1, 1894                              |
| Spokane Falls & North.—1st M., \$20,000 p. m., g.e*                                      | 109<br>140  | 1877<br>1889 | 1,000    | 900,000               | 0 ~               | F. & A.            | do do  | Feb. 1, 191                               |
| Spuylen Duyvil & P't Mor Stock, 8 p.c. gu. N.Y. Cent.                                    | 6           | 10000        | 1,000    |                       | e nov en          | J. & J.            | N. Y., Chase Nat. Bank.<br>N. Y., Gr'd Cent. Station | July 1, 1939                              |
| State Line & Sullivan—1st mortgage   | 24          | 1879         | 100 &c.  | 300,000               | 6 per an.         | T & T              | N. Y., Union Trust Co.                               | July, 1894                                |
| Staten Island—1st M., \$1,000,000, gold, gu. p.&i.c*                                     | 13          | 1893         | 1.000    | 500,000               |                   | J. & D.            |  | Jan. 1, 1899                              |
| 250 221, 42,000,000, gold, gd. p.& 1.0   | 10          | 1000         | 1,000    | 500,000               | *-2 8.            | J. & D.            | How Tork City.                                       | June 1, 194                               |

Organization, Etc.—A reorganization in 1894 of the old Richmond & West Point Terminal Railway & Warehouse Co. and its subordinate companies, including the Richmond & Danville and East Tennessee Virginia & Georgia systems. The Drexel-Morgan reorganization plan presented in May, 1893, was given in full in V. 56, p. 858, 874, and certain changes thereof in pp. 1016, 1058, and V. 57, p. 61 The modified plan of Feb. 20, 1894, was given in full in V. 58, p. 363, 385; see also each company in March and May, 1894, Supplements.

The right is reserved to make any subsequent disposition regarding the securities of Alabama Central and Atlanta & Charlotte companies. Reorganization Committee were Messrs. C. H. Coster, George Sherman and Anthony J. Thomas.

After its reorganization the Central of Georgia system will be managed in close connection with the Southern Ry. Co., which owns \$4,220.000 of Georgia Central stock.—V. 59, p. 355.

Minority interest in Cincinnati Extension bonds was purchased in September, 1894.—See V. 59, p. 472.

September, 1894.—See V. 59, p. 472.

STOCK.—Authorized about \$125,000,000 common and \$60,000,000 five per cent non-cumulative preferred stock. The new company may at any time redeem this preferred stock in each, at par.

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 till July 1, 1899, and for such further period (if any) as shall elapse before the preferred stock shall have paid tive 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. Stock trustees are J. Pierpont Morgan, Charles Lanier and George F. Baker.

COUPON PAYMENTS—Under terms of reorganization certain of the

COUPON PAYMENTS—Under terms of reorganization certain of the bonds in the table above either had their interest partly funded made payable in full only after a certain interval. A list of the bonds is given below, interest at the old rate being payable after the period named. For loans not mentioned see rate in table:

period named. For loans not mentioned see rate in table:

Title of bonds—

Charlotte Col. & Augusta 2ds... Till April, 1895, inclusive, funded into preferred stock.

Columbia & Greenville, 1st M... For 5 years from Jan. 1, 1893, interest 5 p. ct. cash and 1 p. ct. pref. stock.

Georgia Pacific, 1sts... For 5 years from Jan. 1, 1893, interest 5 p. ct. cash and 1 p. ct. pref. stock.

Richmond & Danville, Debent's.. Till Oct., '95, inclusive, to be funded; thereafter 5 per cent cash.

Alabama Central Reserved for investigation.

Southern R'way Consols for \$4,000,000. Draw int. from July 1, 1895\*.

""" \$2,000,000. Draw int. from July 1, 1895\*.

""" for about \$7,911,000. Draw int. from date of issue.

East Tennessee lien for equipment and improvement bonds, interest funded to Mar. 1, 1895, inclusive.

\*Interest prior to this either funded or not to be paid, but holders in some cases have paid additional sums to obtain bonds with all BONDS.—The new first consolidated mortgage, Central Trust Co.,

Bonds.—The new first consolidated mortgage, Central Trust Co., N. Y., trustee (see abstract in V 59, p. 753), is secured by mortgage and pledge of all the property of the new company. The total authorized issue is \$120,000,000 of 5 p. c. gold bonds, but the mortgage restricts the issue of bonds as follows:

.. \$21,911,628 .. 69,124,700 5,700,000 3,263,672

Total authorized issue......\$120,000,000

ADDITIONAL BOND AND STOCK ISSUES.—The amounts of new securities may be increased to acquire interests in any lines contemplated in the original plan and now not provided for, but not in excess of the totals contemplated in said plan, but 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 of a majority of the preferred stock.

a majority of the preferred stock.

APPLICATION OF NEW SECURITIES.—Under the modified plan of Feb 20, 1894, it is estimated that about \$101,000,000 new bonds (incl. \$78, 000,000 to provide, as necessary or desirable, for bonds or guaranteed stocks not disturbed), \$48,000,000 preferred stock and \$120,000,000 common stock will be necessary to carry out the plan. The remainder "as finally ascertained" to be reserved and restricted for future needs as in the original plan, except that only \$2,000,000 (instead of \$2,500,-000) shall be used in any one calendar year; but 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.

DEFAULT.—The lessee defaulted on dividend due Dec. 31, 1892

DEFAULT.—The lessee defaulted on dividend due Dec. 31, 1892.

LATEST EARNINGS—9 mos., \$1893-4, gross, \$925,255; net, \$355,370.

July 1 to Mar. 31. \$1892-3, gross, \$925,255; net, \$355,370.

For year ending June 30, 1893, gross \$1,016,769, net \$59,000. 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. (V. 57, p. 21,
59,595, 1084; V. 58, p. 44, 988.)

Spokane Falls & Northern.—Owns from Spokane Falls, WashIngton, to Northport (near Canada line), 131 miles. The Nelson & Fort
Sheppard Ry., completed in March, 1894, is in the interest of the Spokane Falls & Northern, from Northport, Wash, to Kootenia Lake, British Columbia, 67 miles. Manhattan Trust Co., N. Y., is trustee of Spokane Falls & Northern mortgage. Stock, \$2,500,000; par \$100.

Spuyten Duvyil & Port Morris.—Road is 6 miles double track

Spuyten Duyvil & Port Morris.—Road is 6 miles double track and connects the N. Y. Central & Hudson with the N. Y. & Harlem. Leased to New York Central till Dec. 31, 1970, at 8 per cent on stock. State Line & Sullivan.—See Supplement of September, 1894.

Staten Island.—Clifton to Tottenville, 13 miles. Leased to Staten Island Rapid Transit Co. till 1983, at \$90,600 per annum, which pays \$4 per share on stock, interest on bonds and organization expenses.

STOCK.—Authorized, 60,000 shares originally \$15 per share; outstanding, 14,000 shares. In 1893 changed formally par value, making each certificate \$75, and hence total outstanding \$1,050,000.

Bonds—Of the 4½ per cents no more than \$500,000 to be issued except on two-thirds vote of stockholders. They are guaranteed principal and interest by Rapid Transit Co., and are so endorsed. Mercantile Tr. Co., trustee. (V. 56, p. 887.)

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

| RAILROADS.  | Miles                                      | Date  | Size, or  |   | IN   | TEREST  | OR DIVIDENDS.  | Bonds-Princi   |
|---|--|---|---|---|--|---|--|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.  |  | of<br>Bonds   | Par   | Amount Outstanding  | Rate per<br>Cent.  | When<br>Payable   | Where Payable, and by  | pal, When Due<br>Stocks—Last<br>Dividend.  |
| On Hirst page of tables.  Staten Isl. Rap. Tr.—Ist M., g., \$ or \$., s.f., not dr. o.* 2d M., g., g., p. &t. (en.)   | All. 23 34 20 20 43 43 43 43 81 81 57 LABA | 1883<br>1886<br>1885<br>1891<br>1874<br>1878<br>1878<br>1876<br>1876<br>1876<br>1875<br>1879<br>MA.<br>1889 | \$1,000 | \$1,000,000<br>2,500,000<br>4,500,000<br>448,700<br>450,000<br>4,010,350<br>1,122,000<br>1,000,000<br>1,185,000 | 6 g. 5 g. up to 6 g. 6 per an. 5 g. 7 See text. 5 & 6 8 per an. 7 7 See text. 7 7 5 e 4 lag. 5 g. 6 6 per an. 5 g. 6 6 per an. 5 g. 5 g. | J. & J. | N. Y., foot Whitehall St. N. Y., foot Whitehall St. do do Stockbridge, Mass. July, '92, coup. last pd. Phila., 233 S. Fourth St. do do do Philadelphia, Penn. RR. do do do Phila., Guar. T. & D. Co. do do N. Y. Lake Erie & West. N. Y., D. L. & W. RR. Co. do do N. Y., Farm. L. & Tr. Co. do do do N. Y., Drexel, M. & Co. do do do New York and London. N. Y., Drexel, M. & Co. N. Y., Farm. L. & Tr. Co. do do do | Jan. 1, 1913<br>Jan. 1, 1926<br>Jan. 1, 1946<br>Oct., 1894<br>1921<br>Feb. 16, 1876<br>Jan. 1, 1904<br>See text.<br>May 1, 1938<br>May 1, 1938<br>Oct. 1, 1894<br>July 1, 1896 |
| Terre Haute & Logansp.—1st M., guar. by T.H.&Ind.<br>1st M. on Logans. to South Bend (2d on 93 m.)gu.<br>Terre Haute & Peoria.—1st M., \$2,500,000, g., gu.c* | 93<br>65<br>144                            | 1879<br>1883<br>1892  | 1,000<br>1,000<br>1,000   | 500,000<br>1,000,000<br>2,000,000   | 6  | J. & J.<br>J. & J.  | N. Y., Farm. L. & Tr. Co.  | Jan. 1, 1916<br>Jan. 1, 1913<br>Sept. 1, 1943  |

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 ferry between New York City and Bay Ridge, L. I.; also ferry between Tottenville, S. I., and Perth Amboy, N. J. The ferry franchise, New York to Staten Island, for 10 years' from June 1, 1894, formerly controlled, was obtained in October, 1894, by the Staten Island Rapid Transit Ferry Co. The Staten Island Rapid Transit Ferry Co. The Staten Island Rapid Transit oc. will continue to operate the ferry, however. See V. 59, p. 601, 651, 782, 880. The bridge over the Kills at Elizabethport was completed in 1890, and since July 1, 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 covers all the company's property, franchises, etc. "except its 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, \$752,000 on Sept. 30, 1894.

EARNINGS.—3 months, \( 1894, gross, \frac{831,139}{1894}; net, \frac{\$195,637}{1896}.

EARNINGS.—3 months, \ 1894, gross, \$381,139; net, \$195,637 July 1 to Sept. 30. \ \ 1893, gross, \ 363,907; net, \ 188,901

July 1 to Sept. 30. (1893, gross, 363,907; net, 188,901.

For 3 months to Sept. 30, 1894, surplus over charges was \$112,336, against \$106,710 in 1893.

Fiscal year now ends June 30. In year ending June 30, 1894, gross earnings were \$1,031,371; net, \$366,640; interest, rentals and taxes, \$309,625; balance, surplus, \$57,015. In 1892-93, gross, \$1,054,029; net, \$337,965. (V. 56, p. 207, 793; V. 57, p. 256, 412, 809; V. 58, p. 265, 774; V. 59, p. 234, 472, 601, 651, 782, 836, 880.)

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.

Stuttgart & Arkansas Biver.—Stuttgart to Greenwald, Ark., 34

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, 3 of a mile. Operated by the Northern Central under contract. Pennsylvania RR. owns \$2,190,200 stock and \$480,000 bonds.

EARNINGS.—The earnings from the railroad are included in the Northern Central report, the following being from mining operations only

For 7 months, 1894, gross, \$525,555; deficit, \$12,932. Jan. 1 to July 31. (1893, gross, \$742,607; net, \$88,986.

In 1893 gross, \$1,267,210; net, \$93,924, agst. net, \$114,552 in 1892

Sunbury Hazleton & Wilkesbarre,—Sunbury to Tomhicken Pa., 43 m. A coal road operated by the Penn. RR. Co., which owns the entire capital stock and \$177,000 lsts (series B) and \$488,600 incomes. Sinking fund for 1st mortgage now draws about \$9,500 bonds yearly atpar. Of 1st mortgage \$1,000,000 is series A. DIVIDENDS.—From May 1889 to '92, 6 p. c. yearly; in 1893, 8 p. c.; payable semi-ann. Gross earnings in 1893, \$668,889; net, \$317,915, against \$267,822 in 1892; Interest, \$142,100; dividends, \$80,000.—(V. 54, p. 761, V. 56, p. 792.)

Sundury & 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 1888 were \$123,619; in 1899, \$171,210; in 1890, \$224,967; in 1891, \$216,364; in 1892, \$207,708; in 1893, \$197,900. Dividends—From 1883 to 1889, inclusive, 6 p. ct. per an.; from 1890 to Oct., 1894, at rate of 8 p. c.

Suspension Bridge & Erie Junction.—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. Rental in 1892-93, \$75,249. Lessees own \$203,000 of the stock (\$500,000).

Syracuse Binghamton & N. Y.—Geddes, N. Y., to Binghamton, N. Y., \$1 miles. Controlled since 1857 by Delaware Lack. & 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, 8 per cent; in 1894, Feb., 2 p. c., May, 2 p. c.; Aug. 2 p. c.; Nov., 2 p. c. EARNINGS.—In year ending June 30, 1894, gross, \$888,095, against \$936,350 in 1892-93; net \$402,634, against \$432,620; surplus over charges and dividends, \$24,533. V. 55, p. 461, 806; V. 56, p. 290, 793; V. 57, p. 299, 375, 854; V. 58, p. 306, 817; V. 59, p. 234, 422.)

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. In 1893-94 gross earnings were \$645,158, against \$789,771 in 1892-93; net, \$209,143, against \$281,-089; rentals and taxes, \$224,705; loss to lessee, \$15,562, against profit \$11,650 in 1892-93. (V. 59, p. 290.)

Terminal RR. Association of St. Louis.—PROPERTY.—Owns and operates extensive terminals at St. Louis, with belt lines and bridges, and a tunnel 4,800 feet in length.

Organized in 1889. The following companies are sole owners: Cleveland Cincinnati Chicago & St. Louis, Louisville & Nashville, St. Louis fron 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. Control of St. L. Merchants' Bridge Term. RR.—see that company—was obtained in November, 1893. (V. 57, p. 1084.)

LEASES.—The leases of the Bridge and the Tunnel are for their

LEASEs.—The leases of the Bridge and the Tunnel are for thei corporate existence, and were made July 1, 1881, to the Missouri Pacific and the Wabash, by which companies they were assigned to the presen 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.

In 1893 out of surplus were paid: improvements, \$54,776; int. on real estate notes, \$26,473. (V. 57, p. 809, 1084, 1124; V. 58, p. 1108.)

Terre Haute & Indianapolis.—(See Map Pa. RR.)—Owns from Indianapolis to Illiaois 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 m.; Terre Haute & Peoria [less 7 miles trackage], 165 m.; total, 675 miles.

HISTORY.—In 1893 the Pa. RR. purchased majority of stock.

HISTORY.—In 1893 the Pa. RR. purchased majority of stock.

LEASES, ETC.—Leases St. Louis Vandalia & Terre Haute RR. (which see) on joint account with Pittsburg Cincinnait Chic. & St. L. RR., at 30 per cent of gross earnings, and owns \$500,000 of its com. 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 Feb., 1894, inclusive, 6 p. c. per annum; in August, 1894, none.

BONDS.—The new consolidated mortgage of 1892 is limited to \$600,000, and the first mortgage has been restricted to \$1,900,000. Refunding, etc., of bonds in 1893 reduced annual interest charge by \$17,000. In 1893 six per cent equipment notes for \$400,000 were is sued, 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. On Oct. 31, 1893, bills payable, \$355,593.

EARNINGS.—In year ending June 30, 1893, gross on 634 miles, \$4, 458,514; net, \$1,146,650; fixed charges, \$953,271; dividends, \$119,-289; balance, surplus, \$74,090. In 1891-92 net, \$1,215,839.—(V. 54, p. 846; V. 55, p. 590,766.)

Terre Haute & Peoria.—Road operated from Terre Haute, Ind., via Decatur, to Peoria, Ill., 172 miles, of which 144 miles are owned and 28 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 ending Oct. 31, 1893, gross earnings, \$416,157; net, \$22,689; loss to lessee, \$102,159. (V. 55, p. 590,766.)

Texarkana & Fort Smith .- See K. C P. & Gulf.

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

| RAILROADS.  | Miles   | Date   | Size, or  |   | IN                                      | TEREST   | OR DIVIDENDS.  | Bonds-Princi  |
|---|---|--|---|---|---|--|--|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.  | of<br>Road.   | of   | Par   | Amount<br>Outstanding   | Data mar                                |  | Where Pavable, and by  | pal, When Due,<br>Stocks—Last<br>Dividend.  |
| Tex. Cent.—Stock (\$1,324,500 is 5 p.e. non-cum. pf.)  1st mortgage for \$2,000,000 gold, red. at 105e*  Texas & N. Orleans of '74—Land grant, 1st Me*&r Sabine Division 1st mortgage, golde*&r Consol. mortgage for \$4,195,000e*&r Texas & Pacific—Stock, \$50,000,000e*&r Texas & Pacific—Stock, \$50,000,000e*&r 1st Consol. mort. for \$25,000,000, golde* 1st consol. mort. for \$25,000,000, golde* 2d consol. M. (\$25,000,000, gold (see rem.)e* Car trusts (as on Dec. 31, 1893, payable monthly Texas Sabine Val. & N. W.—1st M. \$12,000 p.m., ge. General mortgage, \$17.500 per mile.  Tioga RR.—Stock (\$189,700 is preferred). 1st M., due 1882 and extended, gold Third-rail mortgage Extension bonds Elmira State Line Railroad 1st mortgage, guar.  Toledo Ann Arbor & North Michigan—Stock. Toledo Ann Arbor & Gr. Trunk 1st mort, gold.e* Tol. A.A. & N. M. 1st M., Emery to St. L., Mich.g.e* Tol. A.A. & M. M. ist M., Gadillacto Copemish. Tol. A.A. & L. Mich. 1st M., St. L. to Mt. P. gold.e* Tol. A.A. & N. M. Consol. M. \$10,000,000, gold.e* Tol. A.A. & N. M. Consol. M. \$10,000,000, gold.e* Tol. A.A. & S. Seastern 1st mortgage, gold. Toledo & Ohio Central—Common stock Preferred stock 1st mortgage, gold (See text).  Western Div. 1st mort for \$2,500,000, golde* | 177<br>105<br>104<br>209<br>1,499<br>505<br>1,387<br>1,387<br>1,387<br>46<br>46<br>7<br>55<br>97<br>21<br>63<br>40<br>283 | 1893<br>1875<br>1882<br>1893<br>1875<br>1888<br>1888<br>1888<br>1893<br>1852<br>1876<br>1876 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$3,974,000 500,000 1,620,000 1,620,000 1,620,000 38,710,900 21,537,000 23,158,000 50,000 580,900 235,552 473,000 6,500,000 1,260,000 1,343,000 6,500,000 3,708,000 3,708,000 3,708,000 | 6 g. 6 g. 5 g. 5 g. 5 g. 5 g. 6 g. 6 g. | A. & O. F. & A. M. & S. J. & J. M. & S. J. & D. M. & M. M. & N. M. & N | N.Y., Moran, 68 Wm. St. N.Y., S.Pac., 23 Br'd St. do do N.Y., Central Trust Co. N.Y., Merc. Tr. Co. & Phil. do do None paid.  Jan., '93, coup. last pd.  Phil., Newbold's Son & Co N.Y., N.Y. L. E. & W. Elmira, Chemung Co. Bk. do Jan., '93, coup. last pd. Nov., '92, coup. last pd. Nov., '92, coup. last pd. Jan., '93, coup. last pd. N.Y., Central Trust Co. do do do | Dividend.  Apr. 1, 1923 Aug. 1, 1905 Sept. 1, 1912 July 1, 1943 Mch. 1, 1905 June 1, 2000 Dec. 1, 2000 1894-98, July 1, 1938 Jan. 1, 1943 |

Texas Central.—See July, 1894, SUPPLEMENT.

Texas & New Orleans (of 1874).—Houston, Tex., to Orange, (Sabine River), 105 miles; and Sabine City to Rockland, 103 miles.

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 \$405,997 Texas School bonds. Subsidy lands Jan. 1, 1894, were 734,969 acres; other lands 115,523 acres.

EARNINGS.—9 months. \$1894, gross, \$1,102,532; net, \$439,159.

Jan. 1 to Sept. 30. \$1893, gross, \$1,318,865; net, 593,527.

In year 1893 \$27,759,301; net, \$790,940; surplus including other income over charges and taxes, \$477,500. In 1892 gross, \$1,690,227; net, \$764,279. (V. 56, p. 700; V. 57, 218, 256.)

Texas & Pacific.—Road: New Orleans, La., westerly to El Paso, Texas, 1,159 miles; Marshall via Texarkana Junction and Whitesboro to Fort Worth, 318 miles; branches, 22 miles; total, 1,499, of which 93 miles, Sierra Blanco to El Paso, is trackage, and 19 miles, Shreveport to State line, leased, leaving 1,387 miles owned.

ORGANIZATION.—In 1838 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, 1894, were 92,870 acres, valued with town lots at \$500,000, and land notes \$94,372. 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 Frust Co., of New York. (See mortgage abstracts, V. 47, p. 82.)

Dec. 31, 1893, Texas school loan was \$138,500. for which \$167,000 first consolidated 5s are reserved; \$89,000 old bonds unredeemed; interest scrip, income and land grant bonds (retirable under reorganization agreement), \$298,492; other scrip, \$15,912.

GENERAL FINANCES.—No interest was paid on second mortgage bonds March 1, 1892. See provision above and V. 54, p. 486. On Dec. 31, 1893, besides car trusts as in table there

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held in New York on the third Wednesday in March. Report for 1893 was in the Chronicle, V. 58, p. 493,510.

| Year ending Dec. 31— 1890.         Gross earnings                             | 1891.       | 1892.       | 1893.       |
|---|-------------|-------------|-------------|
|   | \$7,226,462 | \$6,987,701 | \$7,334,294 |
|   | 1,510,741   | 1,309,492   | 1,912,765   |
|   | 96,151      | 115,920     | 117,768     |
| Total income\$1,618,162 Paid rentals, etc \$94,978 Interest on debt 1,279,490 | \$1,606,892 | \$1,425,412 | \$2,030,533 |
|   | \$82,079    | \$84,955    | \$91,127    |
|   | 1,279,490   | 1,279,490   | 1,279,490   |
| Surplus for year. \$243,694   | \$245,323   | \$60,967    | \$659,916   |
| New equip. ℜ est. 390,383   | 212,302     | 204,424     | 132,819     |
| Delenes 1 source  |             |             | -           |

Balance ......def.\$146,689 sur.\$33,021 def.143,457sur.\$527,097 -(V. 55, p. 314, 332, 857; V. 56, p. 460, 465; V. 58, p. 493, 510.)

Texas Sabine Valley & Northwestern.—Longriew Junction, Texas, to Carthage, Texas, 38 miles. Extension of 30 miles proposed under charter of Texas & Sabine Valley RR., of which 2 miles to Boren, Tex., built in 1893. STOCK.—Authorized and outstanding \$475,000; par \$100. Leon H. Hart appointed receiver Sept. 20, 1893.

EARNINGS.—9 months, \ 1894, gross, \$30,711; def., \$590. Jan. 1 to Sept. 30, \ (1893, gross, 38,322; net, 11,230. For year ending June 30, 1893, gross, \$55,731; net, \$20,481; interest, taxes and improvements, net, \$50,070; deficit for year \$29,589. In 1891-92, gross, \$48,274; net, \$12,003.

Tioga.—See July, 1894, SUPPLEMENT

Toledo Ann Arbor & North Michigan.—Owns from Toledo O., to Beecher, 272 miles, and branches, 8 miles; trackage, 4 miles total, 284 miles. Proprietary line Frankfort & Southeastern RR. Beecher to Lake Michigan, 23 miles. Total 307 miles.

RECEIVERSHIP.—A consolidation of the several Ann Arbor companies whose bonds appear in the table above. In December, 1892, company began to exchange traffic with the Green Bay Winona & St. Paul across Lake Michigan. (V. 56, p. 247.) On April 28, 1893, Wellington R. Burt of Toledo, Ohio, was appointed receiver. Interest due May 1, 1893, was not paid. V. 56, p. 574, 841. Foreclosure suits pending. Bill for foreclosure of Frankfort & Southeastern filed in Feb., 1894, and Mr. Burt was appointed receiver of that road also.

Bonds.—Of the consols for \$1,343,000 outstanding Jan. 1, 1894, \$850,000 were pledged to secure floating debt.

Chammittees.—"Quintard-Lawrence" committee: G. W. Quintard-Chamman, 6 Wall St., N. Y., A. F. Eno, J. Edward Simmons, R. M. Galla

way, E. K. Wright, R. C. Martin and Cyrus J. Lawrence; depositarie & Central Trust Co. and Metropolitan Trust Co., New York.

"Murray Committee" is composed of Geo. W. Murray, Chairman, Thos. A. Meintyre, William H. Male, Joseph Richardson, Henry S. Redmond, J. B. Clews and E. C. Steadman; depositaries, Farmers' L. & Trust Co. and Atlantic Trust Co., N. Y.

The plans of each of the above committees, details of which were given in V. 59, p. 782, are as below:

|   |                                     |         | -New Sec  | urities     |          |
|---|-------------------------------------|---------|-----------|-------------|----------|
|   | COMPARISON OF PLANS.                | PI      | -Lawrence |             | ray Plan |
|   | Old Securities (amounts of \$1,000) | 1st 4s. | Pf. stk.  |             | Pf. stk. |
|   | Tol. Ann Arbor & Gr. Trunk 1st      | \$1,150 | \$300     | \$1,000     |          |
|   | Tol. Ann Arbor & No. Mich. 1st      | 1,120   | 400       | 1,000       |          |
| S | Tol. Ann Arbor & Mt. Pleasant 1st   | 1,000   | 200       | 950         | \$50     |
|   | Toledo Ann Arbor & Cadiliac 1st.    | 1,000   | 200       | 950         | 50       |
|   | Tol. Ann Arbor & Lake Mich. 1st     | 800     | 400       | 750         | 250      |
| 3 | Tol. Ann Arbor & No. M. consols     |         | 1,300     | 150         | 1,000    |
| Н | Frankfort & Southeastern 1st        | 1,000   | 200       |             | ovision. |
| ı | Over-due interest                   | No pro  | ovision.  | THE RESERVE | See*     |

\*The Murray plan reserves \$845,740 new preferred for over-due interest on old bonds.

Under the Quintard-Lawrence plan fixed charges will be \$253,280, and under the Murray plan, \$287,435.

FLOATING DEBT.—In January, 1894, the floating debt, including overdue interest, but not car trusts, was about \$1,250,000. This includes receivers' certificates for \$142,000. See V. 56, p. 751,754. In September, 1894, floating debt had been reduced by \$377,000, leaving \$863,000, of which \$650,000 was secured by bonds as collateral.

EARNINGS.—9 months. 1894 ergs \$737,747, tert \$100,750.

| Gro<br>Ope | ear ending Dec. 31— erage mileage. sss earnings. erating expenses cent of expenses to earn'gs. | 1891.<br>284<br>\$977,254<br>579,272<br>59:28 | 1892.<br>307<br>\$1,099,651<br>678,106<br>61.67 | 1893.<br>303<br>\$1,038,243<br>1,055,469 |
|------------|--|---|---|--|
| Net        | t, including other incomeerest, taxes, etc.  | \$397,982<br>\$397,982<br>396,597             | \$421,543<br>\$421,543<br>408,544               | def.\$17,226<br>\$5,840<br>405,912       |
| 8          | urplus for year  | \$3 859                                       | \$12 001  | dof \$400 000                            |

(V. 56, p. 754, 841, 1058; V. 57, p. 423, 557, 684, 723, 765; V. 58, p. 514, 641, 683, 736; V. 59, p. 71, 192, 516, 651, 782.)

Toledo & Ohio Central.—(See Map)—This road, well shown on the accompanying map, is made up as follows:

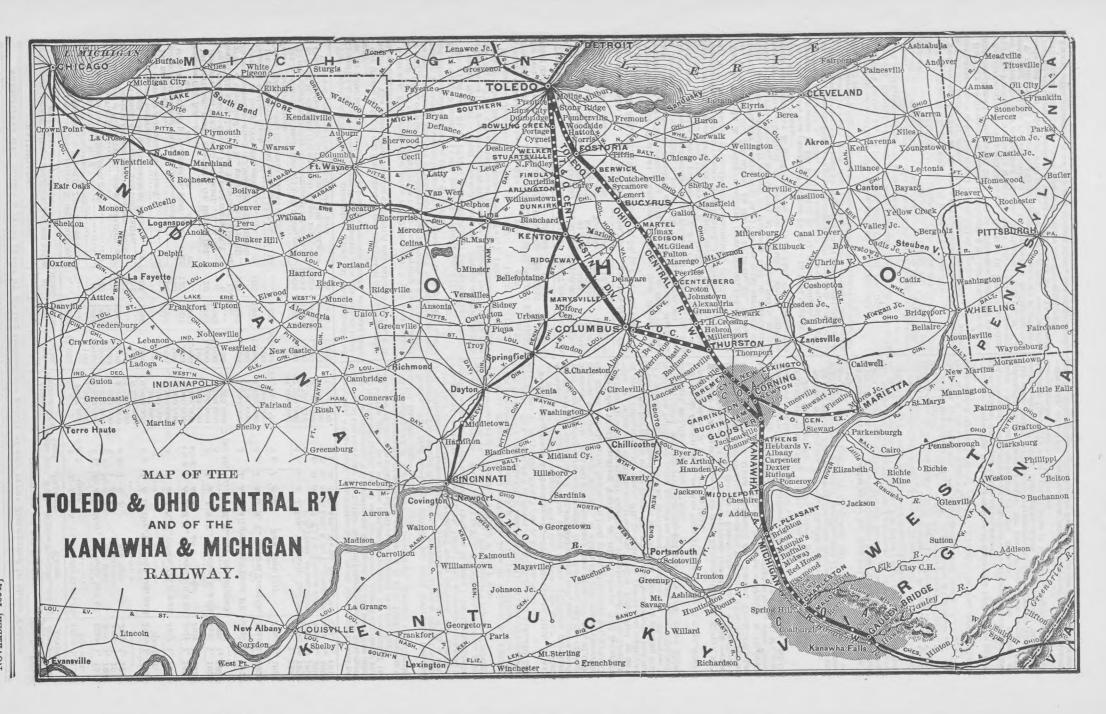
| Lines owned.  Toledo to West Columbus. 130 Alum Creek to Bremen. 38 New Lexington to Corning. 13 Prentice to Thurston. 145 | In Toledo (L. S. & M. S.) 1 Bremen to New Lexington 11   |
|--|--|
| Total owned  | The space of the state of the s |

paid when due.

BONDS.—Issue of bonds under the first mortgage has been limited by terms of Western Div. mort. to \$3,000,000 in all. 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. The final issue of \$199,000 West. Div. bonds sold for terminals, equipment, etc., was listed in N. Y. in June, 1894. See V. 55, p. 322, 545, 596, 625.

General mortgage of 1894 (Central Trust Co., New York, trustee) is for \$2,000,000 on the entire property. Of these bonds \$400,000 are for purchase of coal properties; \$400,000 for Columbus terminals and general purposes.



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

| RAILROADS.  | Miles             | Date         | Size, or      |                          | IN'                | TEREST             | OR DIVIDENDS.   | Bonds-Princi                              |
|---|-------------------|--------------|---------------|--------------------------|--------------------|--------------------|---|---|
| For explanation of column headings, &c., see notes<br>on first page of tables.                        | of<br>Road.       | of           | Par           |                          | D-4-               |                    | Where Pavable, and by                                 | pal, When Due<br>Stocks—Last<br>Dividend. |
| Toledo & O. Cent.—(Concl.)—Gen. M. (\$2,000,000)g.  |                   | 1894         | \$1,000       |                          | 5                  | J. & D.            | N. Y., Central Trust Co.                              |   |
| Car trusts, Series 2, 4, 5 and 6, July 1, 1894 Toledo & Ohio Cent. Extension—Stock.                   |                   |              | 100           | \$617,665                | 6 & 7              | Quar.              | *********   | See text.                                 |
| Marietta Mineral 1st M., g.<br>1st mortgage for \$1,500,000, gold. c*                                 | 15                | 1885         | 100&c.        | 650,000                  | 6 g.               | M. & N.            | May, '93, coup. last pd.                              | May 1, 1915                               |
| General mortgage  |                   | 1888         | 1,000         | 850,000<br>600,000       | og.                | M. & N.            | See text.   | Nov. 1, 1938                              |
| Toledo Peoria & West.—1st M., (for \$5,000,000), g.e*<br>Toledo St. Louis & Kansas Oity.—Common stock | 230               | 1887         | 1,000         | 4,895,000                | 4 g.               | F. & A.<br>J. & J. | In default.<br>See text.                              | Aug. 1, 1917<br>July 1, 1917              |
| Freierred Stock, 4 per cent, non cumulative   | 451               |              | 100           | 11,250,000<br>5,805,000  |                    |                    | ********  |   |
| 1st mortgage, gold (redeemable at 105)c*<br>Equipment contracts                                       | 457               | 1886         | 1,000         | 9,000,000                | 6 g.               | J. & D.            | Dec. '92, coup. last paid                             | June 1, 1916                              |
| Lovedo Sagradio de Muskedon—Stock   |                   |              |               | 397,865<br>1,600,000     | ****               |                    | **********  | Monthly.                                  |
| 1st mortgage. Toledo Walhonding Valley & Ohio—Stock   | 96                | 1888         | 1,000         | 1,560,000                | 5                  | J. & J.            | N. Y., Office, 271 B'way.                             | July 1, 1918                              |
| Gen. M. (\$20,000 p. m.), gold, A. guar, p. &i. c*&r  | $\frac{125}{125}$ | 1891         | 1.000         | 2,500,000                |                    |                    |   |   |
| Traverse City RR.—Stock. B, do c*   |                   | 1893         | 1,000         | 1,008,000                | 41 <sub>2</sub> g. | J. & J.            | N.Y., Farmers' L'n & Tr.                              | July 1, 1931<br>July 1, 1933              |
| 1st mortgage, rental guaranty Gr Ran & Ind  | 26                | 1883         | 1,000         | 205,000<br>250,000       |                    |                    |   |   |
| Incomes (not to exceed 5 per cent).  Troy & Greenbush—Stock, 7 per cent rental, N.Y.C.                |                   | 1883         | 1,000         | 190,000                  | 9                  |                    | N. Y., Winslow, L. & Co.                              | Jan. 1, 1933<br>Jan. 1, 1933              |
| AWILLOW ALL OF SIL LOWIS-SEE TERMINAL ASSN OF   | ST. Lo            | UIS.         | 50            | 275,000                  | 7 per an.          |                    | N. Y., Gr. Cent. Station.                             |   |
| Tyrone & Clearfield—1st M., guar. p. & i. Pa. RR<br>Uster & Delaware—Stock (\$3,000,000 authorized)   | 105               | 1882         | 1,000         | 1,000,000                | 5                  | J. & J.            | All owned by Penn. RR.                                | Jan. 2, 1912                              |
| Consol, M. 10f \$2,000,000, gold  | 102               | 1888         | 1,000         | 1,794,600                |                    |                    | N. Y., Central Trust Co.                              |   |
| Unadilla Valley—Stock.  1st M., \$250,000, \$12,500 p. m., gold, red. at 110                          |                   | 1000         | 100           | 200,000                  |                    |                    | *********   | June 1, 1928                              |
| DIEGO ELECTRICAL DEC DROOKLYN ELEVATED  |                   | 1893         | 500 &c.       | Nil, Feb., '93           | 5 g.               | J. & J.            | New York City.  | Jan. 1, 1933                              |
| Union Pacific—Stock.  1st M., Omaha to near Ogden, 1,035 miles, gold                                  | 1 005             | 1866-9       | 100           | 60,868,500               |                    |                    |   | Apr. 1, 1884                              |
|   |                   | 1866-9       | 1,000         | 27,229,000<br>27,236,512 | 6 g.               | J. & J.            | Jan., '94, coup. last pd.                             | 1896 to 1899                              |
| Omaha bridge bonds (s. f. drawn at 110) gold at an  | 1,035             | 1873         | 1,000         | 3,730,000                | 8 g.               | M. & S.            | U.S. Treas., at maturity.<br>N. Y., Un. Trust & Bost. | 1896 to 1899<br>Sept. 1, 1899             |
| Renewal (sinking fund, not drawn), gold   | 4                 | 1871<br>1885 | £200<br>1,000 | 1,056,000                | 8 8.               | A. & U.            | Lon. & N. Y., Drexel M.<br>Apl., '94 pd. Nov. 2,'94.  | Apr. 1, 1896                              |

The Toledo & Ohio Central guarantees principal and interest on Kanawha & Michigan bonds—see that company; also guarantees interest on \$300,000 Tol. & Ohio Central Extension bonds, see that company

pany.
Car trusts, series 6, fall due monthly, and interest at 6 p. c. is payable monthly. The other series mature quarterly, and interest at 7 p. c. is

payable quarterly.

GENERAL FINANCES.—The issue of \$2,000,000 5 per cent bonds secured by a general mortgage on the entire property was authorized in July, 1894, of which for purchase of coal properties, \$400,000; Columbus t+rminals and for extensions, \$400,000; car trusts as they mature, \$700,000; balance for general purposes. V. 58, p. 943. Loans and bills payable June 30, 1894, \$707,645.

EARNINGS—2 months, (1894, grass, \$409,064; net, \$171,617.

EARNINGS.—2 months. § 1894, gross, \$409,064; net, \$171,617.
July 1 to Aug. 31. (1893, gross, \$315,011; net, \$106,579.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Toledo on the first Monday in September. Report for 1893-94 was in V. 59, p. 778. The operations of the Toledo Columbus & Cincinnati, about 80 miles, have been included from Nov. 1, 1892.

| Year ending June 30—                    | 1891.               | 1892.               | 1000        | 1001                |
|---|---------------------|---------------------|-------------|---------------------|
|   |                     |                     | 1893.       | 1894.               |
| Average miles operated                  | 238                 | 238                 | 285         | 347                 |
| Gross earnings                          | \$1,501,822         | \$1,561,339         | \$1,963,651 | \$1,648,538         |
| Net over op. ex.& taxes<br>Other income | \$468,015<br>33,018 | \$506,306<br>25,564 | \$642,317   | \$503,434<br>24,094 |
| Total net income                        | \$501,033           | \$531,870           | \$657,885   | \$527,528           |
| Paid interest on bonds                  | \$150,000           | \$150,000           | \$190,000   |                     |
| Interest on car trusts                  | 36,878              | 31,226              | 40,371      | 44,083              |
| Rentals                                 | 33,019              | 34,267              | 35,885      | 37,959              |
| Dividends                               | 167,966             | 294,488             | 327,136     | 244,682             |
| Miscellaneous                           | 14,802              | 3,738               | 13,310      | 26,259              |
| Balance, surplus                        | \$00 260            | Ø10 151             | ØE1 100     | 44 000 045          |

-(V. 57, p. 22, 300, 547, 593, 854, 894; V. 58, p. 476, 943, 1035; V. 59, p. 778.)

Toledo & Ohio Central Extension.—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. Of the firsts \$300,000 (Nos. 1 to 300) had interest guaranteed by the Tol. & Ohio Cent. RR. Co. The guaranteed interest is being paid by the T. & O. C. A receiver was appointed in Nov., 1893; receiver now is T. D. Dale, of Marietta, Ohio. Receivers' certificates for \$25,000 have been issued. Foreclosure suits under three mortgages have been consolidated. J.S. Durand, 146 Broad way, N. Y., is secretary of bondholders' committee. (V. 57, p. 854, 894.)

way, N. Y., is secretary of bondholders' committee. (V. 57, p. 854, 894)

Toledo Peoria & Western.—Owns from Effuert, Indiana State line, to Warsaw, Ill., 220 miles; 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. Company owns \$105,000 of the bonds.

In 1893 control was purchased by the Pa. RR. In 1894 joint ownership and management by Pa. RR. and C. B. & Q. was arranged.

Interest due July 1, 1894, on 1st mortgage 4s was not paid when due, but in October, 1894, coupons of July 1, 1894, and Jan. 1, and July 1, 1895 (3 coupons), were paid \$5 in cash and \$15 in debenture 5 p. c. scrip payable 10 years from Jan. 1, 1895, for each coupon; said scrip to be secured by deposit of the coupons funded. Bills payable June 30, 1894, \$47,900.

to be secured 1894, \$47,900.

EARNINGS.—4 months, { 1894, gross, \$339,074; net, \$95,298.
July 1 to Oct. 31. { 1893, gross, \$357,125; net, \$97,705.
ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 in V. 59, p. 514, showed results as follows:

 
 Year.
 Gross Earns.
 Net Revenue.

 1891-92.
 \$1,017,791
 \$282,605

 1892-93.
 985,633
 245,224

 1893-94.
 914,782
 183,961
 Balance. sur. \$50,602 sur. 12,984 def. 50,439 \$232,003 232,240 234,400 -(57, p. 593; V. 57, p. 980; V. 59, p. 29, 514, 601, 651.)

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.

also has trackage to St. Louis and Toledo Union depots.

HISTORY.—Successor to Toledo Cincinnati & St. Loris narrow-gauge road, foreclosed December 30, 1885, and in 1890 made standard-gauge.

RECEIVERSHIP, REORGANIZATION, &C.—On May 19, 1893, S. R. Callaway, the President, was made receiver. See V. 56, p. 841. In November the bondholders' committee (address, Continental Trust Co., N. Y.), consisting of John C. Havemeyer, H. O. Armour, R. B. Hartshorne, O. T. Bannard and Morton S. Paton, announced that over \$7,000,000 bonds had been deposited with them. See V. 57, p. 894. Continental Trust Co. certificates of deposit of bonds were listed on New York Stock Exchange in Nov., 1893. Suit filed to foreclose the first mortgage STOCK.—The preferred is a 4 per cent coupon stock, non-cumulative,

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 carnings of the company next after the company's existing first mort gage. 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."

Preferred stockholders committee appointed in July, 1894, consists of J. M. Quigley, of N. Y., Halsey J. Boardman, Boston, and Charles Hamlin, Bangor, Me.—V. 59, p. 154.

BONDS.—The first mortgage, \$20,000 per mile, covers the terminal property at Toledo and E. St. Louis. Farmers' Loan & Trust Co. (and J. E. McDonald, mortgage trustee). Abstract of mort, in V. 45, p. 403. On July 1, 1892, there were \$450,297 notes payable, and \$37,865 equipment contracts, and in March, 1894, these amounts were said to be still approximately correct. Coupons of June 1, 1893, are unpaid.

LATEST EARNINGS.—From Jan. 1 to Nov. 7, 1894 (104 months), gross.

\$522,000. N. Y. Office, 44 Wall Street.—(V. o7, p. 91, 145, 218, 470, 583, 894, 1040; V. 58, p. 224, 683; V. 59, p. 154, 742, 880.)

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 issued (\$2,800,000 authorized), and above bonds were issued having a traffic guarantee from that road and the Chicago & Grand Trunk. In 1893 gross earnings were \$106,210; net, \$1,009; interest, \$78,000; deficit, \$76,991, of which \$35,566 was advanced by Gr. Trunk and Ch. & Gr. Trunk. In 1892 gross, \$124,420; net, \$19,047.

Toledo Walhonding Valley & Ohio.—Owns road in operation from Toledo Junction to Toledo, O., 80 miles, and from Loudon-ville to Coshocton, O., 45 miles; trackage, 7 miles; completed as no win April, 1893, to en ble Penn. R. to share in Toledo coal traffic, &c. Leased for net earns. to the Penn. Co., which guarantees prin. and int. 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 1893, gross, \$556,501; net, \$111,200. Surplus over charges, \$21,264. In 1892 gross, \$506,238; net, \$97,625; surplus, \$7,606.

Troy & Greenbush.—Owns from Troy to Albany, 6 miles, double track; leased to N. Y. Central in 1851.

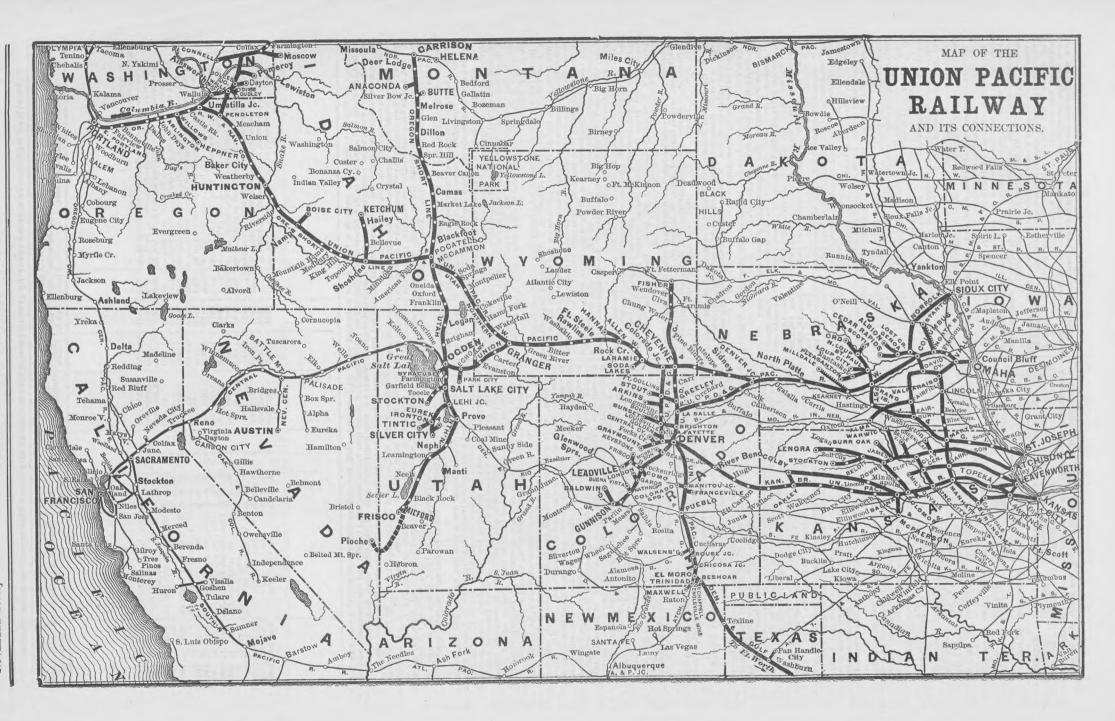
Ulster & Delaware.—Owns from Rondout (Hudson River), N. Y. to Stamford, 74 m.; proprietary roads leased, entire stock owned. Delaware & Otsego RR., Hobart to Bloomville, 9 miles; Stony Clove & Catskill Mt. RR. (narrow gauge), Phœnicia to Hunter, 15 miles; Hobart Branch RR., 4 miles. Owns Kaaterskill RR., 7 miles. Total, 109 miles. Bonds.—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.—9 months.—1894, gross \$145,178; pet \$56,848

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; grand total of all lines, including one-half lines operated jointly, 8,167 miles.

History, &c.—This Railway company was formed by consolidation, Jan. 24, 1880, of the Union Pacific Railroad and the Kansas Pacific and Denver Pacific. The Union Pacific Railroad was chartered by Act of



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| RAILROADS.   |   | Date   | Size, or   | r Amount   | [ IN                                    | Bonds-Prnici-  |  |   |
|--|---|--|--|--|---|--|--|---|
| or explanation of column headings, &c., see note<br>on first page of tables.   | Miles<br>of<br>Road.                                  | of Par   |  |  |   | Where payable, and by  | pal, When Dne<br>Stocks—Last<br>Dividend.  |   |
| mion Pacific.—(Concluded.)  Kansas Pacific bonds— "Union Pac. East.Div." 1st M., \$16,000 p. m., g "Union Pacific Middle Div." 1st mort., gold 2d mortgage (to U. S. Gov.) on \$94 m.W. Mo. R Leavenworth Br., 1st M. (\$582,000 in trust) Denver Pacific, 1st M. gold (\$971,000 in trust) Kan.Pac.Den.Ex. 1stM., 2,443,000acres, goldc~& Income mortgage (\$253,850 held in trust) Income M., subordinated, \$3,991,100 held in tr K.P.Cons.M. \$30,000,000, l. gr. gold, not dr'n. e U. Pac. collateral trust, gold, s. f. drawn at 105. c Collateral trust of 1883, gold, s. f. not dr'n Collat. trust, Den. L. & Gun. (\$3,250,000), g c Collat. trust, Den. L. & Gun. (\$3,250,000), g c Collat. trust gold notes for \$24,000,000 | 254<br>394<br>32<br>106<br>661<br>Text.<br>325<br>767 | 1865<br>1866<br>1865-7<br>1866<br>1869<br>1866<br>1879<br>1879<br>1883<br>1889<br>1891<br>1881<br>1889<br>1890 | \$1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>50 &c.<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$2,240,000<br>4,063,000<br>6,303,000<br>15,000<br>4,000<br>5,887,000<br>3,672,000<br>2,030,000<br>8ee text.<br>11,224,000<br>842,000<br>597,000 | 6 6 6 7 7 6 6 5 5 5 5 5 5 5 5 5 5 5 5 5 | F. & A.<br>J. & D.<br>M. & N.<br>M. & N.<br>M. & S.<br>M. & S.<br>M. & N.<br>J. & J.<br>J. & D.<br>M. & N. | Feb., '94, coup. last pd. Dec., '93, coup. last paid. May, '93, coup. last paid. Mov., '93, coup. last paid. N. Y., Bk. of Commerce. do do Nov., '93, pd. Dec., 15, '93 July, '94, pd. Oct. 24, '94 May. '93, coup. last pd. N. Y., Drexel, M. & Co. do do do do | Aug. 1, 1894<br>June 1, 1894<br>1895 to 1897<br>Jan. 1, 1899<br>May 1, 1899<br>July 1, 1916<br>May 1, 1916<br>May 1, 1908<br>July 1, 1908<br>Dec. 1, 1907<br>Nov. 1, 1918 |

Congress of July 1, 1862, which gave it a land grant estimated at 12,083,227 acres, and a subsidy in U. S. 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. Much additional mileage has been built and acquired through subordinate corporations.

The Kansas Pacific was organized as "Leavenworth Pawnee & Western" in 1861; then changed to "Union Pacific, Eastern Division." June 6, 1863, and to "Kansas Pacific" on March 3, 1869. The line connecting the Kansas Pacific with the Union Pacific was constructed by the Kansas Pacific under a charter dated Nov. 19, 1867, and was opened Jan. 1, 1871.

Jan. 1, 1871.

RECEIVERSHIP.—President S. H. H. Clark, Oliver W. Mink and E. Ellery Anderson were appointed receivers October 13, 1893, (V. 57, p. 639). In November Frederic R. Coudert and J. W. Doane appointed additional receivers. New York office 36 Wall Street.

Branch Lines.—Oct. 15, 1894, the Special Master in Chancery recommended continuing the operation by Union Pacific of Carbon Cutoff, Brighton & Boulder Valley, Junction City & Ft. Kearney, Omaha & Republican Valley, Salina & So. W., Kansas City & Omaha and Kansas Central upon certain terms. See V. 59, p. 697, 739. The Denver Leadville & G. Was turned over to the owners Aug. 7, 1894. See V. 59, p. 117, 152.

REORGANIZATION.—BONDHOLDERS' COMMITTEES.—In November, 1893.
A. A. H. Boissevain, Gen. Louis Fitzgerald, J. Pierpont Mcrgan, Samuel Carr, Gen. G. M. Dodge, Henry L. Higginson and Calvin S. Brice were appointed to prepare a reorganization plan; Mr Brice, chairman, 80 Broadway, N. Y. Deposits of all bonds and stock in the Union Pacific system are requested to be made at Mercantile Trust Co., N. Y.; American Loan & Tr. Co., Boston; J. S. Morgan & Co., London, or Adolph Boissevain & Co., Amsterdam. V. 59, p. 71. For plan outlined in June, 1894, see V. 58, p. 988. Committee of Amsterdam and Frankfort bondholders also formed. V. 57, p. 1124.
In January, 1894, Henry Budge, 26 Broad St., N. Y.; Charles A. Peabody, Jr., and Henry De Coppet were appointed a bondholders' committee for the collateral trust 42s on Denver Leadville & Gunnison road. Central Trust Co. certificates of deposit for said bonds were listed on N. Y. Stock Exchange in April, 1894. Receiver for D. L. & G. is Frank Trumbull, appointed in August, 1894. See that Co.

Kansas Pacific consols committee consists of Silas B. Dutcher, Henry N. Whitney, Otto T. Bannard, Theo. W. Myers, W. A. Nash and Charles P. Daly: depositaries, Continental Trust Co., N. Y., and State Street S. D. & Tr. Co., Boston. V. 58, p. 1072. On July 16, 1894, S. H. H. Clark, Oliver W. Mink and E. Ellery Anderson were appointed receivers of the Kansas Pacific. V. 59, p. 116. Suit was brought in July, 1894, to recover from mortgage trustee certain securities deposited as collateral under mortgage. V. 59, p. 152, 740, 880. Deposits are now subject to penalty of 1 per cent.

collateral under mortgage. V. 59, p. 152, 740, 880. Deposits are now subject to penalty of 1 per cent.

As to the bill presented to the House of Representatives, Washington, on April 26, 1894, see V. 58, p. 775.

COUPON PAYMENTS.—The coupons paid by the receivers are:

Coupon.

When due.

St. Joseph & Grand Island 1st.

Nov., 1893

Dec. 15, 1893

U. P. Middle Div. 68.

Dec., 1893

U. P. first 68.

Jan., 1894

Central Branch 78.

Nov., 1893

U. P. col. tr. gold notes of 1891

U. P. col. tr. gold notes of 1891

U. The substitute of the substitute o

Dividends—Since 1879—In 1880, 6 per cent; in 1881, 634; in 1882, 7; in 1883, 7; in 1884, 34; none since.

Dieth 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.

Total Un. Pac. debt to U. S. was thus stated July 1, 1894: Principal, \$27,236,512; interest accrued and not paid, \$817,095; interest paid by United States, \$42,116,853; repaid by Union Pacific, \$14,753,493; balance of interest paid by U. S., \$27,363,361. On Kansas Pacific there was due for principal, \$6,303,000: interest, \$5,819,460. Total debt, principal and interest, less sinking fund, amounted in 1893 to about \$52,000,000, maturing in 1895-99. V. 57, p. 596.

On January 1, 1894, the sinking fund for U. P. debt invested in RR, and U.S. bonds (par value) was \$13,117,500, and the premium paid on bonds and cash uninvested was \$1,986,339; total, \$15,103,839.

GUARANTIES.—As to guaranties see Supplement November, 1893.

and U.S. bonds (par value) was \$1,3,117,500, and the premium paid on bonds and cash uninvested was \$1,986,339; total, \$15,103,839.

GUARANTIES.—As to guaranties see SUPPLEMENT November, 1893.

BONDS.—Of the sinking fund Ss due Sept. 1, 1893, \$3,730,000 were extended at the same rate for six years. See V. 57, p. 257. These bonds can now be drawn at par. They covered, Jan. 1, 1894, 3,312,000 acres of land, of which 74,000 acres agricultural, 2,438,000 acres grazing and 800,000 acres ardi; also land contracts for \$3,148,229.

The collateral trust 4125 of 1889 on Denver Lead. & Gun are secured by deposit of \$2,254,000 first mort, bonds on that narrow-gauge road. See D. L. & G. committee above.

The Denver Extension bonds are a first lien on the 236 miles east from Denver and a blanket mortgage from that point to Kansas City, 394 miles. Their sinking fund receives \$255,000 yearly till 1898, and on January 1, 1893, held the following live bonds, given above as out standing: Denver Extension 68, \$1,451,000; Eastern Division bonds \$304,000; Middle Division bonds, \$347,000; total, \$2,102,000. These bonds are called assented because in 1879 their holders agreed to receive 6 p. c. interest in place of 7 p. c. as formerly. Lands pledged for this loan Jan. 1, 1894, were 2,444,000 acres, valued at \$6,879,500.

The Kansas Pacific consols, see mortgage abstract V. 58, p. 988 and V. 59, p. 8, cover the road from Kansas City to Denver, and branches, 673 miles, subject to the divisional bonds (to retire which sufficient bonds are held) and also the United States lien on 393 miles. Through pledge of \$971,000 (entire issue except \$4,000) Denver Pacific first they also cover 104 miles from Denver to Cheyenne, and through pledge of other bonds they cover several branches, aggregating 223 miles. On Jan. 1, 1894, the lands pledged for this mortgage amounted to 738,000 acres, valued at \$3,338,500; of these 455,000 acres agricultural, balance grazing lands. Besides this it has a second lien on the Denver excension lands. Sales from lands

also \$671,000 "C" equipment bonds and other securities.

The Union Pacific collateral trust 6s and 5s are secured by deposit in trust of branch lien bonds. (See list, V. 59, p. 192.)

Of the \$18,530,000 collateral trust gold notes which were issued in Angust, 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 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. On Jan. 1, 1894, of the \$11,224,000 outstanding \$183,000 was in trust under K. P. consol. mort., and \$180,000 in treasury of Receivers. These notes (of 1891) were due Aug. 1, 1894, but interest was paid and holders were advised not to press collection at that time. V. 59, p. 154.

Land Grant.—Lands unsold on the several divisions amounted Jan. 1.

LAND GRANT.—Lands unsold on the several divisions amounted Jan. 1, 1894, to 6,494,000 acres, valued at \$13,350,000, and pledged to secure mortgages as shown above. Of these, 800,000 acres were artid, 1,439,000 agricultural and 4,255,000 grazing lands. In the year 1893 gross sales were 145,351 acres for \$568,956; cancellations of sales of previous years were 167,576 acres for \$569,962. Total land contracts outstanding January 1, 1894, \$6,728,496.

FINANCES, &C.—Report of Government Directors for year ending June 30, 1894, was in V. 59, p. 601, giving their proposed plan of reorganization. See also "Pacific Railroads," V. 59, p. 153. As to operation of branch lines by the receivers, see V. 59, p. 192.

LATEST EARNINGS.—For 9 months ending Sept. 30 earnings were:

|   |   | 0                  | To o o otter                           | 180 110101  |
|---|---|--------------------|--|---|
| Jan. 1 to Sept. 30.   | -Gross  | Earnings           |  | arnings   |
|   | $1894. \\ 810,609,775 \\ 3,678,833 \\ 604,342 \\ 78,202 \\ 1,274,428$ | 737,702<br>124,793 | 1,026,178<br>144,049                   | 1893.<br>\$4,811,067<br>1,707,543<br>229,167<br>sur.19,000<br>sur.121,143 |
| Tot."Un. Pac.Sys." Cent. Br. & l'sed lines 2 R'ds jointly own.  | 516,245,580 $576,520$ $148,116$                                       | 744,073            | 120,576                                | \$6,887,920<br>151,352<br>60,745  |
| Grand total of all. S<br>Jan. 1 to June 30, 6 n<br>O. Ry. & N. rail lines.<br>U. P. Den. & Gulf<br>Ft. Worth & Den. City. | os —<br>.\$1,228,091<br>. 1,307,474                                   | \$1,855,510        | \$4,591,139<br>df.\$176,947<br>201,567 | \$7,100,017<br>\$339,918<br>351,124<br>170,320                            |

Annual Report.—Fiscal year ends Dec. 31. Annual meeting in Boton last Wednesday in April. Report for 1893 was given at length Chronicle, V. 58, p. 714, 722; see article p. 700.

| RAILROADS.  | _ Mile  | Date   | Size, or                                    |   | IN'  | TEREST  | OR DIVIDENDS.   | Bonds-Princi<br>pal, When Due   |
|---|---|--|---|---|--|---|---|---|
| explanation of column headings, &c., see no<br>on first page of tables.   | tes of  |  | Amount<br>Outstanding                       | Rate per<br>Cent.   | When<br>Payable  | Where Payable, and by Whom.   |   |   |
| on Pacific Denver & Gulf—Stock for \$36,000,000 ado Cent. 1st M., La Salle to Julesburg, & env. Tex. & Ft. Worth 1st M. (\$20,000 p.m.)genver Texas & Gulf 1st M. (\$20,000 p.m.)g. P. Den. & Gulf con. M., gold, sub. to call at 10% is Worth & Denver City—See that company. ion Pacific Lincoln & Colorado—Stock | 000 271<br>000 271<br>000 271<br>165<br>04 138<br>06 876<br>07 225<br>17 088<br>18 087<br>19 087<br>19 087<br>10 12 12 12 12 12 12 12 12 12 12 12 12 12 | 1879<br>1887<br>1887<br>1880<br>1888<br>1878<br>1889<br>1889<br>1881<br>1879 | \$100<br>1,000<br>1,000<br>1,000&c<br>1,000 | 15,801,000<br>2,309,800<br>4,380,000<br>21,240,400<br>5,669,000<br>841,000<br>1,824,000<br>6,020,000<br>5,646,000 | 5 g. 5 g. 5 g. 5 g. 5 g. 6 g. 4 g. 4 g. 4 g. 6 per an. 5 per an. 5 7 g. 7 g. | J. & J.<br>M. & N.<br>A. & O.<br>J. & D.<br>A. & O.<br>Q.—J.<br>M. & S.<br>M. & S.<br>M. & S.<br>M. & S.<br>M. & S.<br>J. & J.<br>J. & J.<br>J. F. & J. | July, '94, pd. in Oct., '94<br>May, '93, coup. last pd.<br>Oct., '93, coup. last pd.<br>June, '93, coup. last pd.<br>Oct., 'N. Bk. Com. & Phil.<br>N. Y., Del. La & W. RR.<br>N. Y., Security & Tr. Co.<br>N. Y., Del. Lack. & West. | July 1, 1900<br>Nov. 1, 1933<br>Apr. 1, 1933<br>Dec. 1, 1939<br>Apr. 1, 1910<br>Oct. 10, 1899<br>Mch. 1, 190<br>Sept. 1, 192<br>Sept. 1, 192<br>Mch. 1, 194 |

| Year ending Dec. 31—     1891.       Passengers     \$8,484,227       Freight     30,550,555       Mail, express, etc.     2,586,974       Car service     629,817       Miscellaneous     448,015 | \$8,439,624<br>31,051,238<br>2,598,446<br>490,308 | \$7,286,617<br>25,168,690<br>2,536,379<br>478,568 |
|--|---|---|
| Total gross earnings\$42,699,588   | \$43,135,099                                      | \$36,053,402                                      |
| Net earnings       \$13,539,310         Cent. Branch U. P. net earn       168,818         Investments out. of system       837,151   | \$14,370,120<br>423,913<br>844,445                | \$9,996,243<br>109,984<br>660,444                 |
| Int. on S. F. 8 p. c. bonds.       244,720         Int. on K. P. con. bds. rep'd.       377,100         Miscellaneous.       172,955   | 99,920<br>486,230<br>272,223                      | 220,000<br>173,410                                |
| Total receipts\$15,340,054   | \$16,496,851                                      | \$11,160,081                                      |
| Interest on bonds  | \$10,844,044<br>1,093,239<br>597,600              | \$10,700,498<br>977,532<br>600,810                |
| Discount and interest  | 111,223   | 4,174   |
| Loss on roads op. jointly  |   | 220,143<br>34,340                                 |
| Total disbursements\$12,981,782  | \$13,068,961                                      | \$12,537,497                                      |
| Surplus 2,358,272<br>United States requirements 1,293,230  | 3,427,890<br>1,358,134                            | df.1,377,416<br>1,218,422                         |

Balance....su.\$1,065,042 su.\$2,069,756 df.\$2,595,838 
-(V. 56, p. 710, 712, 841; V. 57, p. 181, 257, 300, 376, 596, 639, 684, 722, 765, 809, 828, 854, 894, 939, 979, 980, 1040, 1123, 1124; V. 58, p. 82, 128, 224, 307, 345, 384, 556, 636, 700, 714, 722, 736, 775, 988, 1072; V. 59, p. 71, 117, 154, 192, 601, 697, 739, 740, 783, 880.)

Union Pacific Denver & Gulf.—This company's road extends from Cheyenne, Wy., to Orin Junction, 154 miles; Denver to Bessemer Junction, Col., 128 miles; Trinidad, Col., to Texas State Line, Tex., 135 miles; La Salle, Col., to Julesburg, 151 miles; branches (89 miles of which narrow gauge), 332 miles; total, 900 miles. Trackage, Denver & Rio Grande, Gulf Junction to Trinidad, 92 miles, and branches, 16 miles. Controls Fort Worth & Denver (itv RR., Texline, Texas, to Fort Worth, 455 miles, and Pan-Handle Ra Iroad, 15 miles, making a grand total in system of 1,478 miles.

Organization.—This was a consolidation in April, 1890, of the Colorado Central, Denver Texas & Fort Worth and several Union Pacific lines. It was controlled and operated under traffic contract by the Union Pacific, which guaranteed the Denver & Gulf enough business to pay interest and taxes. See V. 49, p. 720.

Receivership.—Bondholders' committee, G. M. Dodge, Geo. M. Pull-

RECEIVERSHIP.—Bondholders' committee, G. M. Dodge, Geo. M. Pullman, Uriah Herrmann, Oliver Ames, H. Walters and Henry Lewis. V. 57, p. 809. Mr. Frank Trumbull was appointed separate receiver in December, 1893; see V. 59, p. 783. As to business with Un. Pacific during the receivership, see V. 58, p. 307 and U. P. item p. 556. (V. 59, p. 117.)

DEFAULT.—The last coupon paid on each loan is shown in table Jan., 1894, coupon on Colorado Central 1st 7s was paid in June V. 58, p. 1073.

\$385,604 47,450 
 Net earnings
 \$656,993

 Add income from invest's, &c.
 81,539

 Guaranty account
 464,089
 \$760,178 83,874 379,455 Total income......\$1,202,620 \$1,223,507

|   | '                    | ,              |                  |
|---|----------------------|----------------|------------------|
| Interest on bonds\$ Discount, interest, etc | 1891.                | 1892.          | 1893.            |
|   | 31,202,620           | \$1,219,027    | \$1,217,877      |
|   | 26,852               | 4,480          | Cr. \$1,647      |
| Balance, deficit                            | \$26,852             | None.          | None.            |
|   | 64,735               | 3,380          | Loss.174,229     |
| Surplus for year                            | \$37,883             | \$3,380        | def.\$174,229    |
|   | 307, 345, <b>6</b> 3 | 35, 1073; V. 5 | 59, p. 117, 372, |

Union Pacific Lincoln & Colorado.—See Supplement of September, 1894.

Union Terminal.-See KANSAS CITY SUBURBAN BELT.

United New Jersey Railroad & Canal Co.—(See map Pennsulvania R. R.) Controls an important system of roads in Northern N. J., having a four-tracked line from N. Y. to Philadelphia, also a line 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 Jersey City to Trenton, 56 miles (four tracks), and from Camden to South Amboy, 61 miles, of which 26 double track; 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.

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, 1893, held securities for \$2,576,540. In Jan, 1894, \$5,646,000 gold 4s were issued to take up the sterling and currency bonds falling due in March and October, 1894. Special bonds and mortgages outstanding March 1, 1894, \$618,142.

EARNINGS.—In 1893 gross \$18,805,758; net, \$3,986,607, against \$3,865,708 in 1892. Net loss to lessee 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; in 1893, \$194,529. Net profit in '89, \$138,712, in 1890, \$396,885. (V. 58, p. 179, 636, 816.)

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, \$\$49,285 (par \$100), of which city of Utica holds \$200,000, with interest guaranteed 5 per cent, the balance paying 13 per cent.

Walley (N. Y.) Railroad.—Owns from Binghamton, N. Y., to state Line of Penn., 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 O-Valley Junction, 75 miles, and 13 miles of small branches.

HISTORY, RECEIVERSHIP, ETC.—In 1889 B. & O. acquired control, but in June, 1892, receivers were appointed. Henry M. Keim and N. Monsarrat are now receivers. V.54, p. 1011; V. 55, p. 23. Receivers' certificates had been issued in October, 1894, for \$185,000.

certificates had been issued in October, 1894, for \$185,000.

REORGANIZATION PLAN.—Details of the plan were given in V. 59, p. 783, and briefly are as follows: (1) Old 1st 7s (issue \$4,000,000), including int. to Dec. 15, '94, receive \$136 new 5s for each \$100. (2) Old consol. 6s (issue \$3,000,000) with int. to date of issue of new bonds, receive an equal amount of new debenture 6 p. c. incomes.

New 5s are to be guaranteed by Wheeling & Lake Eric RR., which receives in return the \$7,000,000 capital stock of the new company.

Balance of new 5s (\$1,824,000) not required for old firsts are to be applied to payment of prior or equal liens, to new mortgage, to improvements, etc. V. 59, p. 783. A majority of the firsts have assented to this plan.

Bonds.—Of the \$2,400,000 consols given above as outstanding \$876,000 on March 1, 1892, were pledged as collateral for loans. This mortgage is a first lien on the Cleveland terminal property. On July 1, 1893, funded debt, as reported by the Ohio State RR. Commissioners, was \$3,259,274; current liabilities, \$307,669. Capital stock, \$1,261, 973; par, \$50.

783,176 \$1,216,230 | EARNINGS.—Earnings in 1892-93 \$794,042; net, \$97,099, against \$178,932 in 1891-92; payments, \$22,397. (V. 55, p. 23, 178, 422; V. 59, p. 332, 601, 740, 783, 836, 880.)

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aer min and Cur toy 189

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

| RAILROADS.  | Miles       | Date         | Size, or |                       | IN.               | TEREST             | OR DIVIDENDS.              | Bonds-Princi                             |
|---|-------------|--------------|----------|-----------------------|-------------------|--------------------|----------------------------|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.                  | of<br>Road. | of<br>Bonds  | Par      | Amount<br>Outstanding | Rate per<br>Cent. | When<br>Payable    | Where Payable, and by      | pal,When Due<br>Stocks—Last<br>Dividend. |
| 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, 192                              |
| Vermont & Mass.—Stock, 6 p. c. guar. by Fitchburg   | 59          |              | 100      | 3,193,000             | 6 per an.         | A. & O.            | Bost. 53 Devonshire St.    | Oat 8 180/                               |
| Bonds, not mortgage (guar. by Fitchburg RR.).c*   |             | 1883         | 1,000    | 1,000,000             | 5                 | M. & N.            | Boston, Fitchburg RR.      | May 1, 190                               |
| Termont Valley of 1871—Stock.   | 24          | *****        | 50       | 1,000,000             | 6 per an.         | J. O. J.           | Bellows Falls.             | July 2, 189                              |
| 1st M., with \$500,000 Sul. Co. RR. stock as colc*  | 24          | 1880         | 1,000    | 800,000               | 5                 | A. & O.            | Boston, S. Dep. & Tr.Co.   | Oct. 1, 191                              |
| Ticks. Shrevep. & Pacific—Prior lien mort., golde*  | 188         | 1885         | 1,000    | 1,323,000             | 6 g.              | M. & N.            | N. Y., Central Trust Co.   | Nov. 1, 191                              |
| 1st mortgage, gold, see text  | 188         | 1881         | 1,000    | 4,000,000             | og.               | J. O. J.           | N. Y., Farm, L. & Tr. Co.  | Jan. 1, 192                              |
| 3d mortgage and 1st mortgage on land, golde*  |             | 1886<br>1881 | 1,000    | 1,830,875             | 5 g.              | J. & J.            | July, '88, coup. last p'd. | Jan. 1, 191                              |
| Imcome hands non one  | ****        | 1887         |          | 127,000               | 6                 |                    | **********                 | 1921                                     |
| Fa. Midland—1stser., 1st M. Alex. to Gordonsv. &br  | 97          |              | 100 &c.  | 494,860               | 4                 | 75 0 0             |                            | Jan. 1, 192                              |
| M., 2d series, 1st mort., Charlot. to Lynch., 60 m.)  | 157         |              | 100 &c.  | 1,900,000             | 6                 | M. & S.            | N. Y., Drexel, M. & Co.    | Mch. 1, 190                              |
| 3d series, 2d lien on 60 miles; 3d on 97 miles  | 157         |              | 100 &c.  | 1,100,000             | 6                 | M. & S.            | do do                      | Mch. 1, 191                              |
| 4th series, 4 per cent till March 1, 1901   | 157         |              | 100 &c.  | 950,000               |                   | M. & S.            | do do                      | Mch. 1, 191                              |
| 5th series, 1st on 115 miles  | 272         |              | 100 &c.  | 1,775,000             | 5                 | M. & S.<br>M. & S. |                            | Mch. 1, 192                              |
| 6th series  | 75          | 1881         | 1.000    | 1,310,000             | 5                 | M. & S.            |                            | Mch. 1, 192                              |
| 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.   | Mch. 1, 193                              |
| General mort., prin, and int. guar, (endorsed) gold   | 347         | 1886         | 1,000    | 2,466,000             |                   | M. & N.            | do do                      | May 1, 193                               |
| Charlotev. & Rapid. (l'sed) 1st M., s. f., dr'n at 100.c*                                       | 28          |              | 100 &c.  | 401,900               |                   |                    | Phila. Tr. & Safe Depos.   | May 1, 193                               |
| Franklin & Pittsylvania (leased) 1st mortgage   | 31          | 1879         |          | 85,000                |                   |                    | N. Y., Central Trust Co.   | July 1, 191<br>July, 1913                |
| Firginia & Truckee—Stock  |             |              |          | 5,000,000             | (1)               | 0. 60 0.           | in. 1., Contrai Illust Co. | July, 1913                               |
| Wabash RR.—North Mo. RR. (St. L. K. C & No.)  | 354         | 1865         | 1.000    | 5,494,000             |                   | T & T              | N. Y., Bk.of Commerce.     | July 1, 189                              |
| St. L. K. C. & No. 2d M., real estate and railway e   | 373         | 1874         | 1,000    | 2,375,000             | 7                 | M. & S.            | do do                      | Sept. 1, 189                             |
| St. Charles Bridge 1st mortgage, golde*   |             | 1878         | 1,000    | 1,000,000             |                   | A. & O.            |                            | Oct. 1. 190                              |
| 2d mortgage   |             | 1878         | 500 &c.  | 388,500               | 7                 | A. & O.            | do do                      | Oct. 1, 190                              |
| Wabash 1st mortgage, gold, (\$34,000,000) e*  |             | 1889         | 1,000    | 23,795,000            | 5 g.              | M. & N.            | do do                      | May 1, 193                               |
| 2d mortgage, golde  | 1,012       | 1889         | 1,000    | 14,000,000            | 5 g.              | F. & A.            | N. Y., Central Trust Co.   | Feb. 1, 193                              |
| 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, 193                              |
| Do. do. inc., non-cum., series B, red. at par   | 1,545       | 1889         | 1,000    | 26,500,000            | 6                 | J. & J.            |                            | July 1, 193                              |
| Det. & Chic. Exten. 1st M., gold, red. at 110.e*  | 150         | 1891         | 1,000    | 3,500,000             | 5 g.              | J. & J.            | N. Y., Central Trust Co.   | July 1, 194                              |
| LEASED LINE BONDS—  | 40          | 1070         | 1 000    | F44.000               |                   |                    |                            |  |
| St. Louis Council Bluffs & Omaha 1st mortgage<br>Boone Co. & Booneville 1st mortgage, int. guar | 42<br>22    | 1878<br>1873 | 1,000    | 544,000               | 6                 | J. & J.            | N. Y., Bank of Com'erce    |  |
| Done co. & Dougevine 1st mortgage, int. guar  | 24          | 10/3         | 1,000    | 100,000               | 7                 | M. & N.            | do do                      | May 1, 190                               |

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 Washington. Stock is authorized to the amount of \$3,200,000; outstanding, \$2,712,200 (par, \$100). Of the bonds \$413,000 are guaranteed by the B. & O. In year 1892-93 gross earnings were \$126,282; net, \$1,568; deficit under taxes and charges, \$43,687. In 1891-92, gross, \$146,405; net, \$22,563.

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.

Vicksburg Shreveport & Pacific.—(See Map Cincinnati New Orleans & Texas Pacific.)—Owns Delta, La., on Mississippi River, to Shreveport, 171 miles. Also extension to Texas State Line, 18 miles, leased to Texas & Pacific. Of the main line 168 miles is 60-lb. steel.

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 carried 4 per ct. till 1894, thereafter 5. Interest began January, 1888, but only the first coupon has been paid. These bonds are received in payment for lands, [at 25 per cent of par for year 1894-95] and prior to July 1, 1894, the bonds outstanding had been reduced from \$2,434,625 to \$1,830,875 thereby, and \$65,375 "thirds" had not been issued. Lands unsold June 30, 1894, were 202,-888 acres. Trustees of prior lien mortgage and of 3d mortgage, Cent. Trust Co.; of 1st mort, Farmers' Loan & Trust Co. Coupons due and unpaid to June 30, 1894, 1st mortgage, \$1,356,040; 3d mort, \$354,720. There are land notes due July 1, 1895, \$40,000.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 was in V. 59, p. 779, and showed gross earnings \$550,217, against \$561,925 in 1893; net, \$128,536 against \$122,359; income from land sales, etc., \$37,217; interest, \$405,968; balance, deficit, \$240,220, against \$277,603. (V. 55, p. 543, 804; V. 57, p. 467, 719; V. 59, p. 779.)

Virginia Midland.—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.

Operated under lease by Southern Ry Co. which owns \$4,500,000 of the \$6,006,144 capital stock, and has deposited it under its consol. mort. of 1894.

BONDS.—As to the liens of the several series of bonds given in the table, see Supplement of May, 1894.

EARNINGS.—For the year ending June 30, 1893, gross \$2,076,475; net, \$681,159; deficit under charges, \$31,789. In 1891-92 gross, \$2,113,124; net, \$798,981.—(V. 53, p. 843.)

### Wabash Railroad.-Operates as follows, viz.:

|                                 | Tiles. | Leases East of Miss. River.  |      |
|---------------------------------|--------|--|------|
| Toledo, O., to East Hannibal,   |        | Eel River RR. (which see).   |      |
| Camp Pt. and Elvaston, Ill.     | 536    | Butler to Logansport, Ind  | 94   |
| Decatur, Ill., to E. St. Louis  | 110    | Other lines  | 16   |
| June. near Chicago to Effing-   |        |  |      |
| ham and Altamont, Ill           | 216    | Leases West of Miss. River.  |      |
| Streator to Fairbury            | 32     | Brunswick to Pattonsb'g.Mo.  | 80   |
| Edwardsville to Edwards-        |        | Centralia to Columbia, Mo  | 21   |
| ville Crossing, Ill             | 8      | The same of the sa | 7100 |
| Delrey, near Detroit, to Butler | 110    | Total leased, 1894   | 211  |
| Montpelier, O., on line to De-  |        |  | _    |
| troit, to Clarke Junction,      |        | Total owned and leased1,8  | 813  |
| near Chicago                    | 150    |  |      |
| Owns West of Miss. River.       |        | Trackage, etc.   |      |
| St. Louis to near Kansas City.  | 275    | Chicago to Clarke Junction   | 26   |
| St. L. Levee to Ferguson, Mo.   | 11     | 8 short lines to Quincy, De-   |      |
| Moherly to Ottumwa, Mo          | 131    | troit, &c  | 70   |
| Balisbury to Glasgow, Mo., etc  | 23     | Operat'd for Purchasing Com.   | 70   |
| Total awned 1804 1              | 602    | Or total anarid Tuna 1904 1  |      |

HISTORY, &c. - Successor in 1889 to the Wabash St. Louis & Pacific, which was sold in foreclosure. See 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. The Eel River RR., 94 miles, leased by the Wabash, was placed in receiver's hands in June, 1894. V. 58, p. 1110.

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 \$25,000,000 is common; par both, \$100.

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 Missispipi, 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. In October, 1894, \$1,000,000 firsts had been exchanged for prior lien bonds and \$8,000,000 more were sold to provide for other prior bonds falling due in 1895. No prior lien bonds can be extended. Of the debenture mortgage bonds \$3,500,000 are series A (preferred in respect to interest payments only) and \$26,500,000 series. Series "A" received 6 per cent interest in 1890; in 1891, 6; in 1892, 6; in 1893, 6 per cent; in 1894, none. (V. 57, p. 1124.)

The Detroit & Ohicago 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, 1895, 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.

Louisiana & Pike County Railroad—Annual rental charge, \$800.

GENERAL FINANCES.—On July 1, 1894, bills payable \$250,000, and \$373,339 rolling stock notes payable monthly, chargeable to operating expenses. In April, 1894, holders of North Missouri 78 (total issue \$6,000,000) and St. L. K. C. & No. 78 (total issue \$3,000,000), due respectively July 1 and Sept. 1, 1895, were offered Wabash first 5s at par in exchange for each of these issues. In October, 1894, \$506,000 No. Missouri sevens and \$625,000 St. L. K. C. & No. seconds had been converted. A sale of first mortgage bonds (deliverable in July and Sept., 1895,) has been made to a syndicate to an amount sufficient to retire bonds due in 1895 and unconverted at maturity. The exchange when completed will save the company over \$180,000 per an. V. 59, p. 740.

EARNINGS.—3 months, \$1894.....gross, \$3,066,965; net, \$833,250

July 1 to Sept. 30, \$1893.....gross, \$3,691,316; net, 917,466

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Louis second Tuesday in September. Report for 1893-94 at length in Chronicle, V. 59, p. 448, 471, 474, showing results as follows:

|   | Year ending June 30—   | 1892.   | 1893.  | 1894.   |
|---|--|---|--|---|
|   | Average mileage Passengers carried one mile. Rate per passenger per mile Freight (tons) car'd one mile. Rate per ton per mile  | 1,917<br>170,201,067<br>2.057 ets.<br>1,390,510,161<br>0.705 ets. | 1,409,033,000                                | 1,935<br>210,281,487<br>1.877 ets.<br>1,097,585,000<br>0.698 ets. |
| , | Gross earnings   | \$14,389,331  | \$14,220,444                                 | \$12,551,449  |
|   | Maintenance of way<br>Motive power<br>Maintenance of cars<br>Transportation and general.   | \$1,936,902<br>2,826,392<br>1,287,647<br>4,781,586                | 1,163,602                                    | \$1,897,411<br>2,528,508<br>1,048,152<br>4,356,309                |
|   | Total oper. expenses   | \$10,832,527  | \$10,807,604                                 | \$9,830,380   |
| ) | Net earnings.<br>Per ct. oper. exp. to earn'gs.<br>From rent of tracks, &c   | \$3,556,804<br>75.28<br>388,618                                   | \$3,412,839<br>76.00<br>519,086              | \$2,721,069<br>78.32<br>439,460                                   |
|   | Total net income   | \$3,945,422   | \$3,931,925                                  | \$3,160,529   |
| - | Taxes  | \$464,549<br>505,272<br>2,674,125<br>210,000                      | \$457,368<br>512,273<br>2,714,704<br>210,000 | \$497,098<br>475,764<br>2,859,431                                 |
| 3 | The state of the s |   |  |   |
| ) | Net surplus  | \$91,476  | \$37,580                                     | def.\$671,764   |
| ) | -(V. 55, p. 23, 60, 216, 333   | . 422, 440, 4   | 60. 466. 504.                                | 1036: V. 56   |

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

| RAILROADS.   | Miles | Date                                    | Size, or                                |                       | IN'      | TEREST          | OR DIVIDENDS.               | Bonds—Principal, When Due |
|--|-------|---|---|-----------------------|----------|-----------------|-----------------------------|---------------------------|
| For explanation of column headings, &c., see notes<br>on first page of tables. |       | of                                      | Par                                     | Amount<br>Outstanding |          | When<br>Payable | Where Payable, and by Whom. |                           |
| Wabash (Concluded)—  |       |   |   | 4001400               |          | -               |                             |                           |
| Brunswick & Chillicothe 1st mortgage, int. guar.                               | 38    | 1878                                    | \$100&c.                                | \$304,500             | 6        |                 | Boston, Bank Redemp'n       | Aug. 1, 1903              |
| Wabash Chester & Western-1st mortgage  | ****  | 1888                                    | 1.000                                   | 300,000               |          |                 | St. Louis, Nat. Bk. Com.    |                           |
| 1st consolidated mortgage, \$1,000,000, golde*                                 | 65    | 1893                                    | 1,000                                   | 390,000               |          |                 | Jan. '93 coup. last paid.   | 1 192                     |
| Wallkill Valley-1stmortgage  |       | 1877                                    |   | 250,000               | 7        | J. & J.         | N.Y.,Of.,5VanderbiltAv      | Aug. 1, 191               |
| 2d mortgage  | ****  | 1877                                    | ****                                    | 330,000               | 1        | J. & J.         | do do                       | Aug. 1, 191               |
| Ware River-SEE BOSTON & ALBANY.  | 18    | 1855                                    | 50                                      | 1 000 000             | 7 non on | A 1580          | N. Y., Del. L. & W. RR.     | Oct. 15, 189              |
| Warren (N. J.)-Stock,7 p. c. perp., guar. D. L.& W                             | 18    | 1870                                    | 100                                     | 750,000               | 7        | A. & O.         |                             | Oct. 15, 190              |
| 2d mortgage, now 1st   | 18    | 1875                                    | 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 600,000               | 7        | M. & S.         | do do                       | Mch. 1, 190               |
| 1st consolidated mortgage  |       | 1884                                    | 1,000                                   | 1,000,000             | 1        | F & A           | N. Y., Drexel, M. & Co.     |                           |
| Wash. Ohio & West.—1st M. guar., Alex. to R. Hill.c*                           |       | Anna Care                               |   | 75,000                | 5        | F. 00 A.        | Phila., Penn., RR. Co.      | Sept., 1919               |
| West Chester—1st mort., inf. guar. by Penn. RR                                 |       |   | 50                                      | 0 707 100             | 7 non on | M & Q           | Phila., Of., 233 S. 4th St. | Sept. 15, 189             |
| West Jersey—Stock, \$104,300 is 6 p. c. "special"                              | 38    | 1866                                    | 500 &c.                                 | 1.000,000             | 6        | J. & J.         | do do                       | Jan. 1, 189               |
| 1st M., cum.sink.fd.\$12,500 yearly, not drawn.c*                              | 63    |   | 500 &c.                                 | 1,000,000             | 7        | A. & O.         |                             | April, 1899               |
| 1st consolidated mortgage  | 128   |   | 500 &c.                                 | 752,000               | 6        | M. & N.         | do do                       | Nov. 1, 190               |
| Consolidatedmortgager<br>Salem RR. and Ocean City RR. bondsr*                  |       | 100000000000000000000000000000000000000 | 1.000                                   | 200,000               | 4 & 5    | Various         |                             | 1912 & 192                |
| Swedesboro Railroad bonds  | 11    | 1868                                    | 500 &c.                                 | 200,000               | 7        | J. & D.         |                             | Dec., 1898                |
| Woodstown & Swedesboro 1st mortgagec*  | 11    | 1882                                    | 1,000                                   | 90,000                | 6        | M. & N.         |                             | May 1, 191                |
| West Jersey & Atlantic—Stock   | 27.00 | 1002                                    | 50                                      | 1,008,250             |          |                 |                             | Sept. 15, 189             |
| 1st M. Newfield to Atlan. C., 33 m., dr'n at 100.c&r                           | 33    | 1880                                    | 1,000                                   | 78,000                | 6        | M. & S.         | Phila., Fidelity I. T. Co.  | Sept. 1, 191              |
| Pleasantville & Ocean City 1st mortgagec&r                                     | 7     |   | 100 &c.                                 | 80,000                | 6        | J. & J.         | Phila., Penn. RR. Office.   | July 1, 191               |
| West Shore—1st M., gu. p.& i., end. by N.Y.C.&H.c&r                            |       | 1885                                    | 1.000&c                                 | 50,000,000            | 4        | J. & J.         | N. Y., Gr'd Cent. Depot.    | Jan. 1, 236               |
| Syracuse Ontario & New York 1st mortgage                                       | 45    | 1883                                    | 1,000                                   | 1,100,000             | 6        | J. & D.         |                             | 1933                      |
| Vest Virginia Gentral & Pittsburg—Stock  |       |   | 100                                     | 5,500,000             | 1        | Yearly.         | Baltimore, Co.'s Office.    | Mch., 1894                |
| 1st mortgage, (\$25,000 per mile) goldc*                                       | 122   | 1881                                    | 1.000                                   | 3,000,000             | 6 g.     | J. & J.         | Balt., Hambleton & Co.      | July 1, 191               |
| Vest 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, 199               |
| Vest'n (Ala.)—Con. M.,g.,gu.by C.Ga. and Ga. RR.c*                             |       | 1888                                    | 1,000                                   | 1,543,000             | 412g.    | A. & O.         | N.Y. Guar. & Indem. Co.     | Oct. 1, 191               |
| Vestern Maryland-Ist & 2d pref. M's (1st M. end'd)                             |       |   | 500 &c.                                 | 222,000               | 6        | J. & J.         |                             | 1890 & 189                |
| 3d mortgage, endorsed by City of Baltimore                                     | 90    |   | 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, 190               |
| 5th mortgage, held by City of Baltimore, sink'g f'd                            | 90    | 1887                                    |   | 1,704,000             | 314      | J. & J.         | do do                       | Jan. 1, 192               |
| City loan  |       |   |   | 684,000               | 4        | J. & J.         | do do                       | July 1, 19                |

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. July, 1893, coupon was not paid on 1st consolidated mortgage bonds.
For year ending June 30, 1894, gross earnings were \$87,828, against \$94,492 in 1893; net, \$16,656, against \$21,457; deficit, 1894, \$17,913.

Waco & Northwestern.—Bremond to Ross, Texas, 58 miles. Operated by Houston & Texas Central. Sale of Dec. 28, 1892, to E. H. R. Green for \$1,375,000 not completed; re-sale ordered in November, 1893. Alfred Abeel is receiver. (V. 55, p. 1111; V. 57, p. 91, 854.)

Warren, N. J.—New Hampton June. to Dela, Bridge, N. J., 18-8 m. Leased in perpetuity to Dela, Lack, & West, at 7 p. c. on stock and bonds.

Washington Ohio & Western.—Owns road from Alexandria, Va., to Round Hill, Va., 50 miles. Leased Oct. 30, 1883, to Richmond & Danville for 999 years, rental guaranteed to equal interest on the bonds. Road acquired in 1894 by the Southern Ry. Co. and bonds left undisturbed. Stock, \$1,500,000; par, \$100.

West Jersey.—Owns Camden to Cape May, Bridgeton, Riddleton, Sea Isle, Ocean City, &c., 185 miles; operates West Jersey & Atlantic RR., 40 m.; branch, 4 m.; total, 229 miles—30 miles double track.

STOCK.—Stock authorized, \$5,350,000. In 1893 sold \$521,850 at par to stockholders. 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, 612; from March, 1889, to Sept. 15, 1894, 7 per cent yearly (3) geninannually.

Bonds.—Sinking fund for bonds of 1896 invested in bonds of the Pennsylvania system amounted to \$876,100 January 1, 1894.

EARNINGS.—From Jan. 1 to Sept 30, 1894 (9 months)—

Gross.

Net. Charges, etc. Bal. sur

Balance, surplus.. \$123,463 \$66,806 \$98,045 -(V. 54, p. 276, 642: V. 56, p. 577, 607; V. 58, p 429 512.)

-(V. 54, p. 276, 642: V. 56, p. 577, 607; V. 58, p. 429 512.)

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 1893 net earnings were \$21,988, against \$9,819 in 1892; received under contract from C. & A., \$8,636; interest, etc., \$15,845; balance, surplus, \$14,779 against deficit, \$3,605 in 1892. In 1891 net earnings were \$24,241.—(V. 54, p. 276; V. 56, p. 205; V. 57, p. 255; V. 58, p. 263; V. 59, p. 191.

West Shore.—(See Map New York Central & Hudson River.)—Line of road from Weekawken, N. J., opposite New York City, to Buffalo, N. Y., with branches to Albany City and Rochester City, 450 miles; Syracuse Ontario & New York west Shore & Buffalo, sold in foreclosure.

LEASE.—Leased in 1885 for 475 years to the New York Central &

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 Bellington, W. Va., 102 miles; Elkins Junction to Beverly, 6 miles; branches to Mineville, Elk Garden, &c., 15 miles; total owned, 123 m. Leases Pied, & Cumb. RR. 29 m.; total operated, 152 miles.

History.—Main line completed in 1889. Company owns 32,244

123 m. Leases Pied. & Cumb. RR. 29 m.; total operated, 152 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, but no construction work had been begun to July, 1894. Construction of the Dry Fork RR., connecting W. Va. C. & P. with C. & O. at Covington, Va., has been begun. Work has also been begun on the Roaring Creek & Charleston RR., which taps large coal fields of W. Virginia. In Feb., 1894, the Piedmont & Cumb. was leased

till Aug. 1, 1911, for 37 per cent of the gross earnings. An important traffic contract was made with the B. & O. in 1891. V. 52, p. 264, 796.5 STOCK.—Stock authorized, \$6,000,000, of which \$500,000 unissued June 30, 1893. V. 52, p. 204. Bills payable June 30, 1894, \$145,000. DIVIDENDS.—From 1889 to 1894, both inclusive, 1 p. c. yearly in March Bonds.—First mortgage is for \$3,600,000 to W. P. Whyte and the Metropolitan Trust Co., as trustees. See V. 52, p. 204.

EARNINGS.—3 months, { 1894, gross, \$301,016; net, \$103,386. July 1 to Sept. 30. { 1893, gross, 274,694; net, 91,945.

EARNINGS.—3 months, { 1894, gross, \$301,016; net, \$103,386. July 1 to Sept. 30. } 1893, gross, 274,694; net, 91,945.

ANNUAL REPORT.—Fiscal year changed to end June 30. The annual report for the year ending June 30, 1894, was in V. 59, p. 648, and showed total coal and coke shipments for year 825,757 tons, against 929,427 tons in 1892-93. Gross earnings of railroad were \$504,597; net, \$174,049; profit from operating P. & C. RR., \$13,126; profit on coal sales, \$84,387; total net earnings, \$271,562; bond interest, &c., \$182,985; balance, surplus, \$88,577. In year 1892-93 gross, \$551,766; net, \$188,584; total net, including profit on coal sales, &c., \$333,229. H. G. Davis. Baltimore, President. (V. 54, p. 485; V. 55, p. 723; V. 57, p. 720; V. 59, p. 360, 648.)

West Virginia & Pittsburg,—(See Map Baltimore & Ohio.)—ROAD.—Opened in 1892 from Clarksburg, West Va., 104 miles, (of which 1½ miles owned by B. & O.), with branch, 6 miles; also from Weston is 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, the W. Va. & P. is to make up any excess of operating expenses over 62½ per cent of gross earnings, and for the following three years such excess up to 67½ per vent of said gross. See V. 51, p. 718. In 1905 and at end of every ten years thereafter rental may be altered by arbitration.

Freight consists principally of lumber, of which lumber and bark 114,007 tons carried in 1893-4 out of 178,039 total tons.

BOOKS—The first mortrage for \$4,000,000 (trustee, Mercantille Trust

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 V. 54, p. 725.) Loans and bills payable June 30, 1894, \$332,920; equipment notes, \$104,580.

EARNINGS.—8 mos., {1894, gross, \$243,354; net, \$133,643.}
Jan. 1 to July 31. {1893, gross, 271,453; net, 135,109.}

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 in V. 59; p. 695, showing gross, \$387,949, against \$402,717 in 1892-93; net, \$210,338, against \$214,185; operating expenses to carnings, 45.8 p. e., against 46.8 in 1892-93; interest, taxes, &c., \$222,238; balance, deficit, 1893-94, \$11,950; profit and loss account balance June 80, 1894, \$24,514. (V. 55, p. 898; V. 56, p. 82, V. 57, p. 852; V. 59, p. 495.)

1894, \$24,514. (V. 55, p. 898; V. 56, p. 82, V. 57, p. 852; V. 59, p. 695.)

Western Alabama.—Road—Selma to West Point, 133 miles.
Owned jointly by the Georgia RR. and Central RR. of Ga.

EARNINGS.—3 months, \$1894, gross, \$124,100; net, \$44,432.
July 1 to Sept. 30. \$1894, gross, \$124,100; net, \$44,432.
July 1 to Sept. 30. \$1894, gross, \$512,022; net, \$151,608
In 1892-93, 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.

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 September, 1893); total, 236 miles.

Stock.—Common stock is \$684,750; 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 \$224,000 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.—Other substances and substances defered to the city of the substance of the substance of the city of the substance of the substance of the county two. V. 55, p. 545.

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 Jan. 1, 1894, both inclusive, the company paid regularly a portion of the annual interest due the City of Baltimore.

The floating debt Oct. 1, 1893, was as follows: First mortgage, overdue, \$43,500; bills payable, \$287,271; funding certificates held by city of Baltimore, \$226,530.

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

| RAILROADS.   | Miles                                | Date  | Size, or   |                       | IN'  | TEREST   | OR DIVIDENDS.   | Bonds-Princi   |
|--|--------------------------------------|---|--|-----------------------|--|--|---|--|
| For explanation of column headings, &c., see notes<br>on first page of tables.   | of<br>Road.                          | of  | Par  | Amount<br>Outstanding | Rate per<br>Cent.  | When   | Where Payable, and by Whom.   | pal, When Due.<br>Stocks—Last<br>Dividend.   |
| Western Maryland—(Concluded)— Balt. & Harrisb. RR.; prior morts. see remarks.  Mortgage (for \$690,000), gold.  1st M. West. Ext. (\$16,000 p.m.), gold, guare* Balt. & Cumb. Val., 1st mortgages (see remarks) Western N. Y. & Pennsylvania—Stock (see text).  Warren & Franklin 1st mortgage. West. N. Y. & Penn. 1st M., (\$10,000,000), gold.e* 2d mortgage (1st on equipment, etc.), golde* 2d mortgage, (lst on equipment, etc.), golde* 2d mortgage, (lst on equipment, etc.), golde* 2d mortgage, deb., inc., non-cum, red. at option Income sc? p. convert. into debent, red. at option Non-convert. Income scrip.  Western Penn.—Stock. 1st morts. Freeport to Allegheny | 28 116 260 51 NNA & 5 5 192 88 88 88 | 772-779 1886 1888 79-781 1865 1887 Yar. Var. Var. 1865 1888 1888 1888 1888 1888 1888 1888 | \$1,000<br>1,000<br>100<br>500 &c.<br>1,000<br>1,000<br>1,000<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 500,000               | 5 & 6<br>5 g.<br>5 g.<br>6 g.<br>7 g.<br>See text.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>5 g.<br>6 d.<br>8 e.<br>8 e.<br>8 e.<br>8 e.<br>9 f.<br>9 f. | Various M. & N. M. & N. J. & J. & J. & J. & J. & J. & J. | Baltimore, Co.'s Office.  do do do do do do do Arriva de de do do do do Phila., Office, 104 S. 5th N. Y., Continental Tr. Apr. '93, coup. not paid. None paid. None paid. Philadelphia, Pa. Philadelphia, Penn. RR. do do N. Y., Office, 40 Wall St. N. Y., Mercantile Tr. Co. N. Y., Central Trust Co. | 1895 & 1899<br>Nov. 1, 1936<br>May 1, 1938<br>July,1929&31<br>Feb. 1, 1896<br>Jan. 1, 1937<br>Oct. 1, 1927<br>After 20 years.<br>1907<br>Oct. 15, 1894<br>Jan. 1, 1896<br>June 1, 1928 |

LEASED LINES.—As to leases and leased lines see SUPPLEMENT of

Leased Lines.—As to leases and leased lines see Supplement of November, 1893.

Potomac Valley RR. bonds are guaranteed by the Western Maryland and the Baltimore & Harrisburg. See Potomac Valley and V. 52, p. 121.

Earnings.—12 mos., {1893-4, gross, \$1,196,572; net, \$418,421.
Oct. 1 to Sept. 30. {1892-3, gross, \$1,196,572; net, \$418,421.
Annual Report.—Fiscal year ends September 30. Report for 1892-93 in V. 57, p. 1121, showed gross earnings \$1,322,320; net earnings, \$461,390; int., rent., &c., \$383,717; balance, \$78,173. In year 1891-92 gross, \$1,083,321; net, &c., \$392,293; betterments, \$86,236; balance, \$306,057; in 1890-91, gross, \$904,378. (V. 57, p.1121.)

Western New York & Pennsylvania.—Owns Buffalo to Emporium, Pa., 121 miles; Buffalo to Oil City, Pa., 138 miles; Oil City to Olean, 116 miles; Rochester to Hinsdale, 99 miles; Stoneboro to West New Castle, 36 miles; branches, including proprietary lines, 123 miles; total owned, 633 miles, of which 53 miles is narrow gauge; trackage, 6 miles.

total owned, 633 miles, of which 53 miles is narrow gauge; trackage, 6 miles.

Organization.—Reorganization Nov. 22, 1887, per plan V. 42, p. 242 of Buffalo New York & Philadelphia, sold in forcelosure Sept. 15, 1887. On April 1, 1893, the President, Samuel De Coursey, was made receiver pending settlement concerning 2d mortgage, interest on which became a fixed charge in December, 1892. See below and V. 56, p. 580.

REORGANIZATION.—Deposits of stock and scrip and seconds under the plan are now subject to a penalty, 4 of 1 p. c. for stock and 1 p. c. for bonds. Over 97½ p. c. of the seconds have been deposited and 92½ p. c. of the stock has paid the assessment. The plan dated Dec. 1, 1893, calls for an assessment on the stock of \$3 50 per share, and the exch. of each \$100 of stock paying the assessment for \$75 in new stock and \$12 50 in new 5 p. c. non-cum. incomes. Face value of shares reduced from \$100 to \$50 and total stock from \$30,000,000 to \$20,000,000.

Western New York & Pennsylvania first mortgage bonds and Warren & Franklin bonds will not be disturbed.

The old second mort. bonds receive 50 per cent in new general mortgage bonds, 25 per cent in new incomes. Inconvertible scrip to receive 50 per cent in new incomes. Inconvertible scrip to receive 50 per cent in new stock. Second mortgage debentures and convertible scrip to receive 5 per cent in new general mortgage bonds and 50 per cent in new incomes. Inconvertible scrip to receive 50 per cent in new stock. The fund raised by the assessment on the stock (amounting to about \$691,000) is to be used to pay \$5 in cash on each overdue second mortgage coupon of April, 1893, and the balance held to pay interest on the new general mortgage. New Stock.—The new capital stock is to be held in trust for five years by George E. Bartol, Nicholas Thouron and Samuel G. de Coursey, with full power to vote thereon.

New Bonds.—The general mortgage (limited to \$10,000,000) will bear interest till April 1, 1897, at 2 per cent, then till 1901 at 3 per cent and thereafter a

Bonds.—Of the first mortgage bonds sufficient are reserved to retire Warren & Franklin bonds at maturity.

Abstracts of first and second mortgages in V. 47, pp. 109, 110.

New equipment notes Sept. 30, 1894, \$573,250; bond and mortgage on real estate, \$270,764; Kinzua Valley freight warrants, \$57,000; int. on funded debt, due and accrued, \$1,351,186; loans and bills payable only \$5,200.

Net Other Fixed earn'gs. income. charges. \$378,622 \$216 \$310,293 220,394 272 316,670 FEARNINGS. Gross 3 mos. to Sep. 30. earns. 1894. \$954,307 1893. 888 835 888,835

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1893-94 given at much length in V. 59, p. 695, 699. See also editorial, p. 674. During the year \$372,148 was spent as follows: For equipment notes paid (\$192,787), betterments to road and rolling stock (\$147,310) and other items (\$32,051), leaving a deficit under net earnings of \$256,497, which was charged to current assets.

1893. \$3,716,638 2,517,127 \$1,199,511 1,200,519 679,249 \$797,544 798,258 682,607

Sur. over 1st M. int., etc. \$529,056 \$521,270 \$115,651 —(V. 57, p. 300, 721, 745, 762, 769, 809, 980; V. 58, p. 69, 224, 384, 774, 816, 817, 943; V, 59, p. 332, 674, 695, 699, 740, 783. Western North Carolina.—Bought by Southern Ry. August 21, 1894. For history see Supplement of July, 1894.

Western Pennsylvania.—Owns from Bolivar to Butler, 71 miles, and Butler Junction to Allegheny City, 27 miles double track branch, 17 miles. Leased to Pennsylvania RR. for 40 years from June 1, 1888, rental being the net earnings. In 1893 rental \$371,095 interest, \$204,034; dividends, \$159,750. In 1892 rental 607,312 Penn. RR. owns \$1,753,500 of the \$1,775,000 stock. Dividends, A. & O., 3 to 4 per cent each; in 1894, Apr., 4 p. c.; Oct., 4 p. c.

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 m.; Toledo Belt, 5 m.; coal, etc., branches, 13 m. Total, 260 miles. Owns large interest in Wheel. L. E. & Pitts. Coal Co.—which see. Extension to Bellaire, O., under construction in February, 1894. Negotiations with Valley of Ohio RR. are pending—see that company.

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 increased from \$6,000,000 to \$10,000,000 in 1893.

Meeting will be held Dec. 22, 1894, to authorize issue of \$5,000,000 additional com. stock and consider building from Massillon to Canton. Extension of 80 miles into the coke region is proposed. V. 59, p. 880.

DIVIDENDS.—On pref. stock—From April, 1888, to February, 1891, at

Extension of 80 miles into the coke region is proposed. V. 59, p. 880.

DIVIDENDS.—On pref. stock—From April, 1888, to February, 1891, at rate of 4 p. c. per annum; in 1891, 43; in 1892, 43; in 1893, 4 p. c.; in 1894, Feb., 1 per cent; May, 1 per cent; Aug. none. See V. 59, p. 154.

BONDS.—The extension and improvement mortgage for \$1,900,000 (of which sufficient 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 Jan. 1 to Nov. 7, 1894 (104 mos.), gross, \$1,051,789, against \$1,305,703 in 1893.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892,93 was

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 was CHRONICLE, V. 57, page 806. In year 1892-93 carried 1,367,958 tons coal, being 65 per cent of total freight handled.

 
 61 coal, being 05 per cent of solutions

 Year ending June 30—1890.
 1890.

 Gross earnings.
 \$1,047,419
 \$1,225,305

 Net receipts.
 398,088
 452,535

 Interest paid.
 187,500
 290,541

 Divid's on pref. stock.
 144,000
 167,000

 Miscollandon.
 7741
 1892 \$1,430,128 513,005 301,133 225,000 \$1,595,991 547,884 320,694 180,000 Divid's on pref. stock. Miscellaneous. 167,000 761 19,782

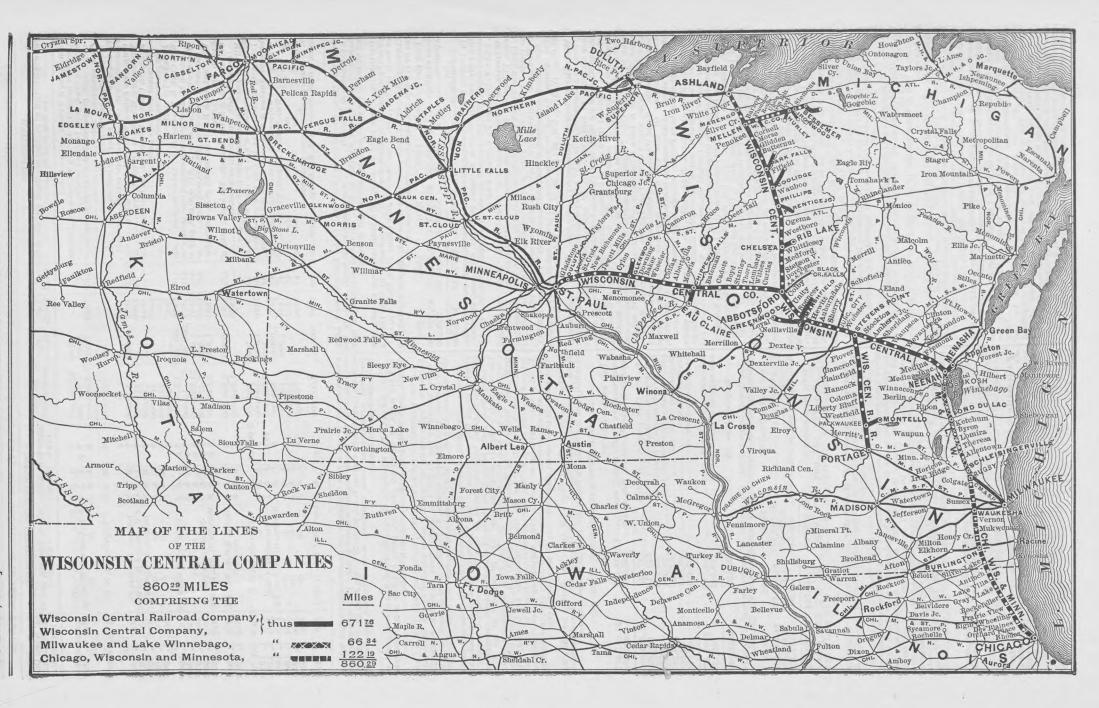
year, \$7,035. In 1891-92, gross, \$94,299; net, \$60,535.

Wilkesbarre & Eastern.—See N. Y. Susquehanna & WesternWilkesbarre & Scranton.—(See Map Central RR. of N. J.)—
Owns from Scranton to Minooka Junction, Pa., 5 miles, of which 1½
miles is double track. Leased from May 1, 1888, to Lehigh Coal. & Nav.
Co. (see "Miscellaneous Companies") during its corporate existence
less one year, at \$47,500 per annum and taxes. Lease assigned to
Central of N. J. at 6 per cent on cost of road (\$1,065,000) and taxes.
In June, 1894, Lehigh Coal & Nav. Co. held all the stock.

Wilmington Columbia & Augusta.—Owns from Wilmington
N. C., to Columbia, S. C., 192 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, 232 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. From Jan. 1 to May 31, 1894.
(5 months), gross earnings \$250,784, against \$291,572; deficit paid by W.
& W., \$27,074, against surplus \$46,425 in 1891-92.—(V. 58, p. 222.)

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. Organized January 18,
1877, after foreclosure sale. General mortgage bonds are reserved
to retire present indebtedness at maturity. Stock authorized,
\$37,449; surplus, \$27,121. In 1892 gross, \$482,607; net, \$81,370.

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., 95; total owned, 458 miles.
Operates Albemarle & Raleigh RR., Tarboro to Plymouth, 54 miles,
Florence RR., 24 miles, Manchester & Augusta, 19 miles. Leases
Wilmington Columbia & Augusta, 192 miles; Central South Carolina & Georgia RR. In October, 189



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

| RAILROADS.   | Miles                                  | Date                                 | Size, or  |  | IN                | TEREST  | OR DIVIDENDS.   | Bonds-Princi                                |
|--|--|--------------------------------------|---|--|-------------------|---|---|---|
| For explanation of column headings, &c., see notes on first page of tables.  | of<br>Road.                            | of                                   | Par   | Amount<br>Outstanding  | Rate Per<br>Cent. | When<br>Payable   | Where Payable, and by Whom.   | pal, When Due.<br>Stocks—Last<br>Dividends. |
| Wilmington & Weldon.—(Concluded.)— Certifi.of indebt.for div'd in '87,non-cum., income. Sinking fund, gold, interest bonds. Gen'l mort. for \$4,000,000 (\$12,000 per mile)e* New equipment notes Special trust certificates.  Winona & Western Stock, \$2,000,000. Wisconsin Oent. Oo.—Receivers' certifis.—See text. Chippewa Falls & Western 1st mortgage. Wisconsin & Minnesota 1st mortgage. Minn. St. Croix & Wisconsin, 1st mortgage. Terminal mortgage notes. Penokee 1st mortgage notes. Penokee 1st mortgage. Wis. Cent. R. R.—Consol. M., 1st series, goldckr Consol. M., 2d series, income (not cum.) gold.e*&r Wisconsin Central Co. 1st M., \$12,000,000, gold. c*&r Licome M., non-cum., \$9,000,000, gold. c. Wis. Cent. Co. & RR. Imp. bonds, gold, convert.e* LEASED LINE BONDS— | 457<br>457<br><br>10<br>54             |                                      | \$100<br>1,000<br>1,000<br>1,000<br>1,000<br>500 &c.<br>1,000<br>1,000<br>1,000 | \$2,500,000<br>936,000<br>3,000,000<br>450,000<br>380,000<br>    | 7 g.<br>5         | M. & N. M. & N. M. & N. F. & A. M. & S. J. & J. J. & J. J. & J. | Wilmington, N. C.  Boston, 50 State St. N.Y.,Colby & H. 36 Wall Boston, 50 State St. do do do N.Y.,36WallSt.&Boston See fext. | May 1, 1897<br>1935<br>At Co.'s option      |
| Chicago Wis. & Minn. (leased)—1st mort., gold.c*<br>Income bonds, 6 per cent, cumulative.<br>Milw. & Lake Winnebago—See that company.  | 122                                    | 1885<br>1885                         | 1,000   | 2,860,000<br>1,040,000   | 6 5               |   | Bost'n, Merch. Nat. Bk.<br>See text.  | Mch. 1, 1916<br>Mch. 1, 1916                |
| Woonsocket & Pascoag—S'k, 5 p.c. rent. N. Y & N. E., 1st mort, interest guar. by City of Woonsocket.c Worcester Nashua & Rochester—Stock (\$3,600,000).  ***ES *** Worcester & Nashua & R. bondse*  *** O  | 10<br>10<br>94<br>47<br>47<br>47<br>47 | 1890<br>1875<br>1886<br>1893<br>1890 | 100<br>1,000<br>100<br>1,000&e<br>1,000   | 100,000<br>3,099,800<br>385,000<br>150,000<br>332,000<br>735,000 | 5 4               | A. & O.<br>J. & J.  | Worcester, Office.<br>Boston, Globe Nat. Bk.  | 5 p. c. Oct., '93<br>Oct. 1, 1910           |
| Zanes. & Ohio River—1st M., \$25,000 p. m., gold o*  | 80                                     | 1886                                 | 100 &c,   | 2,000,000  | 6 g.              | F. & A.   | Last paid Feb. 1, 1889.   | Feb. 1, 1916                                |

ORGANIZATION.—Organized in 1836. This is the Atlantic Coast Line. An extension to Denmark, S. C., was completed in April, 1894, by the Manchester & Augusta for this system. Bonds at \$15,000 per mile and \$200,000 for equipment are authorized thereon.

DIVIDENDS.—From 1884 to July, 1891, both inclusive, at rate per cent per annum; in November, 1891, 4 per cent; in July, 18 per cent; in 1893, Jan., 3 per cent; in July none; 1894, May, 3 p.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 was in V. 58, p. 222, showing for road proper:

Year end'y June 30. 1890. 1891. 1892. 1893. 

\$1,452,012 824,169 \$1,569,296 993,936

Net earnings......\$669,716 \$680,035 \$627,843 \$575,360 In 1892-93 total net income, \$600,222. Deduct interest on bonds, etc., \$435,820; loss on W. C. & A. lease, \$29,575; dividends, \$210,000; balance, deficit, \$75,173, against surplus for 1892, \$256,037. (V. 53, p. 535; V. 55, p. 917; V. 58, p. 222.)

Winona & Western.—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. A reorganization in October, 1894, of the Winona & Southwestern, sold in foreclosure Sept. 15, 1894. (V. 59, p. 836. Stock authorized, \$2,000,000; par, \$100. For year 1892-83, gross income, \$162,475; net income, \$47,032; deficit under charges, \$80,063. (V. 57, p. 596. 894; V. 58, p. 514; V. 59, p. 372, 697, 836.)

Wiscousin Central Company.—(See Map.)—Owns junction near

\$80,063. (V. 57, p. 596, 894; V. 58, p. 514; V. 59, p. 372, 697, 836.)

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; Milwaukee to Rugby, 27 miles; total, 422 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 leases 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, 915 miles. Of this 672 miles represent Wisconsin Central Company's stock. Also operates, temporarily for C. & N. P. receivers, the Chicago & Northern Pacific, with its large terminals in Chicago.

HISTORY, ETC.—Organized June, 1887, to gather into a single

the Chicago & Northern Pacific, with its large terminals in Chicago. HISTORY, 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. The road was leased for 99 years from April 1, 1890, to the Northern Pacific, (see lease V. 51, p. 713,) but the Northern Pacific receivers failed to pay the rental due Aug. 1, 1893, and the lease was canceled Sept. 25, on application of Wisconsin Central officials. (V. 57, p. 548.) The Chicago & Northern Pacific was leased on May 1, 1890, through the medium of this company, to the Northern Pacific, but the No. Pacific receivers having abandoned the lease in September, 1893, the Wis. Cen. is now operating that property under a temporary arrangement. The Wis. Cen. disclaims any liability for C. & N. P. rental.

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. RECEIVERSHIP.—Sept. 27, 1893, H. F. Whitcomb and Howard Morris

divided equally with lessee. As to Mil. & Lake Winnebago, see that Co. RECEIVERSHIP.—Sept. 27, 1893, H. F. Whitcomb and Howard Morris were appointed receivers. See V. 57, p. 557.

RECEIVERS' CERTIFICATES.—In Nov., 1894, the Court authorized the issue of \$2,000,000 two-year 6 p. c. certificates for floating debt and improvements. Collateral released to be deposited as security for the certificates. V. 59, p. 880.

COUPON PAYMENTS.—All interest due Jan 1, 1894, was paid at maturity, but July, '94, interest on Wis. Central Company 5s was not paid. See V. 58, p. 1110.

Chicago Wis. & Minn. income bond interest due Sept. 1, 1894, was paid in bonds.

REORGANIZATION COMMITTEE.—In July, 1894, George Coppell, W. L. Bull and Gerald L. Hoyt, of New York, Rowland Hazard of Rhode Island, and Edwin H. Abbot of Boston, were appointed a committee to reorganize the Company, if possible, "unifying" the properties now composing the "Wisconsin Central lines," See V. 59, p. 117.

composing the "Wisconsin Central lines." See V. 59, p. 117.

STOCKS.—Pref. (6 p. c. cum.), \$3,000,000; common, \$12,000,000.
Voting power on entire stock is held by Messrs. Colby, Hoyt and Abbott.

BONDS.—The first mortgage bonds of 1887 and (subject to these) the incomes cover all interest in the lines which at the time of the making of the mortgage were operated in the system. They herefore cover all the securties of said lines held by the Wisconsin Central. The improvement bonds of 1891 (total authorized ssue \$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 com-

pany 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 \$766,000, secured by \$891,000 5 per cent bonds.

LAND GRANT.—The Wisconsin Central Railroad had a land grant of \$39,348 acres, of which on June 30, 1892, 579,550 acres remained unsold, and \$98,948 land contracts were outstanding.

LATEST EARNINGS.—From July 1, 1892, to June 30, 1893 (12 mos.), the 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 19 per cent of the Wiscontal traffic has been derived from the Nor. Pac., the balance being from local business. In March, 1894, the Ch. Wis. & Minn. income bondholders were offered for the ten coupons due and unpaid, with interest thereon at 5 p. c., Wis. Cent. improvement bonds at par. See V. 58, p. 384. Payment of Sept. 1, 1894, coupons on above "incomes" was also offered in "improvement bonds." In July, 1894, the floating debt was said to be about \$900,000. See V. 58, p. 384, 1110.

Annual Report.—Fiscal year ends June 30. Report for 1891-92 ven at length in Chronicle, V. 55, p. 783, 805, 808. The statement rental from the Northern Pacific for 1892-93 is shown below.

#### INCOME ACCOUNT (EXCLUDING CHIC. & NOR. PACA

| ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )  | CITAC. OF TIOTE.   | LAC.   |
|--|--|--|
| Year ending June 30— Total Northern Pacific rental, etc For Mil. & Lake W. and Ch. Wis. & Min  | 1892.<br>\$1,834,155<br>597,002  | 1893.<br>\$1,887,481<br>602,396  |
| To Wis. Cent. proper, 676 miles Net interest on bonds. Int. on debentures of leased lines. Int., exchange and commissions. Engine and car rental Trackage rights. General expenses, etc. | \$1,237,153<br>649,913<br>35,370<br>25,074<br>287,166<br>65,553<br>105,491 | \$1,285,085<br>632,024<br>37,523<br>49,526<br>298,281<br>62,688<br>100,566 |
| Balance surplus for the year   | \$68,587<br>160,542  | \$104,477<br>229,129   |
| Surplus June 30  | \$229.129  | \$333 606  |

The figures below indicate the growth of the business of the entire system, but include accounts entirely independent of Wis, 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   |
| man, express and miscenaneous. | 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, 548, 557, 723, 1084; V. 58, p. 384, 1110; V. 59, p. 117, 783, 880.)

Worcester Nashua & Hochester.—Owns from Worcester via 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 1873, and all the other bonds, including the Nashua & Rochester 1st mortgage bonds of 1874. On April 1, 1894, \$251,500 of 5 per cents maturing were replaced by 4 per cents and \$11,000 are still unexchanged. For 1892-93 rental \$250,000; net over fixed charges, \$155,634 against \$157,486 in 1891-92; paid dividend of 6 per cent, \$183,864; deithe charged to profit and loss, \$28,230. Dividends: From 1887 to Jan., 1894, both inclusive, at rate of 6 per cent yearly, but July, '94 div. was only 2 p. c.

Work Southern.—A company formed in October, 1894, to reor ganize the "Baltimore & Lehigh in Pennsylvania." Capital stock will be \$600,000; bonds, \$150,000.
Road will be made standard gauge, and consolidation with Baltimore & Lehigh in Maryland is proposed. See Baltimore & Lehigh.

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. Total funded debt June 30, 1893, \$2,113,033. In year ending June 30, 1894, gross earnings, \$128,367, against \$120,968 in 1892-93; net, \$13,486, against \$1,846; interest on bonds not paid. (V. 55, p. 147.)

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

| MISCELLANEOUS.  | Date | Size, or   |  | IN   | TEREST  | OR DIVIDENDS.  | Bonds—Principal, When Due.   |
|---|------|--|--|--|---|--|--|
| For explanation of column headings, &c., see notes on first page of tables. |      | Par  |  | Rate Per<br>Cent.  | When<br>Payable   | Where Payable, and by  | Stocks—Last<br>Dividend.   |
| MISCELLANEOUS.  Adams Express—Stock   | 1890 | 100<br>500 &c,<br>25<br>100<br>100<br>1,000<br>100<br>100<br>100<br>100<br>500 &c,<br>100<br>1,000 | 20,000,000<br>2,000,000<br>1,500,000<br>20,237,100<br>10,198,600<br>3,826,000<br>1,250,000<br>1,250,000<br>1,250,000<br>1,500,000<br>6,000,000<br>1,081,000<br>36,968,000<br>Mone.Ny.'94 | See text. 6 per an. 6 per an. 8 g. 8 ee text. 6 per an. 10 per an. 6 per an. 8 per an. 6 see text. 7 per an. 5 per an. 5 per an. 5 per an. | Q. —J.<br>M. & S.<br>J. & D.<br>Q. —F.<br>J. & J.<br>Q. —F.<br>A. & O.<br>Q. —M.<br>Q. —J.<br>See text<br>J. & J.<br>Q. —M. | N. Y., Winslow, L. & Co. do do do N. Y., Office, 8 Dey St. N. Y., Co.'s Of., 65 B'way Company's Office. do do Phila., 233 So. 4th St. Boston, Internal Tr. Co. N. Y. Office, 117 Wall St. do N. Y., Central Trust Co. N. Y., West. Union Tel. N. Y., Farm L. & Tr. Co. | Oct. 15, 1894 Aug. 1, 1898 Sept. 1, 1894 Nov. 1, 1900 May 28, 1894 Jan. 2, 1895 Nov. 4, 1894 Nov. 4, 1894 Oct. 1, 1896 See text. Feb. 1, 1911 Oct. 2, 1894 |

A merican Bell Telephone Co.—Dividends,—From year 1887—in 1888, 18; in 1889, 18; in 1890, 18; in 1891, 18 p. c.; in 1892, 15 p. c.; in '93, 18 p. c.; in '94, Jan., 3 p. c. and 3 extra; Apr., 3 p. c.; July, 3 p. c.; Oct., 3 p. c. and 1½ extra.

STOCK.—Stock increased \$2,500,000, to \$20,000,000, in May, 1893. See V. 56, p. 463. In 1894 capital stock was increased from \$20,000,000 to \$50,000,000, obiefly to extend the long distance service, and on Nov. 15 the stockholders authorized \$500,000 of this increase to be issued, making total issue \$20,500,000. On Nov. 15, 1894, outstanding as in table.

as in table.

On January 1, 1894, the company had 566,491 instruments in use in hands of licensees and 353,480 miles of wire, against 552,720 instruments and 307,791 miles of wire in January, 1893; number of stations was 237,186, against 232,140 in 1893.

One of the company's patents expired Jan. 30, 1894, but many improvements are secured to the company for a number of years.

ANNUAL REPORT.—Report for 1893 was in V. 58, p. 549.

\*\*Year ending Dec. 31. 1890. 1891. 1892. 1893.

Total gross earnings... \$4,375,291 \$4,736,007 \$5,100,887 \$5,781,076

Netearn., incl. int., ch'ges 2,869,418 3,126,820 3,411,676 3,925,485

Paid flyidends... 1,463,913 1,725,000 1,927,227 2,214,156

Extra dividends... 750,000 900,000 991,863 1,125,000

Depreciation reserve... 655,505 501,820 492,586 586,329

Total payments..... \$2,869.418 \$3,126.820 \$3,411.676 \$3,925,485 — (V. 56, p. 463, **537**; V. 58, p. 222, **549**, 1108; V. 59, 780, 878.)

American Coal.—There are mortgage bonds for \$200,000. Dividends of 6 p. c. per an. have been paid. In 1894 paid, March, 3 p. c.; september, 3½ p. c. N. Y. office, No. 1 Broadway.

September, 3½ p. c. 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: 72 crude oil mills, 15 refineries, 4 lard plants, 9 soap factories, 15 cotton ginneries, 3 cotton compressors and 2 fertilizer factories; in all 120 properties, of which 15 were dormant and 19 dismantled on Adg. 31, 1894. See V. 55, p. 767.

Capital Stock.—Common authorized, \$21,092,000; preferred, \$15,000,000, of which \$4,363,700 heart. exchange for the debentures. Pref. stock is entitled to 6 per cent, non-cumulative, and is subject to call at 105. See pref. certificate in editorial of May, 1893, Supplement.

Dividends.—Preferred stock from June, 1892, to Dec., 1894, both inclusive, paid 6 per cent per annum (3 p. c. semi-annually).

Debenture Bonds.—The debentures are subject to call at 110, on two

DIVIDENDS.—Preferred stock from June, 1892, to Dec., 1894, both inclusive, paid 6 per cent per annum (3 p. c. semi-annually).

DEBENTIKE BONDS.—The debentures are subject to call at 110, on two months' notice, and no mortgage lien can be created without the written consent of the holders of 80 per cent of them. Debenture bonds for \$434,000 were canceled in '92-'93 and \$240,000 in 1894.

ANNUAL REPORT.—Fiscal year ends August 31. Annual meeting o stockholders on the first Thursday of November. Report for 1893-94, was published in full in V. 59, p. 795 (see also editorial p. 758), showing property as follows: Real estate, machinery, &c., \$11,161,164; cash in banks, \$1,258,154; bills and accounts receivable, \$1,706,032; marketable products and supplies on hand, \$4,069,313; total valuation, \$18,194,663, against \$17,485,311 in 1893. Loans and bills payable were \$1,300,000 on Aug. 31,1894.

For the year ending Aug. 31, 1894, the profits of the whole business were \$1,428,152, less expenses of administration, interest on bonds, &c., \$731,855; balance, net income, \$696,297. The profits from all the properties, exclusive of interest charges and general office expenses are been as follows since 1888: Fifteen months to Aug. 31, 1899, \$1,835,795; year 1889-90, \$129,979; year 1890-91, \$1,902,181; year 1891-92, \$2,527,699; 1892-93, \$1,800,040; in 1893-94, \$1,428,152.

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, E. Urquhart, all of New York City; J. F. Chamberlin, Summit, N. J.; M. Frank, Atlanta, Ga.; G. A. Hobart, Paterson, N. J.; John H. Maxon, St. Louis, Mo. Chairman of the Board of Directors, Edward D. Adams, President, Thomas R. Chaney; Vice-President and Comptroller, Robert F. Munro; Treasurer, Justus E. Ralph. Office, 29 Broadway, N. Y. (V. 56, p. 834, 923; V. 57, p. 741, 763, 766; V. 59, 758, 780, 795.)

American District Telegraph.—See Supplement of Jan., 1893. In both Feb. and May, 189

American Express.—Dividends, 6 p. c. yearly since 1882. Office, 65 Broadway, N. Y. City. (V. 56, p. 500, 578.)

American Grocery Company.—A reorganization in June, 1894, of the Thurber-Whyland Co., which see. Officers—T. L. Marsalis, Pres. and Gen. Manager; F. W. Hopkins, Vice-Pres.; E. F. Cuming, Treas., W. B. Nash, Seoy. (V. 58, p. 1110.)

W. B. Nash, Secy. (V. 58, p. 1110.)

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 Feb., 1892 and 1893. In Feb., 1893, all dividends were changed to quarterly, and on com. from May, 1893, to Nov., 1894, both inclusive, 2½ p. c. quarterly paid.

LOANS AND BILLS PAYABLE.—On Feb. 1, 1894, due managers \$427, 007; bills payable, \$95,000, against bills receivable, \$704,068.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1893 in V; 58, p. 304, showed total sales of \$3,026,117; net earnings, \$329,055; dividends, \$300,000; balance, \$29,055; total surplus Dec. 31, 1893. \$250,012. In 1892 sales, \$\$,116,743; net earnings, \$410,487.

DIRECTORS.—James W. Tufts, Boston, President; A. H. Lippincott, Philadelphia, First Vice-President; John H. Matthews, N. Y., Second Vice-President; James N. North, Treasurer, Boston; F. W. Hopkins, New York; Walter S. Blanchard, Boston; Daniel J. Puffer, Boston; I. F. North, Sec'y, N. Y. Office, Boston, Mass. (V. 56, p. 204; V. 58, p. 304)

American Steamship.—Stock authorized, \$5,700,000; par, \$100, paid in, \$1,201,400. No dividends. Bonds guar. by Penn. RR. Co.

American Straw Board,—Incorporated under the laws of Illinois. Balance sheets of Nov. 30, 1893, and Dec. 31, 1892, were in V. 58, p. 42, and of Dec. 31, 1893, in V. 58 p. 262. In 1893, quarterly dividends, 2 per cent, paid in March and June, but none in Sept-mber or December. General office, Pullman Building, Chicago. (V. 56, p. 331; V. 57, p. 341; V. 58, p. 42, 262.)

American Sugar Refining.—This New Jersey corporation be came in Jan., 1891, the owner of all the property theretofore belonging to the Sugar Refineries Co. See reorganization plan, V. 51, p. 609. It also purchased the capital stock of the four Philadelphila 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 Tefining Co. was said to be about 40,000 barrels a day. V. 56, p. 126. Stock.—Stock authorized is \$75,000,000, of which half preferred.

STOCK.—Stock authorized is \$75,000,000, of which half preferred.

DIVIDENDS.—On preferred stock in full to date. On portion of preferred dividends are Q.—J.; on balance, J.&J. On common, in 1891, July, 4 per cent; in 1892, 10½ p. c.; in 1893, Jan., 2½ p. c. (quar.); April, 3 p. c., and 10 p. c. extra; July, 3 p. c.; Oct., 3 p. c.; in 1894, Jan., 3 p. c.; April, 3 p. c.; July, 3 p. c.; Oct., 3 p. c.

The following general balance sheet of Nov. 30, 1893, was filed in Boston Nov. 2, 1894:

| Assets.               |              |
|-----------------------|--------------|
| Real est., mach'ry,&c | \$42,931,605 |
| Mdse., stock, &c      | 7,545,780    |
| Improvement acc'nt.   | *3,624,238   |
| Investments           | 26,985,375   |
| Cash & debts rec'able | 23,322,075   |
| Miscellaneous         | 671,434      |
|                       |              |

| 5 | Capital stock | \$73,936,000 |
|---|---------------|--------------|
| ) | Debts         | 22,201,407   |
| 3 | Reserves      | 8,943,100    |
| 5 |               |              |
| 1 |               |              |

Liabilities

\$105,080,507

\* This item is properly chargeable to the "reserves," thus reducing them to \$5,318,862.

them to \$5,318,862.

ANNUAL REPORT.—Fiscal year ends Nov. 30. The 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 and 7 on preferred, leaving surplus for the eleven months of \$2,732,157.

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 on the common stock.

DIRECTORS.—H. O. Havemeyer, T. A. Havemeyer, F. O. Matthiesen J. E. Searles, Wm. Dick, W. B. Thomas, Treasurer, John E. Searles, N. Y., office, 117 Wall Street. (V. 55, p. 177; V. 56, p. 79, 126, 413; V. 57, p. 595; V. 58, p. 81, 178, 222, 866; V. 59, p. 115, 472, 737, 834.)

American Telegraph & Cable.—Owns two cables between Nova

American Telegraph & Cable.—Owns two cables between Nova Scotia and England. Leased to Western Union—which see.

American Tobacco Company.—Organized in 1890 under laws of State of New Jersey to manufacture and sell tobacco in all its forms. of State of New Jersey to manufacture and sell tobacco in all its forms.

STOCK.—Preferred is 8 per cent, non-cumulative, and has preference also as to "assets" in case of liquidation. See pref. certificate in editorial of May, 1893, SUPPLEMENT. Pref. stock [\$14,000,000 authorized] was listed in Sept., 1890. V. 53, p. 21; V. 51, p. 349.

DIVIDENDS.—On preferred to Nov., 1894, inclusive, 8 per cent per annum. On common stock in 1891, 12 per cent; in 1892, 12 p. c.; in 1893, 12 p. c.; in 1894, Feb. 3 p. c.; May, 3 p. c.; Aug., 3 p. c.; Nov., 3 p. c.

ANNUAL REPORT.—For year 1893 was in V. 58, p. 305, showing:

12 Mos. Net Earns. 1893....\$4,334,467 1892....4,739,301 Div on Pref. Div. on Com. \$956,800 (12%)\$2,152,500 960,800 (12%) 2,166,000 1,225,167 1,612,501

General balance sheet of Dec. 31, 1893, showed:

Total.....\$37,168,253 Total.....\$37,168,253

DIRECTORS.—Lewis Ginter, John Pope, George Arents, James B. Duke, Benjamin N. Duke, George W. Watts, W. H. Butler, Charles G. Emery, W. S. Kimball, William A. Marburg, Geo. W. Gall, Josiah Brown, Pres., James B. Duke; Sec., Wm. H. Butler; Treas., Geo. Arents. N. Y. office, 45 B'way. (V. 54, p. 485; V. 56, p. 163; V. 58, p. 305, 866, 902.)

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

| MISCELLANEOUS.   | Date   | Size, or  |   | INT  | TEREST  |   | Bonds-Princi-<br>pal, When Due-   |
|--|--|---|---|--|---|---|---|
| For explanation of column headings, &c., see notes on first page of tables.  | of<br>Bonds  | Par   | Amount<br>Outstanding   | Rate Per<br>Cent.  | When Payable  | Where Payable, and by   | Stocks—Last<br>Dividend.  |
| American Type Founders—Stock, \$4,000,000 is preferred. Barney & Smith Car—Common stock.  Pref. stock. Sp. c. cum., pref. as to dividends only.  1st mort., gold, subject to call at 110 after July 1, 1902.  Bay State Gas—Stock.  Boston United Gas 1st M., sink. fund, gold | 1892<br>1889<br>1891<br>1891<br>1892<br>1886<br>1885<br>1893<br>1874<br>1874<br>1893<br>1885<br>1886 | \$100<br>100<br>1,000<br>50<br>500 &c.<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>500<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 2,500,000<br>1,000,000<br>5,000,000<br>9,000,000<br>2,000,000<br>160,000<br>6,500,000<br>1,417,600<br>2,602,950<br>743,000<br>5,000,000 | See text. See See text. See See See See See See See See See Se | Annual, Q.—M. J. & J. J. | N.Y., Guar. & Indem. Co. From Dayton by check. do New York.  N.Y., Merch. Tr. & Lond. do do do Dec., '93, coup. last paid  N. Y., Office, 37 Wall St. do See text. N. Y., W. & J. O'Brien.  N. Y., Central Tr. Co. N.Y., Central Tr. Co. N.Y., Central Tr. Con. | See text. June 15, 1893 Dec. 1, 1894 July 1, 1942 Jan. 1, 1939 Jan. 1, 1939 Dec. 1, 1896 Oct. 3, 1894 conv. into stk. July 1, 1916 Jan. 1, 1915 Oct. 22, 1894 Nov. 1, 1904 Apr. 1, 1943 July 1, 1905 Dec. 1, 1943 July 1, 1905 Dec. 1, 1943 |
| Thicago Junction Railvays & Union Slock Yards—Stock<br>Preferred, 6 per cent cumulative.   |  | 100   | 6,500,000   | See text.  | J. & J.   | N. Y., Office, 45 B'way.  | July 28, 1894<br>July 28, 1894  |
| Collateral trust bonds, gold, \$ or £e* Income bonds, 5 per cent, non-cum. (See remarks)e*   | 1890   | 1,000   | 10,000,000 2,864,000  | 5 g.   | J. & J.   | N.Y., Cent. Tr.; London.<br>N.Y. Of.—When earned.   | July 1, 1915  |

American Type Founders Co.—Organization.—Incorporated in 1892 under laws of New Jersey to earry on the business of manufacturing and selling type. See adv. in Chronicle of Oct. 15, 1892.

Stock.—The preferred is entitled to an 8 per cent dividend, cumulative. It is a prior lien on assets, and is entitled to two votes for each share. See pref. certificate in editorial of Supplement for May, 1893.

DIVIDENDS.—On pref. in 1893, Feb., 2 p. c.; May, 2 p. c.; none since.

DIVIDENDS.—On pref. in 1893, Feb., 2 p. c.; May, 2 p. c.; none since.

ANNUAL REPORT.—The report for the year ending Aug. 31, 1894, was in V. 59, p. 736. The net profits were \$40,442. Bills payable Aug. 31, 1894, were \$435,729; accounts payable, \$118,429. Bills receivable, \$178,817; accounts receivable, \$363,156. Cash on hand, \$49,059.

DIRECTORS.—Monroe Smith, G. Frederick Jordan, John Gill, Wm. B. MacKellar [Vice President], Robert M. Janney, J. W. Phinney, Edward F. C. Young, Henry Barth, L. Boyd Benton, A. T. H. Brower [Secretary], George R. Turnbull [Treasurer]. N. Y. office, 39 Cortlandt St.—(V. 55, p. 625, 638; V. 59, p. 736, 737.)

Baltimore Traction.—SEE STREET RAILWAYS in front of this SUPPLEMENT.

Barney & Smith .- SEE SUPPLEMENT NOVEMBER, 1893.

Barney & Smith.—SEE SUPPLEMENT NOVEMBER, 1893.

Bay State Gas Co.—Incorporated in 1889 under the laws of New Jersey, mainly for the purpose of amalgamating the 14 companies supplying gas to the city of Boston. Control of the Boston, Brookline, Cambridge, Charleston, Chelsea, Bay State Gas Co. of Boston and other companies has been acquired.

Capital stock is \$5,000,000; par, \$50.

BONDS.—The mortgage of 1889 is for \$12,000,000 gold bonds, of which \$7,000,000 were secured by deposit with the Mercantile Trust. Co., trustee of practically all the stock of the Boston, South Boston, Roxbury and Bay State (of Mass) gas light companies of Boston, said to have cost over \$10,000,000. Of the balance (\$5,000,000), \$3,000,000 were reserved to acquire other gas companies upon certain terms and \$2,000,000 for improvements. Each registered \$1,000 bond is entitled to 5 votes. There is an annual sinking fund of one per cent of the entire issue, and bonds can be drawn at 105. All the bonds issued are deposited with the Mercantile Trust Co., N. Y., which issues its Boston United Gas trust certificates therefor.

Beckton Construction Co. (Limited).—Organized under the laws of Pennsylvania to consolidate the management of the gas companies in Brooklyn, N. Y. Controls the Brooklyn, Metropolitan and Citizens' Gas-Light companies. STOCKS.—See New York and Brooklyn Gas companies, back of this Supplement. V. 56, p. 82.

Broadway & 7th Ave. (Street) RR.-

Brooklyn City RR .-

Brooklyn Heights RR.— Brooklyn Queens Co. & Suburban.—

See STREET RAIL-WAYS, in front of this SUPPLEMENT.

Brooklyn Traction Co.—
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 Jersey Traction.—Incorporated in July, 1894. See V. 59, p. 115.

Central & South American Telegraph.—Owns cable line from Vera Cruz, Mexico, to Valparaiso, Chui, 4,750 miles, and land lines 350 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 Co., and owns an inter-est in cable between Galveston and Coatzacoalcos, 825 miles, etc.

est in cable between Galveston and Coatzacoalcos, 825 miles, etc.

STOCK, ETC.—In June, 1892, \$1,417,600 construction certificates were sold at par to nay 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 Oct., 1894, both inclusive, at rate of 7 p. c. per annum, payable quarterly; in March, 1890, paid stock dividend of 20 per cent.

payable quarterly; in March, 1890, paid stock dividend of 20 per cent. EARNINGS.—Est. surplus March 31, 1894, \$529,657. For year 1893 gross, \$818,421; net \$535,009, against \$502,000 in 1892; dividend and interest, \$455,933; balance, surplus, \$79,076. 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 Cty, Md. In June, 1893, bondholders were asked to accept 4 per cent interest (in place of 5 per cent) until contingent fund, reduced to \$49,613, should again amount to \$100,000. Interest is payable at the office in Philadelphia. 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

\$130,147. Stock, \$1,900,220; 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. There are 2d 7s for \$142,550.

Chicago Economic Fuel Gas Co.—Organized in 1890 to construct and operate gas works in Chicago. The maximum price to be charged for illuminating gas, as fixed by ordinance, is \$1 10 per thousand cubic feet; for fuel gas 60 cents per thousand cubic feet. The company is required to pay an annual royalty to the city of 3 per cent

of gross revenue from illuminating gas and 5 per cent from fuel gas. This company is controlled in the interest of the Chicago Gas Co. Capital stock is \$5,000,000; par, \$100.

Bonds.—The mortgage of 1893 is for \$5,000,000 (trustee, Central Trust Co., N. Y.) 5 per cent gold bonds; the balance unissued (\$2,500,000) can be used only for extensions, equipments or betterments to the amount of 90 per cent thereof. Sinking fund is 2 per cent of surplus earnings yearly, bonds to be bought at market price but atnot over 105 (V. 54, p. 366, 405, 799.)

(V. 54, p. 366, 405, 799.)

Chicago Gas.—Organization.—The Chicago Gas Co. no longer axists, but the trust receipts of the Fidelity Insurance Trust & Safe Deposit Company of Philadelphia 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. See also "Finances" below.

DIVIDENDS.—In 1889, 4 p. c.; in 1890, 3; in 1891, 3; in 1892, 514 p. c.

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. See also "Finances" below. DIVIDENDS.—In 1889, 4 p.c.; in 1890, 3; in 1891, 3; in 1892, 5½ p.c.; in 1893, March, 1½ p.c.; in June, 1½ p.c.; in Cot., 1½ p.c. in serip, exchangeable for People's Co. consols; in 1894, Jan., 1½ per cent in cash April, 1½ p. c.; july 1½ p.c.; Oct., 1½ p.c.

\*\*SECURITIES OWNED.—The Fidelity Co. holds \$14,887,625 of the \$14,984,200 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 mortgage 6s; and Illinois Light Heat & Power Co., \$500,000 1st mortgage 6s; and Illinois Light Heat & Power Co., \$500,000 per annum, and paying \$1 per 1,000 feet for its gas—the price of gas to other consumers to remain at \$125 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.

In April, 1894, the Attorney-General of Illinois began proceedings against the companies to annul their charter on the ground that they were maintaining a trust. These proceedings have since been discontinued and litigation between the company and the State of Ilinois is terminated. Each company now maintains a separate existence. See V. 58, p. 1109; V. 59, p. 28.

Finances.—Of the \$25,000,000 trust receipts, \$114,200 have been canceled. The People's Gas Light Co. in September, 1893, executed a consolidated mortgage

| Year. | Net Earnings. | Interest    | Surplus.    |
|-------|---------------|-------------|-------------|
| 1893  | . \$3,219,864 | \$1,166,560 | \$2,053,304 |
| 1892  | 3,035,604     | 1,087,508   | 1,948,096   |
| 1891  | 2,787,835     | 1,044,250   | 1,743,585   |
| 1890  |               | 1,035,100   | 1,354,609   |

New York Office, 29 Broad Street.—(V. 56, p. 331, 1015; V. 57, p. 7, 375, 422, 468, 853, 893, 899; V. 58, p. 512, 715, 815, 902, 1109; 59, p. 28, 514, 650.)

V. 59, p. 28, 514, 650.)

Chicago Junction Hailways & 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.

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.

DRYDDENS.—On preferred 6 per cent yearly to date. On common

DIVIDENDS.—On preferred, 6 per cent yearly to date. On common in 1891, 10; in 1892, 8 p. c.; in 1893, 8; in 1894, Jan., 4 p. c.; July, 4 p. c. BONDS.—See SUPPLEMENT of May, 1894. January and July, 1894, coupons of incomes were paid.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting in J sey City first Thursday in July. Report for 1893-94 was in V. 59, p. 6

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

| MISCELLANEOUS.   | Date   | Size, or   | 100000000000000000000000000000000000000      | IN'                                     | TEREST  | OR DIVIDENDS.  | Bonds-Principal, When Due  |
|--|--|--|--|---|---|--|--|
| For explanation of column headings, &c., see notes on first page of tables.  |  | Par  | Amount<br>Outstanding                        | Rate per<br>Cent.                       | When<br>Payable                                       | Where payable, and by  | Stocks—Last<br>Dividend.   |
| Oitizens' Gas Light of Brooklyn—Stock for \$2,000.000 Citizens' Gas Light 1stM.bds.,sub.to call aft.Apr.1,'95.c Consol. mortgage for \$750,000, gold | 1890<br>1885<br>1885<br>1892<br>1894<br>1893<br>1893<br>1893<br>1889<br>1887<br>1889 | \$100<br>1,000<br>1,000<br>1,000<br>1,000<br>100<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 2,500,000<br>95,100<br>35,430,060<br>366,000 | 5 5 5 6 5 5 5 5 6 6 5 5 5 5 5 6 6 5 6 5 | A. & O. F. & A. J. & J. & D. & D. & D. & D. & D. & D. | N. Y., Central Tr. Co. do do do N.Y., Office — Church St do do do N.Y., Company's Office. N.Y., Real Est.L. & Tr. Co N. Y., 18 Broadway. do do N.Y., Knickerbocker Tr. N. Y., Atlantic Trust Co. N.Y., Office 18 Br'dway New York. N. Y., Central Trust Co. N. Y., 253 Broadway. N. Y., — when earned. N.Y., Co.'s Of., 120B' way N.Y., Am. Exch. Nat. Bk. N. Y., Office, 4 Irving Pl. | Aug. 2, 1893 Ap. 1, '95-1905 Feb. 1, 1940 July 1, 1905 Jan. 1, 1920 Oct. 15, 1894 Nov. 1, 1894 Nov. 1, 1894 Nov. 1, 1894 Yold 1, 1909 May 15, 1893 Feb. 1, 1940 May 1, 1919 Aug. 20, 1891 Jan. 1, 1917 Oct. 1, 1894 Sept. 1, 1948 Sept. 1, 1949 Sept. 1, 1919 Oct. 1, 1890 Sept. 15, 1894 June 1, 1898 June 1, 1898 Aug. 1, 1901 May 1, 1908 |

\$79,894 Balance, surplus...... \$210,638 \$21.834

DIRECTORS.—Chauncey M. Depew (Chairman, Edward J. Phelps, of Burlington, Vt.; W. J. Sewell, Camden, N. J.; F. H. Prince, Boston; Fred H. Winston, Albert H. Veeder and E. J. Martyn of Chicago; Martin L. Sykes and George Peabody Gardner. N. Y. office, 45 Broadway.—(V. 57, p. 59, 104; V. 59, p. 69.)

Citizens' Gas Co. (Brooklyn.)—Consolidation in April, 1892, of Citizens' Gas and Union Gas. In Pebruary, 1894, control was obtained by Beekton Construction Co., which see. Official statement to the N. Y. Stock Ex. in May, 1892, was given in full in V. 54, p. 898. In August, 1893, meters in use, 7,773; street lamps, 1,614; miles of street mains, 764z. Dividends paid—July, 1892, 2½ p. c.; August, 1893, 2 p. c. President, J. T. B. Hillhouse.

City & Suburban.—See Street Railways in front of this Supplement.

Claffin (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. Claffin & 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 June 30, 1894, including merchandise, accounts receivable, etc., being put at \$13,955,437. V. 59, p. 69.

DIVIDENDS.—On preferred stocks full dividends to date. On common stock in 1891, 10 per cent; in 1892, 8 per cent; in 1893, 8<sup>1</sup>4 per cent; in 1894, Jan., 1<sup>1</sup>2 per cent; April, 1<sup>1</sup>2 per cent; July, 1<sup>1</sup>2 p. c.; Oct., 1<sup>1</sup>2 p. c. Dividends on the first preferred stock are payable in gold. Annual charges for dividends ahead of common stock are now fixed at 4924 051.

REPORT.—Report for the half-year ending June 30, 1894, with balance sheet, was in V. 59, p. 69, showing net earnings over expenses and taxes, \$242,878; interest on preferred stocks, \$142,126; dividends (3 per cent) on common stock, \$114,873; balance, deficit for 6 months, \$14,121, against surplus, \$2,828 in 1893. Total surplus to June 30, 1894, \$287,480. Profits were: In 1892, \$870,006; in 1891, \$658,096; in 1889, \$784,000; in 1889, \$70,000; in 1887, \$766,000. Office corner Church and Worth streets, New York. (V. 55, p. 99; V. 56, p. 80; V. 57, p. 104; V. 58, p. 80; V. 59, p. 69.)

Colorado Coal & Iron Development,—Formerly controlled by Col. Coal & 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. In October, 1894, Colorado Coal & Iron Development stockholders were offered \$500,000 Suburban Land & Investment Co. 6 p. c. bonds at par. Stockholders so subscribing to receive 5 p. c. non-cum, preferred stock (authorized issue to be \$500,000, par \$100) in exchange for an amount of common equal to their subscription. Proceeds of the bonds to be used to liquidate the floating debt of \$360,000. V. 59, p. 780. N. Y. Office, 45 Wall Street.

Colorado Fuel & Iron.—ORGANIZATION AND PROPERTY.—A Colorado corporation formed in October, 1892, by consolidation [V. 55, p. 373, 639,] of the Colorado Fuel and the Colorado Coal & Iron Cos., the fermer 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. Cash and convertible assets in excess of liabilities June 30, 1894, \$1,345,729, including \$669,585 of stocks and supplies on hand.

Stock.—The authorized capital stock is \$2,000,000 of 8 per cent

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. Pref. stock "dividend serip" outstanding July 1, 1894, \$159,616.

Bonds.—The consolidated company assumed the bonds of the Colorado Coal & Iron, the Colorado Fuel and the Denver Fuel Company, and has executed a general 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. In August, 1894, no generals had been sold, but loans for \$906,648 were secured by these bonds.

The Fuel & Iron Co. also assumed the Col. Coal & Iron Co'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.

DIVIDENDS.—On common: In 1893, May., 114 per cent. On preferred, in 1893, Feb., 4 p. c.; Aug., 4 p. c., in scrip; in 1894, Feb., 4 p. c. in scrip; Aug., none.

ANNUAL REPORT.—Report for year ending June 30, 1894, was given at length in V. 59, p. 370, 373, and showed:

| $G \longrightarrow G$  | 088   | Net  |  |  |
|--|---|--|--|--|
| Fuel department.       \$3,605,103         Iron department.       2,951,105         Retail dept., etc.       411,754 | 1893-94.<br>\$2,294,569<br>1,775,562<br>305,617 | 1892-93.<br>\$816,187<br>204,661<br>68,590 | 1893-94.<br>\$449,380<br>145,428<br>65,957 |  |
| Total\$6,967,962<br>Deduct general expenses  | \$4,375,748                                     | \$1,089,438<br>124,906                     | \$660,765<br>98,656                        |  |
| Balance to income account  |   | \$964,532                                  | \$562,109                                  |  |

Interest on bonds, \$318,840; taxes, sink. funds, etc., \$116,249; dividends, \$80,177; balance, surplus for year, \$46,843. Total surplus July 1, 1894, \$78,047.

DIRECTORS.—John C. Osgood, Henry R Wolcott, Dennis Sullivar, 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, E. Thalmann, of New York; W. L. Graham, of Pueblo, J. C. Osgood, President. Office, 18 Broadway, New York.—(V. 56, p. 500, 579, 1014; V. 57, p. 179, 217, 373, 1082; V. 58, p. 474; V. 59, p. 330, 370, 373.

Columbus & Hocking Coal & Iron Company.—Organized at Columbus, O., January 26, 1883, and owns large coal and iron properties, (13,250 acres of land) with extensive works thereon, in Ohio, a full description in 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; none since.

The present management only took charge in May, 1892, and no report for year 1891-92 was made.

ANNUAL REPORT.—Fiscal year ends Mar. 31. Report for 1893-94 was in V. 58, p. 1108. Iron production for year, 4,180 tons; coal, 356,402 tons. There were car trusts for \$112,112.

 
 Year to Mar. 31.
 Gross.
 Net.
 Int., taxes, etc.
 Imp., etc.
 Bal., def.

 1893-94.
 \$412,113
 \$3,465
 \$71,305
 \$13,867
 \$81,702

 1892-93.
 717,752
 6,953
 72,175
 36,680
 101,902
 Total deficit March 31, 1894, \$409,670. N. Y. office, 80 Broadway. – (V. 52, p. 507, 643, 831; V. 53, p. 187, 288; V. 58, p. 1108.)

Commercial Cable Company.—This is popularly known as the Mackay-Bennett Cable Company, owning three 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 in July, 1893, for third cable, Nova Scotia to Ireland, completed in August, 1894. No bonded debt Sept., 1894.

Dividends, completed in Adgust, 1894. No bolided debt Sept., 1894.

Dividends.—In 1889, 1½ p. c.; in 1890, 6 per cent; in 1891, 7; in 1892, 7; in 1893, 7 p c.; in 1894, Jan., 1¾ p. c.; April, 1¾ p. c.; July, 1¾ p. c.; Oct., 1¾ p. c.

EARNINGS.—In 1893 gross, £1,842,346, against £1,890,377 in 1892; ret, \$1,057,746, against \$1,099,588 in 1892. Mr. J. W. Mackay, President, 1 Broadway, New York.—(V. 54, p. 525; V. 56, p. 501; V. 57, p. 218, 255, 1038.)

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, \$4,00,000 (par, \$2.00). Interest paid on incomes Nov. 1, 1892, 1½ per cent; none since.

In November, 1894, the company was proposing to issue 6 p. c. notes to provide a bond for the release of income now held under attachments. See V. 59, p. 879.

ANNUAL REPORT.—Report for year ending August 31, 1893, was in V. 57, p. 637, showing royalty received \$48,443 (against \$71,401 in 1891-92); other earnings, \$10,903; miscellaneous receipts, \$9,154; back royalty, \$8,070; total receipts, \$76,570. Disbursements—Operating, etc., expenses, \$95,024; bond interest paid, \$26,365; deficit for 1892-93, \$44,819, against deficit of \$25,615 in 1891-92. New York office, No. 115 Broadway. (V. 55, p. 599; V. 57, p. 637; V. 58, p. 430; V. 59, p. 879.) office, No. 115 V. 59, p. 879.)

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 Gasight, 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 cen (2 per cent quarterly).

Fo

in \$52 \$47

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| MISCELLANEOUS.  | Date   | Size, or   |                       | INT   | EREST  | OR DIVIDENDS.  | Bonds-Principal, When Due  |
|---|--|--|-----------------------|---|--|--|--|
| For explanation of column headings, &c., see notice or<br>first page of tables.   |  | Par  | Amount<br>Outstanding | Pate Per<br>Cent.   | When<br>Payable  | Where Payable, and by  | Stocks—Last<br>Dividend.   |
| Onsol. Kan. City Smelt'y & Refin'y—St'k(\$2,500,000) com  1st M., gold, subject to call at 105 after May 1, 1895. c' Consolidation Coal of Maryland—Stock  1st mortgage, convertible into stock at par  Denver City Water—General M. for \$7,000,000 gold c' Denver Consolidated Gas—Stock  1st mortgage, gold (see remarks)  Denver Consolidated Tramway—Denver Tram. 1st M., g.,  Denver Tram. Consol. mort., for \$2,000,000, gold c' Met. St. RR. Co. 1st M. for\$1,000,000 (\$20,000 p.m.)g.gu  Consol. mortgage for \$4,000,000, gold c' Met. St. RR. Co. 1st M. for\$1,000,000 (\$20,000 p.m.)g.gu  Consol. mortgage for \$4,000,000, gold c' Denver Union Water Co.—1st mortgage, \$8,000,000  Detroit Gas—Undenlying bonds.  Consol. 1st mortgage for \$4,500,000, gold c'  Coupon funding bonds.  Detroit Mack. & Marquette E. R.—Land M. (inc.) red. at 100. n  Diamond Match.—Stock—Listed in February, 1893  Detroit Mack. & Marquette E. Stock.  1st M., \$8,000,000, g., subject to call at par in 1903. c'  Edison Electric Uluminating of Brooklyn—Stock.  1st M. (\$2,500,000), g. sub, to call 110 aft. Sept. 1,1900. c'  Matitable Gas Light Co. of New York—Stock.  First mortgage | 1890<br>1872<br>1888<br>1890<br>1891<br>1888<br>1890<br>1891<br>1893<br>1894<br>1893<br>1894<br>1881<br> | \$25<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1, |                       | See text. 6 g. 8ee text. 6 g. 8ee text. 6 g. 6 g. 6 g. 6 g. 6 g. 6 g. 7 See text. 8ee text. 8ee text. 8ee text. | M. & N. Yearly. J. & J. M. & N. Yearly. J. & J. J. | N. Y. Of., 20 Nassau St. N. Y., Of. 20 Nassau st. N. Y., Co.'s Of., 71 B'way. do do July, '93, coup. last pd. In default—See text. N.Y., Maitland, P. & Co. N. Y., Mercantile Trust Co. do do do New York and Denver.  See text. See text. Peoria, Ill. N. Y., Central Trust Co. Brooklyn. | Mch. 1, 1893 May 1, 1900 Feb. 1, 1894 Jan. 1, 1905 Feb. 15, 1894 Jan. 1, 1916 Feb. 15, 1894 Nov. 16, 1911 July 1, 1998 Jan. 1, 1911 Oct. 1, 1933 1914 Oct. 1, 1913 Pec. 12, 1894 See text. June 1, 1918 Oct. 1, 1948 Oct. 1, 1948 Nov. 1, 1894 Oct. 1, 1948 Oct. 1, 1894 Oct. 1, 1894 Moh. 1, 1916 Oct. 15, 1894 Oct. 1, 1894 Moh. 1, 1916 Oct. 15, 1894 |

Consolidated Kansas City Smelting & Refining.—Incorporated in 1887 under laws of New York, and owns extensive works at Argentine, a suburb of Kansas City for smelting and refining gold, 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. Preferred 7 per cent canualative stock for \$1,000,000 authorized in January, 1894, has prior lien on assets and earnings; \$300,000 issued to Aug. 1, 1894. In 1892 net earnings were \$244,000. Mr. N. Witherill, Vice-President, 20 Nassau Street, N. Y. City. V. 56, p. 403.

Street, N. Y. City. V. 56, p. 403.

Consolidation Coal.—Report for 1893 was in V. 58, p. 344. Coal mined in 1893, 907,559 tons, against 938,695 in 1892.

The gross receipts from mines, railroads, rents, 1892.

&c. (including value of stock of colul on hand), \$2,424,994 \$2,377,527

Net receipts. \$354,217 \$368,508

The interest in 1893 took \$116,900; balance, surplus, for dividends, \$251,608. 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, \$4; for 1887, 1½; for 1888, 2½; from 1889 to Feb., 1894, inclusive, 2 p. c. yearly. (V. 56, p. 373; V. 58, p. 344.) 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. On November 10, 1893, George E. Randolph and Cornelius S. Sweetland appointed receivers. Reorganization plan of May 1, 1894. See Supplement of September, 1894.

REORGANIZATION COMMITTEE.—F. W. Roebling, C. S. Sweetland, B. F. Yaughan, H. St. John Smith, G. E. Taintor, Chairman, 11 Wall St., N. Y. Foreclosure sale has been ask d for by Cent. Trust Co. of N. T. Trustee.—(V. 54, p. 203; V. 57, p. 808; V. 58, p. 941; V. 59, p. 472.

Denver City Water.—Sup. Jan., '93, and V. 57, p. 105; V. 58, p. 636.

Denver Consolidated Gas Co.—Organized Nov. 16, 1891, to take

Denver City Water.—Sup. Jan., '93, and V.57, p. 105; V. 58, p. 636.

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. In 1893 gold debenture 6s for \$115,000 were issued, payable April 1, 1899, but redeemable at par after April 1, 1895. Interest A. and O. at Maitland, Phelps & Co., New York. Dividends from April, 1892, to July, 1893, inclusive, 4 p. c. per an, quarterly; in Nov., 1 p. c.: in 1894, Feb., 1 per cent; none since. Gross earnings in year 1893, \$311,570; net, \$173,315; taxes, \$6,838; interest, etc., \$103,161; balance, surplus, \$63,316. In 1892 gross, \$378,685; net, \$197,211. J. B. Grant, Denver, Pres.

In 1892 gross, \$378,685; net, \$197,211. J. B. Grant, Denver, Pres.

Denver Consolidated Tramway.—Consolidation in 1893 of Denver Tramway and Metropolitan St. RR. Co. Owns 18 miles of cable read and 35 miles of electric railway in the city of Denver, Col.

Capital stock, \$3,000,000; par, \$100; dividend of 1 p. c. was paid in Jan., 1894. The consolidated mortgage of 1893 is for \$4,000,000, of which \$2,670,000 reserved to retire prior liens (see table), and \$800,000 were to fund floating debt and balance for improvement. Full abstract of the consol mortgage of 1890 was in V. 52, p. 354. From January 1 to March 31, 1894 (3 months), gross, \$162,107, against \$223,518 in 1893; net, \$57,000, against \$54,966. surplus over charges, \$3,915, against \$14,044 in 1893. For year 1893 gross earnings of both companies were \$661,509; net, \$273,240; other income, \$8,805; interest on bonds, \$158,905; balance, surplus, \$123,140. Office, Denver, Col. (V. 55, p. 1036.)

Denver Union Water Co.—A consolidation in 1894 of the Denver Water Company and the Citizens' Water Co. Controls the water supply of the city of Denver, Col., and vicinity. Capital stock is \$5,000,000 common and \$2,500,000 of 5 p. c. non-cumulative preferred. Bonds for \$7,000,000 were issued to pay for property and retire all bonds of old companies which were sold under foreclosure. (V. 59, p. 788.)

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. Three coupons, Aug., 1894, to Feb., 1896, incl., funded into 10-year 5 p.c. bonds. (V. 57, p. 808.)

Detroit Mackinae & Marquette Land Grant Bonds.—Owns about 1,300,000 acres of land in Northern Michigan, along the line of the Detroit Mackinae & Marquette RE. Lands are free from taxation till 1898. Of the total issue of \$4,560,000 bonds, \$1,442,000 had been purchased and canceled prior to Jan. 1, 1894, at prices ranging from 29 to 39½ per cent. In October, 1892, 2 per cent interest was paid; in 1893, 2 p. c.; in 1894, April, 1 p. c.; Oct., 1 p. c., at Central Trust Co., N. Y. V. 55, p. 589. James McMillan, Detroit, President.

Detroit Union RER. Depot.—See Supplement, January, 1893.

N. Y. V. 55, p. 589. James McMillan, Detroit, President.

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. Leuis, 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, 10 p. c.; in 1894, March,  $2^{1}2$  p. c.; June,  $2^{1}2$  p. c; Sept.,  $2^{1}2$  p. c.; Dec.,  $2^{1}2$  p. c.

ANNUAL REPORT,—Fiscal year ends Dec. 31. Report for 1893 in V 58, p. 389, showed net earnings, \$1,359,577, agst. \$1,050,979 in 1892.

Total assets.......\$10,728,126 Total liabilities.....\$10,728,126

DIRECTORS.—O. C. Barber (President), J. Hopkins, W. H. Moore, G. T. Smith, J. K. Robinson (Treasurer). Main office, Chicago. New York office, 88 Hudson Street. (V. 56, p. 245, 403; V. 58, p. 389.) Total liabilities.....\$10,728,126

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 Chicannati); 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 c.; in 1893, January, 1½ per cent; none since.

GENERAL FINANCES.—April 1, 1894, liabilities were: Rebates due the trade, \$1,860,525; balance due on the four distillerles last purchased, \$127,000; bills payable, \$300,000; accrued interest, \$20,000; ground rent, \$35,000; total, \$2,007,525. 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. After 10 years bonds can be drawn by lot at par.

at par.

In 1893-94 \$1,000,000 of bonds were sold and \$2,500,000 placed with trustee to secure outstanding rebates.

In September, 1894, Martin R. Cook, 144 Franklin St., N. Y., Henry E. G. Luyties, 204 William St., N. Y., and S. M. Rice, 56 New St., N. Y., were appointed a committee to protect the interests of holders of rebate vouchers. V. 59, p. 472. Practice of issuing rebate vouchers was discontinued Oct. 4, 1894. V. 59, p. 600.

ANNUAL REPORT.-Fiscal year ends March 31. Report for 1893-94

| in V. 58, p. 715, shows as follows Year ending March 31— Earnings from business Contracts, rents and interest   | 1892.<br>\$2,466,086                                    | 1893.<br>\$2,281,375<br>151,313   | 1894.<br>\$980,186<br>106,716    |
|---|---|-----------------------------------|----------------------------------|
| Total earnings.  Expenses paid. Interest on bonds. Dividends paid.  | 442,306   | \$2,432,688<br>392,159<br>875,000 | \$1,086,902<br>329,958<br>30,000 |
| Balance, surplus. Cash and cash assets April 1 Liabilities—rebates, bills payable Sales of the company's product, Sales for fiscal year. Gallons. 1889-90. 40,832,22 1890-91. 44,738,17 | , etc<br>during last fo<br>  Sales for 1<br>0   1891-92 | fiscal year.                      | Gallons,<br>.45,661,717          |

DIRECTORS AND OFFICERS.—Directors are, for one year, P. J. Hennessy, Nelson Morris; two years, William N. Hobart, Lewis H. Greene, John E. Beggs; three years, Joseph B. Greenhut, J. Walter Freiberg. President, J. B. Greenhut; Treasurer, Wm. N. Hobart; Secretary, P. J. Hennessy. Office, Peoria, Ill. (V. 56, p. 205, 463, 621, 834, 886, 923, 973, 1014; V. 57, p. 144; V. 58, p. 682, 715; V. 59, p. 472, 600.)

Edison Electric Illuminating of Brooklyn.—Stock and bonds listed on N. Y. Exchange in September, 1892. See adv. CHRON-ICLE of March 12, 1892. STOCK increased from \$1,500,000 to \$2,500,000 in March, 1893, and to \$3,000,000 in April, 1894, to extend the system, \$125,000 new stock to be held in the treasury for future needs. V. 58, p. 682. DIVIDENDS—From June, 1891, to Nov., 1892, 4 per cent per annum; in 1893, 5 per cent; in 1894, Jan, 14 p. c.; April, 14 p. c.; July, 14 p. c.; Oct., 14 p. c. MORTGAGE—Trustee Franklin Trust Co.

Earnings.—10 months, 1894, gross, \$320,795; net, \$133,265.

Jan. 1 to Oct. 31, 1893, gross, \$245,004; net. \$100,492.

For year ending Dec. 31, 1893, gross, \$347,919, against \$250,681 in 1892; net, \$169,069, against \$110,397 in 1892. Office—Brooklyn.—(V. 55, p. 551; V. 56, p. 625; V. 57, p. 179; V. 58, p. 682, 816.

Edison Electric Illuminating Co. of New York,—Operates under the Edison patents in N. Y. City. On Oct. 31, 1894, its incandescent lamps numbered 218,365, against 171,685 in 1893; its arc lamps 2,939, against 2,369 in 1893; its motors, horse power, 7,293, against 5,272 in 1893.

STOCK.—Increase to \$10,000,000 was voted in March, 1893, and in June, 1893, \$750,000 of this was sold and \$688,000 was issued in exchange for bonds. (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, 1½ per cent; in May increased to 1½ per cent quarterly; in August paid 1½ per cent; Nov., 1½ p. c.; in 1894, Feb., 1½ per cent; May, 1½ per cent; Aug., 1½ p. c.; Nov., 1½ p. c.; in 1887 an extra dividend of 7 p. c. and in 1891 of 5 p. c. paid in scrip. p. c.; scrip.

BONDS.—Mortgage trustee is the Central Trust Company. See terms of convertibility in SUPPLEMENT for January, 1894. The issue of \$1,750,000 additional bonds was authorized in November, 1893.

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

| MISCELLANEOUS.  | Date   | Size, or   | 1                               | INT  | TEREST  | OR DIVIDENDS.   | Bonds-Princi<br>pal, When Due.   |
|---|--|--|---------------------------------|--|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.   |  | Par  | Amount<br>Outstanding           | Rate Per<br>Cent.  | When<br>Payable   | Where Payable, and by   | Stocks—Last<br>Dividend.   |
| Erie Telegraph & Telephone—Stock (\$5,000,000).  Collat. tr. gold bonds, (\$500,000) s. f., not subj. to call. do (\$1,000,000).  Fort Sl. Union Depot (Detroit) 1st mortgage, gold | 1894<br>1891<br>1892<br>1899<br>1890<br>1881<br><br>1890<br>1893<br>1894<br><br>1889<br>1889<br>1893<br>1893 | \$100<br>1,000<br>500,etc<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>100<br>1 | 300,000<br>500,000<br>1,000,000 | 6 g. 4 l <sub>2</sub> g. See text. 7 per an. 5 g. 3 l <sub>2</sub> 6 g. See text. 8 per an. See text. 5 g. 6 See text. 6 See text. 5 g. 6 g. | J. & J.<br>A. & O.<br>J. & J.<br>J. & J.<br>J. & J.<br>J. & J.<br>J. & S.<br>J. & O.<br>M. & S.<br>Ann.<br>Q.—M.<br>J. & O.<br>J. & O.<br>M. & S.<br>J. & J.<br>J. & J. & | N.Y., Gu. &Ind. Co. & Bos. N.Y., Holland Trust Co. Phila., 233 So. 4th St. N.Y., 120 Broadway. N.Y., by cheek. do N.Y., MetropolitanTr. Co. N.Y., Cuyler, M. & Co. do See text. N.Y., Pier 1, North Riv. N.Y., Piers Nat. Bank. | Jan. 1, 1903<br>1909<br>Jan. 1, 1941<br>See text.<br>July 1, 1893<br>June 1, 1922<br>July 1, 1919<br>Apr. 1, 1940<br>Sept. 1, 1931<br>June 10, 1893<br>See text. |

GENERAL FINANCES.—On January 1, 1894, there were about \$400,-000 liabilities in connection with the purchase in 1892 of large interests in the Harlem and Manhattan electric companies. About \$600,000 Manhattan bonds are held for improvements to be made to that plant when deemed advisable.

EARNINGS.—10 months, \ 1894, gross, \\$1,090,112; net, \\$536,491.

Jan. 1 to Oct. 31, \ 1893, gross, \\$956,667; net, \\$441,124.

ANNUAL REPORT.—Year ends Dec. 31. For 1893 full statement was in V. 58, p. 126, showing gross earnings \\$1,193,339; other income, \\$52,186: net applicable to interest and dividends \\$605,642, against \\$475,138 in 1892. Spencer Trask, Pres. General Office, Pearl St., cor. Elm 8t.—(V. 55, p. 256, 639, 723; V. 56, p. 125, 165, 463, 538, 668, 700, 886; V. 57, p. 22, 179, 763, 893, 1039; V. 58, p. 126, 556, 636.)

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.; in 1894, Jan., 3 p. c.; April, 3 p. c.; July, 3 p. c.; Oct., 3 p. c.

3 p. c; Oct., 3 p. c.

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 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 Sept. 30, 1894, these had 15,801 subscribers in over 237 cities and towns, and 5,000 miles of long-distance lines. Loans and bills payable April 1, 1894, \$140,000. Strock.—Capital stock was listed on N. Y. Stock Exchange in October, 1894—see application in full, V. 59, p. 701. Bonds.—The coll. trusts of 1893 were sued to purchase new stock of sub-companies. Of the \$500,000 authorized, \$50,000 had been canceled and \$150,000 were in treasury March 31, 1894. Coll. trusts of 1894 were authorized for extending lines, erecting buildings, etc. For the extension of their long distance metallic circuit \$400,000 has been appropriated.

Dividends since 1887—In 1888, 4; 1889, 3\frac{3}{4}; 1890, 4; in 1891, 4; in 1892, 4; in 1893, 4; in 1894, Feb., 1; May, 1 p. c.; Aug., 1 p. c.; Nov., 1 p. c.

DIVIDENDS since 1887—In 1884, 4; 1889, 34; 1890, 4; in 1891, 4; in 1892, 4; in 1893, 4; in 1894, Feb., 1; May, 1 p. c.; Aug., 1 p. c.; Nov., 1 p. c.

EARNINGS.—From Jan. 1 to Sept. 30 (9 mos.), 1894, Erie's proportion of dividends, \$179,080, against \$176,340 in 1893; bal surplus over expenses and dividends, \$35,080, against \$32,340 in 1893. Fiscal year will hereafter end Dec. 31 instead of March 31. For year ending March 31, 1894, companies controlled had gross income, \$1,009,733 (against \$941,813 in 1892-38); surplus over dividends, \$235,270; dividends paid by Erie (4 per cent) \$192,000; surplus, \$43,-270; expense account, \$24,136; net surplus, \$19,134, against \$25,994 in 1892-93. Office, Lowell, Mass. V. 59, p. 651, 697, 701.

Fort Street Union Depot (Detroit.)—Ownsdepot 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. Dividends are paid A. & O. In 1893 paid 5½ p. c. Bonds listed in New York in May, 1893. In 1893 gross earnings were \$114,409; net, \$109,819; interest charges, \$54,694; balance for dividends, \$55,125. (V. 56, p. 887.)

Ceneral Electric Company.—Organization General Electric, Thomson-Houston Electric in Thomson-Houston International Electric, Thomson-Houston Electric and Thomson-Houston International Electric railways and all kinds of electrical supplies.

The total number of central station lighting companies using its apparatus on January 31, 1894, was 1,479, supplying about 6,000 customers with 2,738,846 incandescent and about 129,289 arc lamps. The electric railways and all kinds of electrical supplies.

The total number of central station lighting companies using its apparatus on January 31, 1894, was 1,479, supplying about 6,000 costomers wi

See preferred certificate in editorial of May, 1893, Supplement Dividends.—The General Electric on common stock paid in Aug., 1892. 2 p. c.; Nov., 2; in 1893, Feb., 2; May, 2; Aug., 2 p. c.; none since, January, 1894, dividend on preferred was not paid. See V. 57, p. 979

Bonds.—The debentures are all convertible into stock at the rate of \$100 m stock for \$120 in bonds. (See terms in Supplement of March, 1893, on page 3; also V. 55, p. 146.) As to the Thomson-Housten collateral trust bonds, see Supplement for January, 1893.

General Finances.—In August, 1893, because of financial pressure, about \$12,000,000 of miscellaneous securities were turned over to the Street Ry. and Illuminating Properties," organized to receive them, for \$4,050,000 in cash. The policy followed by the Edison and Thomson-Houston companies, of accepting securities of local companies in payment for sales, has been discontinued, and sales are now made only on a cash basis, or short credits to desirable customers.

Annual Report.—Fiscal year ends January 31. Annual meeting

was charged to "profit and loss" for decrease in value of securities, plants, patents, etc., leaving a debit to account of profit and loss of \$12,454,967.

DIRECTORS for the year 1893-94: H. McK. Twombly, Oliver Ames, 2d F. C. H. Coster, C. A. Coffin, T. Jefferson-Coolidge, Jr., T. A. Edison, F. S. Hastings, H. L. Higginson, Engene Griffin, D. O. Mills, J. Pierpon Worgan, Robert Treat Paine, 2d; Gordon Abbott. President, C. A. Coffin; Treasurer, B. F. Peach, Jr., Boston; Secretary, M. F. Westover; office, Schenectady, N. Y.—(V. 56, p. 621, 625, 668, 792, 886; V. 57, p. 22, 144, 217, 298, 422, 722, 893, 979, 1039, 1122; V. 58, p. 42, 178, 305, 594, 600, 636, 866, 902; V. 59, p. 472, 835.)

Gold & Stock Telegraph Co .- See WESTERN UNION TELEGRAPH.

Henderson Bridge Co.—Owns bridge across Ohio R. at Henderson, Ky., and 10 miles of road. 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 p.c. are paid each F. & A. \$220,000 bonds retired were in sinking fund in January, 1894. (V. 57, p. 375; V. 59, p. 290.)

Herring-Hall-Marvin Company.—ORGANIZATION, PROPERTY, ETC.—Organized in 1892, to manufacture fire and burglar-proof safes and vaults. See advertisement 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. Dividend on preferred due in June, 1894, was not paid.

ANNUAL REPORT.—Report for 1892-93, with balance sheet of May 15, 1893, was in V. 57, p. 21.

DIRECTORS.—Edward C. Hall, President; John Farrel, Willis B. Marrin, Frank O. Herring, Wright D. Pownall, Richard T. Pullen, Williams H. Hall, Richard Dymond, Jos. Rawson, Jr., and W. S. Rowe, Cincinnati; J. H. Davis. Transfer office, Connor & Co., 71 Broadway. (V. 57, p. 21.)

Ilinois 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, 1894, V. 58, p. 514.

SECURITIES.—As to terms of convertible bonds of 1890, see SUPPLEMENT of March, 1893, on page 3. In 1893 \$6 743,000 non-convertible debentures were issued for new mills, etc., and while any of these "bonds remain unpaid, no mortgage shall hereafter be placed upon any of the property of this company."

In 1894 a mortgage for \$1,900,000 was issued on the rolling stock of the company.

DIVIDENDS.—For 1889, 4 per cent; for 1890, 2 morting the contraction of the company.

the company.

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 1893 showed net income, \$1,-214,695 (including \$269,187 income from securities owned), against \$2,019,268 from operations of year 1892; interest on bonds, etc., \$633,-128. Total deficit Dec. 31, 1893, after charging off \$1,467,372 for depreciation in value of material and improvements was \$349,472, agst. surplus Dec. 31, 1892, of \$536,331. In 1893 company received 1,283,-428 tons of raw material, against 3,604,964 tons in 1892, and shipped 422,784 tons of finished product, against 784,733 in 1892. Average number of men employed per day, 4,264, against 8,208 in 1892.

CONDENSED BALANCE SHEET DECEMBER 31, 1893.

| COMPENSED I              | TENTENTON DIEK | THE DECEMBER OF TOO  |                                       |
|--------------------------|----------------|--|---------------------------------------|
|                          |                | Real estate, equipm't,   |                                       |
| 5 p. c. deb. bonds       | 6,200,000      | etc., Jan. 1, 1894\$   | 17.256,422                            |
| 5 p.c. deb.non-convert.  |                | Materials,&c.,on hand.   | 5,496,365                             |
| Div. scrip., due 1913    | 93,014         | Cash on hand   | 559,300                               |
| Bills payable, since pd. | 50,000         | Bills receivable   | 740,335                               |
| Acco'nts pay., since pd. |                | Accounts receivable  | 1,166,826                             |
| Reserve fund             | 331,171        | Securities, etc  | 7,814,288                             |
| Int. due Jan. 1, 1894,   |                | Profit and loss, deficit.  | 349,472                               |
| since paid               | 155,000        | And the second s | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| Int accrued not due      | 89.832         |  |                                       |

Total liabilities .....\$33,383,008 Total assets.... Office, Chicago. (V. 56, p. 287, 402, 419; V. 58, p. 476, 512, 514, 636.)

International Ocean Telegraph.—See Western Union Tel.

International Ocean Telegraph.—See WESTERN UNION TEL.

Interior Conduit.—Successor to the Interior Electrical Company, doing business in New York City. Balance sheet in December, 1892, showed real estate, plant, etc., \$331,960; patent account, \$877,742; cash and accounts receivable, \$83,129; supplies, etc., \$170,119; total, \$1,462,951. Contra. stock, \$1,250,000; mortgage on building, \$75,000; accounts, etc., payable, \$83,864; profit and loss, \$54,087; total, \$1,462,951. Stock listed in Jan., 1893. On June 29, 1894, a scrip dividend of 5 per cent was declared. Office, 44 Broad St., N. Y.

Jarvis-Conklin Mortgage Co.—See V. 58, p. 512, 1109; V. 59, p. 116, 334.

GENERAL FINANCES.—In August, 1893, because of financial pressure, about \$12,000,000 of miscellaneous securities were turned over to the "Street Ry. and Illuminating Properties," organized to receive them, for \$4,050,000 in cash. The policy followed by the Edison and Thomson-Houston companies, or accepting securities of local companies in payment for sales, has been discontinued, and sales are now made only on a cash basis, or short credits to desirable customers.

ANNUAL REPORT.—Fiscal year ends January 31. Annual meeting will hereafter be held the second Tuesday in May. Report for 1893-94 was given in full in V. 58, p. 600. The report shows that \$14,587,466

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

| MISCELLANEOUS.  | Date   | Size, or  |   | IN'   | TEREST   | OR DIVIDENDS.   | Bonds-Princi                               |
|---|--|---|---|---|--|---|--|
| For explanation of column headings, &c., see notes on first page of tables.           | of<br>Bonds  | Par<br>Value.   | Amount<br>Outstanding                         | Rate Per<br>Cent.   | When Payable   | Where Payable, and by Whom.   | pal, When Due.<br>Stocks—Last<br>Dividend. |
| Lehigh Coal & Navigation—Concluded)—  1st mort., Leh. &Sus. RR. Mauch Chunk to Easton | 1867<br>1871<br>1884<br>1858<br>1874<br>1875<br>1893<br>1893<br>1893<br>1891<br>1890<br>1888<br>1888 | \$500.&c. 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 500.&c. 1,000 | 77,000<br>3,000,000<br>1,961,000<br>2,000,000 | 7 412g. 6 6 g. 6 7 5 Text. 412 g. Pref. 5 6 g. 5 g. 6 4 g. See text. 7 6 g. 10 per an See text. See text. | J. & J. J. & D. M. & D. M. & D. M. & D. M. & N. F. & A. A. & O. Various J. & J. M. & N. M. & N. M. & N. J. & J. & J. & J. M. & N. J. & J. & J. & J. & J. & J. & J. | do do do do Phila., 226 So. Third St. Phila., L.Coal & Nav. Co. New York and London. New York and London. New York and London. Louisville, Ky.  Louisville, Co.'s Office. N.Y. Cont.Nat. Bk. & Lou N.Y., Seligman & Co. & Lo N.Y., Merc. Trust Co. Nov.'93 co'p.pd. Feb.'94 N.Y., Corbin Bkg. Co. New York, 1 B'dway. do do N.Y., Lond. & Ams'dam. N.Y., 18 Cortlandt St. N.Y., Office, 37 Wall St. N.Y., Guar. & Indem. Co. do do do | July 1, 1930<br>Nov. 1, 1919               |

Laclede Gas Light.—Organization.—Incorporated in 1857, and in 1889 secured control of all the other gas companies in \$t. Louis. Stock.—Preferred is 5 per cent cumulative, and in March, 1894, there was 11<sup>1</sup>4 per cent of accumulated dividends unpaid.

DIVIDENDS ON PREFERRED.—In 1892, 5 p. c.; in 1893, March, 1<sup>1</sup>4 p. c.; June, 1<sup>1</sup>4 p. c. Dec. 15, 1893, 2<sup>1</sup>2 p. c. Div. changed to semi-annual. In 1894, June, 2<sup>1</sup>2 per cent; December,  $3^{1}$ 2 per cent.

Bonds.—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.—Jan. 1 to Oct. 31, 1894 (10 months), net \$615,434, against \$588,793 in 1893.

\$588,793 in 1893.

ANNUAL REPORT.—Statement for 1893 showed net earnings from gas \$699,761; net from Carondelet, etc., \$63,024; total, \$762,785, against \$698,090 in 1892 and \$582,460 in 1891. In 1892 the sales of gas were 929,611,400 cubic feet, against \$51,110,200 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; V. 58, p. 178.)

Lake Superior Consolidated Iron Mines.—Incorporated in 1893, and owns or controls nearly all the important properties on the Missabe Range, Minnesota, including the Mountain Iron Co., Missabe Mt. Iron, Lone Jack, N. Y. & Missabe Iron, etc., and the Duluth Missabe & No. Ry., which see.

STOCK.—Auth., \$30,000.000. Issued (Ian., 1894) about \$25,000,000.

STOCK.—Auth., \$30,000,000. Issued (Jan., 1894), about \$25,000,000.

STOCK.—Auth., \$30,000,000. Issued (Jan., 1894), about \$25,000,000.
BONDS.—First mortgage (Farmers' L. & T. Co., trustee) for \$10,000,000 provides for a sinking fund. "Unless previously converted into stock," bonds can be drawn at 105 after Sept. 1, 1896.

DIRECTORS.—George D. Rogers, Fred. T. Gates, D. B. Searle, Edward S. Cary, George Elwood Murray, Lewis J. Merritt and Charles E. Scheide. Pres., Fred. T. Gates; Secretary and Treas., Chas. E. Scheide. Leavenworth Terminal Railway & Bridge.—Owns highway and railroad bridge (opened Jan. 1, 1894), 1,110 feet long, over Missouri River, at Leavenworth, Kan., and valuable terminal property in that city. The mortgage contains a sinking fund provision. Chicago B. & Q. and Chicago B. I. & P. use the bridge at an annual rental of \$18,000 each, under a 30-year contract from 1894.

Lehigh Coal & Navigation.—Owns canal from Coalport to Eas.

cago B. & Q. and Chicago R. I. & P. use the bridge at an annual rental of \$18,000 each, under a 30-year contract from 1894.

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, of which 115 miles double tracks; but all these roads are leased for 999 years from 1871 to Central of New Jersey RR., rental being 33½ per cent of gross earnings, with a minimum rental of \$1,414,400; Delaware Div. Canal leased for 99 years from 1866 at interest on the bonds and 4 p. c. on stock, paid as rental.

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; by Lehigh & Wilkesbarre Coal Co., \$500,000 of the gold loan due 1897. The general mort. of 1884 (trustee, Fidelity Insurance Company of Phila.) covers, subj. to prior bends, 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 Jan. 1, 1894, as equal to \$3,973,194. Bills payable, \$250,000; Central of N. J. loan account, \$72,150; ground rents, mortgages, etc., \$360,111.

Dividends since 1886—In 1887, 4; in 1888, 4½; in 1889, 5; in 1890, 5; in 1891, 5; in 1892, 5<sup>1</sup> in 1892, 5<sup>1</sup> in 1893, 6 p. c.; in 1894, May, 2<sup>1</sup> p. c.; Nov., 2 p. c. See V. 59, p. 835.

Annual Report.—Report for 1893 was in Chronicle, V. 58, p. 344. In 1893 produced 1.445.341 tons coal, against 1.293.662 in 1892.

 Nov., 2 p. c. See v. 59, p. 855.

 ANNUAL REPORT.—Report for 1893 was in CHRONICLE, V. 58, p. 344.

 In 1893 produced 1,445,341 tons coal, against 1,293,662 in 1892.

 Year ending Dec. 31.
 1891.

 From railroads and Nesque. Tunnel.
 \$1,835,754 \$1,745,474 \$1,814,887

 Canals.
 38,161

 Net profit on Lehigh Coal.
 158,837

 344,077
 489,847

 Royalty on coal mined, &c.
 96,808

 104,817
 79,946

Surplus for year \$784,867. \$844,729 \$952,318 Dividends. (5)715,150(5<sup>1</sup>2)789065 (6)860,799 —(54, p. 364, 330; V. 56, p. 330, 700; V. 58, p. 344; V. 59, p. 835.)

—(54, p. 364, 330; V. 56, p. 330, 700; V. 58, p. 344; V. 59, p. 835.)

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.—Of the consolidated mortgage seven per cent bonds only \$54,000 are guaranteed by the Central RR. of N. J., the holders of the other bonds 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, this agreement being stamped on the bonds. The authorized issue of consols is \$15,000,000, but those unissued are in reality unavailable, since by the terms of the agreement just mentioned they would not if issued be entitled to stand ahead of the consols owned by the Central of N. J. 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. Real estate mortgage 6s, \$137,313.

GENERAL FINANCES.—The Central of N. J. Jan. 1, 1894, owned \$2,353,000 of the incomes and \$4,188,192 consol. mort. coupons past due. Bills payable outstanding were \$2,954,491; bills and accounts receivable \$1,382,340. Lehigh Coal & Nav. bonds for \$600,500 due Sept. 1, 1894, were paid at maturity.

ANNUAL REPORT for 1893 (V. 58, p. 430) showed total receipts of \$11,088,212, [against \$6,506,821 in 1892]; net over operating expenses and taxes, \$1,435,630, (against \$1,271,495); interest and sinking fund charges, \$986,602; balance, surplus, \$449,029, against \$298,783 in 1892, from which paid 7 per cent on consols owned by Central of N. J.—(V. 54, p. 405, 683; V. 56, p. 42, 792, 886; V. 58, p. 430.)

Long Island Traction.—See Street Railways in front of this Supplement.

Louisville Bridge Co.—Owns bridge 5,294 feet long over Ohio River at Louisville, Ky., and about 3 miles track additional in Louisville. Used by several railroads (Penna. RR., Louisv. New Albany & Chic., etc.), under contracts guaranteeing 8 p. c. dividends and operating expenses. Surplus earnings are paid back to roads using bridge.

STOCK is \$1,500,000. No bonds.

EARNINGS.—In year 1893 gross were \$452,842; net, \$325,350; surplus over dividends, \$205,350. President, C. H. Gibson, Louisville, Ky.

plus over dividends, \$205,350. President, C. H. Gibson, Louisville, Ky.

Louisville & Jeffersonville Bridge.—Incorporated June 27,
1892, to complete the new bridge at Louisville. The securities of the
old company have been retired. The Big Four and other roads are said
to have contracted to use the bridge. Bridge nearly constructed was
blown down in fall of 1893. See V. 57, p. 22. Samuel A. Muller, Pres.
Secretary, Joseph W. Huffaker.

Louisville Railway Co.—A Kentucky company, owning all the
street railways in the city of Louisville and its suburbs, aggregatill the
miles of track, of which 90 miles operated by electricity, the remainder
by mules. The real estate of the company is valued at \$750,000.

DIVIDENDS—On common none to Sept. 1894. On preferred in 1809.

DIVIDENDS.—On common, none to Sept., 1894. On preferred in 1892 5 p. c.; in 1893, 5 p. c.; in 1894, April, 2 2 p. c.; Oct., 2 2 p. c. EARNINGS.—For year 1893 total gross were \$1,281,993; net over oper. exp. and taxes, \$512,840; surplus over fixed charges and dividends, \$73,437. In 1892 gross, \$1,270,827; net, \$481,378. 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 1893 produced 356,819 tons of coal, against 286,213 in 1892. Surplus earnings in 1893 over interest, etc., were \$94,782, against \$96,948 in 1892; dividends (5 per cent) \$94,180. As to old stock and exchange for new preferred see SUPPLEMENT of March, 1894. On new preferred in July, 1893, paid 2½ p.c.; in 1894, Jan. 2½ p. c.; July 1 p. c.—(V. 54, p. 364; V. 56, p. 127, 245, 246, 625; V. 58, p. 306.)

Mayyell Land Grant Company.—Cwns 1,714,764 acres in

Maxwell Land Grant Company.—Cwns 1,714,764 acres in Colorado and New Mexico, containing coal, timber and land fit for grazing and agricultural purposes. (See map in SUPPLEMENT of March, 1889, and prior issues.) The prior lien bonds are payable at 110 at maturity, or redeemable at par from proceeds of land sales. In 1891 interest was defaulted and is now paid with prior lien bonds, or certificates convertible into prior lien bonds. Stock, \$950,000. In 1890 land sales 18,409 acres, for \$151,938; in 1889 sales 26,399 acres, for about \$170,818. (V. 53, p. 223; V. 54, p. 367.)

Metropolitan St. Ry. Co.—See Street Railways, in front of this Supplement.

Metropolitan Telephone & Telegraph Company.— company has exclusive rights under a perpetual license from American Bell Telephone Co. to the telephone business within the of New York and its suburbs, its territory having a radius of 3 m from the City Hall in all directions. Stock, \$3,500,000 (par. \$100).

Metropolitan Traction Co.—See STREET RAILWAYS in front of is SUPPLEMENT.

this Supplement.

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, dupplicating 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. Owns 2,125 shares of the Central & So. Am. Telegraph Co., which see.

DIVIDENDS—In 1882 to 1886, inclusive, 8 per cent yearly; from 1887 to Oct., 1894, both inclusive, at rate of 10 per cent per annum.

EARNINGS.—Est. surplus Mar. 31, 1894, \$373,246. Gross earnings for year 1893, including income from investments, \$354,481; net, \$258,971; dividends, \$191,260; bal., sur., \$67,711. In 1892 gross, \$358,000; net, \$279,000. J. A. Scrymser, President, 37 Wall St., N.Y.

Michtgan-Peninsular Car Co.—Organization, Etc.—An

Michigan-Peninsular Car Co. — Organization, Fred Laboration, Erc. — 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. Stock and bonds listed in New York in January, 1893; see application in full in V 56, p. 208.

DIVIDENDS.—On common in 1893, 8 p. c. On preferred, from Dec., 1892, to Sept., 1893, 2 p. c. quarterly; none since.

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

| MISCELLANEOUS.  | Date                         | Size, or   |   | IN  | PEREST   | OR DIVIDENDS.  | Bonas-Prine   |
|---|------------------------------|--|---|---|--|--|---|
| For explanation of column headings, &c., see notes on first page of tables.   | of<br>Bonds                  | Par  | Amount<br>Outstanding   | Rate Per<br>Cent.   | When   | Where Payable, and by Whom.  | pal, When Due.<br>Stocks—Last<br>Dividend.  |
| Minnesota Iron Co.—Stock National Lead Co.—Stock, common, \$15,000,000 auth'd. Preferred stock (7 per cent, cum.) \$15,000,000 auth'd. Debentures National Linseed Oil—Stock Debenture bonds, s. f., purchased at par, gold 2d preference stock, cum. 8 p. c. (\$3,000,000). 2d preference stock, cum. 8 p. c. (\$3,000,000). 1st mortgage, (for \$4,500,000), gold. New Central Coal—Stock New England Telephone & Telegraph—Stock Bonds, 1st and 2d Series, each \$500,000. Bonds, 3d Series, subject to call after April 1,1901, at 102 Bonds, 4th Series, subject to call after April 1,1903, at 102 Bonds, 5th Series, subject to call after April 1,1903, at 102 Bonds, 5th Series, subject to call after April 1,1903, at 102 Newport News Shipbuilding & Dry Dock.—1st mort. e*&c. Chesapeake Dry Dock & Construction 1st mortgage. New York Biseuit Company—Stock (\$1,000,000). First mort, gold, sinking fund, not subject to call New York & East River Gas—Stock (\$5,000,000 is pref). First mort, gold, sinking fund, not subject to call New York & East River Gas—Stock (\$5,000,000 is pref). First mortgage (\$3,500,000, gold New York & New Jersey Telephone—Stock, \$3,500,000. First mortgage, gold, red. in March, 1895, at option of Co. Gen. M. for \$1,500,000, g., s. f. \$20,000 y'rly, not dr'n. e* | 1887<br>1891<br>1894<br>1881 | [\$100<br>100<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,00<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 1,846,800<br>5,000,000<br>10,394,600<br>1,000,000<br>500,000<br>200,000<br>2,000,000<br>9,000,000<br>1,341,000<br>See text.<br>3,228,000<br>1,957,000 | See text. 7 per an. 6 see text. 6 g. 8 per an. 12 per an. 12 per an. 6 g. See text. 6 6 6 5 5 See text. 6 g. 6 g. 6 g. 6 g. 6 per an. 6 | Q.—M. Q.—F. M. & N. M. & N. M. & N. J. & J. M. & N. Yearly. Q. & O. A. | N.Y. Cent. Tr. & St. Louis, N. Y., Office, 1 B'way, do do N.Y., Chase National Bk. New York Office, Boston, 125 Milk St. Boston, Bank of Repub. do do do do do do I. E. Gates, 35 Wall St. do do Chicago, Ill. | See text. See text. May 1, 1920 Jan. 24, 1894 Nov. 15, 1894 Apr. '99-1900 Apr. 1, 1906 Apr. 1, 1907 Apr. 1, 1908 Apr. 15, 1937 Apr. 1, 1893 Meh. 1, 1911 Jan. 1, 1944 May 1, 1911 |

NET EARNINGS.—For year ending Aug. 31, 1894, net earnings were \$36,024; interest on firsts, \$100,000; bal., deficit for year, \$63,976. In 1892-93 net, \$866,691; surplus over int., div. on pref. and 8 p.c. on com., \$206,691. (V. 55, p. 86; V. 56, p. 165, 206; V. 57, p. 638; V. 59,

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., 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. Offices, Mills Building, N. Y., and Chicago.

Minneapolis Street Railway.—See Twin City Rapid Transit in Street Railways, in front of this Supplement.

Nasau Electric RR.—This company has obtained the franchises which were granted to Kings Co. Electric, Coney Island Fort Hamilton & Brooklyn and Union Street roads. A mortgage for \$6,000,000 was filed in April, 1894. V. 58, p. 716.

National Cordage.—See United States Cordage.

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. Only \$302,000 certificates of the old trust were outstanding December 31, 1893.

SECURTILES.—The preferred stock is entitled to 7 p. c. per annum cumulative See all the states of the very supplements.

Lead Trust. It controls 26 extensive plants in different States for the manufacture of white lead and other products. Only \$302,000 certificates of the old trust were outstanding December 31, 1893.

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 Jan. 1, 1894.

DIVIDENDS.—The new company has paid: On preferred in 1892, 7 per cent; in 1893, 7 per cent; in 1894, March, 1% p. c.; June, 1% p. c. Sept., 1% p. c., Dec. 1% p. c.

On common in 1893, 2 p. c.; in 1894, July, 1 p. c; Oct., 1 p. c.; Dec., 1 p. c.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on a Thursday in February. The annual statement of the Company issued in February, 1894, was in V. 58, p. 262, and gave the following profit and loss account for the year 1893: Net earnings, \$1,428,037, against \$1,906,986 in 1892; dividends, \$1,341,388; balance to credit of profit and loss, \$950,355. The mortgage liability was reduced from \$153,728 in 1893 to \$12,000 in June, 1894.

DIRECTORS.—W. P. Thompson, A. T. Goshorn, F. W. Rockwell, L. A. Cole, R. R. Colgate, A. P. Thompson, D. B. Shipman, J. A. Stevens, George O. Carpenter, Jr., Edward F. Beale, Jr., John H. McKelvy, J. L. McBirney and R. P. Rowe. Officers.—W. P. Thompson, President; J.L. McBirney, Treasurer; Charles Davison, Secretary. N. Y. Office, No. 1 Broadway.—(V. 55, p. 462, 765, 1035; V. 56, p. 42, 287; V. 58, p. 262.)

National Linseed Oil.—This company, incorporated in 1887 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

Total liabilities ...\$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 4 per cent; in 1891, 2½ per cent; since, none. DIRECTORS.—Alexander Euston, President; R. D. Hubbard, W. P. Orr, Samuel Thomas, A. C. Abbott, Marcus Simpson, A. O. Hall, J. A. Willard, P. C. Hanford, T. G. McCulloh, Secretary and Treasurer. Executive offices, Old Colony Building, Chicago, Ill. N. Y. Office, 81 John Street.—(V. 56, p. 244, 414; V 57, p. 422; V. 58, p. 306, 716, 1035.)

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 per cent. of the company's real estate.

On March 1, 1894, 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.

Stock.—Common authorized, \$5,000,000; outstanding, \$4,450,700; par, \$100.

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. On first preferred no dividend was paid in Nov., 1893. Common paid in 1891, March, 1 p. c. 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. Coles, Albert Erkenbrecher, Clifford B. Wright, Henry R. Wood, John G. Agar, Henry W. Piel, Louis T. Duryea, William F. Piel, Richard Johnson, A. R. Beardsley, Fred M. Gilbert, Chas. Lautz, F. C. M. Lautz, New York office, No. 1 Broadway. (V. 54, p. 643; V. 56, p. 247, 1015.)

New Central Coal (Md.).—The annual report for 1893, in V. 58, p. 177, showed 223,503 tons mined, against 201,428 tons in 1892; net profits for year of \$40,344, against \$35,126 in 1892, and balance to credit of profit and loss December 31, 1893, of \$188,266. Dividends since 1880—In 1881, 2 per cent; in 1892, 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 per cent; in 1893, Feb., 1 per cent; in 1894, Jan., 1 per cent. (V. 52, p. 202; V. 56, p. 245; V. 58, p. 177.)

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, 1894, th had 21,648 subscribers (against 20,721 in 1893) and exchange offices in 104 cities or villages,

STOCKS AND BONDS.—Stock \$12,000,000, of which, on March 1, 1894, St. 605.400 was in the treasury. The honds are to be convented to control to the control

offices in 104 cities or villages, Stocks AND Bonds.—Stock \$12,000,000, of which, on March 1, 1894, \$1,605,400 was in the treasury. The bonds are to be secured by any mertgage placed on the property. The fifth series is for \$500,000.

DIVIDENDS.—Dividends from 1886 to May, 1894, at rate of 3½ per cent per annum, three dividends yearly being for 75 cents, and one (paid February 15), for \$1.25; but in Aug., 1894, paid \$1; in Nov., \$1.

EARNINGS.—In 1893 gross earnings were \$2,042,749; net over interest charges were \$482,668, against \$436,444 in 1892. In 1893 spent \$357,088 for construction.

EARNINGS.—In 1893 gross earnings were \$2,042,749; net over interest charges were \$482,668, against \$436,444 in 1892. In 1893 spent \$357,088 for construction.

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., 14 cities in all. The real estate, buildings, patents, machinery, etc., were valued in balance sheet Jan. 1, 1894, at \$7,740,322; construction account at \$2,025,523; merchandise accounts receivable, etc., at \$1,692,869; cash, \$179,960. Bills payable were \$985,000; accounts payable, \$113,644. 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, II p. c. per annum; in 1892, 4 per cent; in 1893, April, 1 per cent; none since. Profits in 1893, \$411,910; in 1892, \$548,359; in 1891, \$453,161. Treasurer, G. P. Johnson, 10th Ave. and 15th St., N. Y. City, Main office, American Express Building, Chicago, Ill. V. 58, p. 364.

New York & East River Gas Co.—Incorporated under the laws of New York in January, 1894, to succeed to the business of the East River Gas Co. which has been merged into N. Y. & E. R. Capacity of plant at Long Island City reported to be 24,000,000 cu. ft. per day.

Company supplies gas in New York City through tunnel 2,541 feet long from Ravenswood, L. I., under East River to East 71

New York & New Jersey Bridge Co.—Charter obtained in 1894. Organized to build a suspension bridge across the Hudson River from between 59th and 69th Sts., N. Y. City, to New Jersey. Bridge to have headway of 150 feet above high water. See Board of Engineers' estimate V. 59, p. 781. Secretary, C. H. Swan. Office, 214 Broadway. N. Y. See North River Bridge item V. 58, p. 866, 781.

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, 1894, were 9,671 of which 4,775 in Long Island, against 9,418 on Jan. 1, 1893, and 9,044 in 1892; revenue from toll messages in 1893, \$216,091.

STOCK.—In February 1894, increased from \$2,535,000 to \$3,500,000. Bonds.—Of the general mortgage bonds sufficient are reserved to take

Bonds —Of the general mortgage bonds sufficient are reserved to take up the first mortgage at maturity; trustee gen. mort., Atlantic Trust Co Bills payable Aug. 31, 1894, \$156,020.

DIVIDENDS.—Dividends in 1892, 6 per cent; in 1893, 6 per cert; in '94, Jan., 1 1/2 p. c.; gully, 1 1/2 p. c.; Oct., 1 1/2 p. c.; July, 1 1/2 p. c.; Oct., 1 1/2 p. c.

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

| MISCELLANEOUS.  | Date            | Size, or   | in agents and   | INT  | TEREST  | OR DIVIDENDS.   | Bonds -Princ!  |
|---|-----------------|--|---|--|---|---|--|
| For explanation of column headings, &c., see notes on first page of tables.   | of<br>Bonds     | Par  | Outatondina   | Rate per<br>Cent.  | When<br>Payable   | Where Payable, and by Whom.   | stocks—Last<br>Dividend.   |
| N. Y. & Perry Coal&Iron Co.—1st M.,g.,s.f.,not sub. to call. e N. Y. & Texas Land (Limited)—Stock Niagara Falls Power Company—Stock for \$10,000,000.  1st mortgage for \$10,000,000, gold.—c&r Nicaragua Canal Construction—Stock, \$12,000,000 North American—Stock for \$50,000,000 North Musson Co. (St.) Ry—See Street Railways in front Northwest Equipment—Stock. Northwestern Tel.—Stock, 4 rising to 6 p.c., guar. West. Un. 1st mort., sink, fund, bonds not drawn, interest guar. c' Ohio Falls Car Manufacturing Co.—Common stock. Preferred stock, 8 per cent, cumulative, gold. 1st M., gold, \$20,000 per an., subj. to call at 105.—c*&r Oregon Improvement Co.—Stock, common Preferred stock, 7 per cent, non-cumulative. 1st mortgage, gold, sink, fund 1 p. c, yearly. See text Consolidated mortgage for \$15,000,000, gold.—c* Pacific Mail Steamship—Stock 1st M. for \$5,000,000, subject to call at 110 & intc* Pennsylvania Canal—Gen. M., int. guar. by Penn, RR.c* Pennsylvania Coal—Stock | 1891<br>of this | \$1,000<br>500, &c.<br>100<br>500, &c.<br>100<br>500<br>500<br>500<br>100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>50 | 3,000,000<br>2,500,000<br>1,180,000<br>400,000<br>800,000<br>580,000<br>7,000,000 | See text. 7 See text. 8 g. 6 g. See text. See text. 6 g. 5 g. See text 6 g. 6 g. | Q.—F.<br>J. & J<br>J. & J<br>Yearly.<br>A. & O.<br>M. & S.<br>J. & D.<br>A. & O.<br>F. & A. | N. Y., Hoyt, 36 Wall St. N. Y., West. Un. Tel. Co. do do N. Y., Maitl'd, Phelps. do do do N. Y. Of., 22 William St. N. Y., Farm L & Tr. Co. | Oct. 31, 1894<br>July 2, 1894<br>July 2, 1894<br>July 24, 1893<br>Oct. 1, 1890<br>Oct. 1, 1922<br>Aug. 1, 1890<br>Dec. 1, 1910<br>Oct. 1, 1939<br>Sept. 15, 1887 |

EARNINGS.—In year 1893 gross earnings were \$1,183,832, against \$1,050,125 in 1892; net over expenses and taxes, \$698,145, against \$359,478; interest, \$76,520; dividends, \$152,100; balance, surplus, \$215,276, against \$130,446 in 1892. V. 59, p. 880.

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. Bought at public sale in September, 1893, in behalf of bondholders. New securities, under reorganization, will be \$1,500,000 common stock, \$700,000 4 p. c. preferred non cumulative, and \$700,000 1st mortgage 5 p. c. bonds. Old securities are deposited with Central Trust Co.

New York & Philadelphia Traction.-Incorporated in July, 1894. See V. 59, p. 115.

New York & Texas Land.—This company took the lands granted to the International and Houston & Great Northern railroads, about 5,000,000 acres. June 30, 1893, company had 2,103,579 acres unsold, and there was \$802,080 of land scrip receivable for lands at 75.

5,000,000 acres. June 30, 1835, company had 2,103,579 acres unsold, and there was \$802,080 of land scrip receivable for lands at 75.

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 east 100,000 horse power, were 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, was not to exceed \$2,600,000 in stock and \$3,500,000 in bonds. Searticle in Chrontole, V. 57, p. 809. In Jan. 1894, the hydraulic tunnel was first used, 3,300 horse-power being furnished. V. 58, p. 178, 1035. STOCK.—Niagara Falls Power Co. stock, authorized by charter \$10,000,000. Amount authorized by stockholders to be issued was increased in Sept. '94, from \$2,600,000 to \$3,000,000 for extending company's plant at Niagara Falls.

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. Mortgage covers all but 400 of the 1,486 acres of land. Office, 15 Broad Street, N. Y. City. (V. 56, p. 819; W. 57, p. 723, 809; V. 58, p. 178, 1035.)

Nicaragua Canal.—See statement of Sept., 1893, in V. 57, p. 378.

Nicaragua Canal.—See statement of Sept., 1893, in V. 57, p. 376.
Plan of reorganization of Dec., 1893, given in V. 57, p. 1040, was declared operative in January, 1894, and all the property of the company was bought at foreclosure sale for the reorganization committee.

57, p. 376; V. 58, p. 383, 941.

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.

North Hudson County (Street) Railway.—See Street Railways in front of this Supplement.

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 63 p. c.; in 1891, 7; in 1892, 63 g. in 1893, Feb., 214; May, 112; Nov., 112; in 1894, Feb., 112; April, 112 p. c.; Aug., 112 p. c.; Oct., 112 p. c. President, Colgate Hoyt, 36 Wall St., N. Y.

Northwestern Telegraph .- See Western Union Teleg. Co.

Ohio Falls Car Manufacturing Co.—Incorporated under the laws of Ind. 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.; in July, 1894, none. On preferred 2 p. c. quarterly Jan., '93, to Oct., 1894, inclusive.

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 owns all the securities of the Columbia & Puget Sound Railroad (narrow gauge), Seattle to Franklin, etc., with sidings, 57 miles, and its New Castle mine; 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; operates 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

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; in 1894, March, none. On common—In 1883, 7½; in 1888, 1½; in 1889, 4½; in 1890, 3 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. See V. 56,p. 142.

EARNINGS.—10 mos., \ 1893-94, gross, \\$3,123,678; net, \\$536,377. Dec. 1 to Sept. 30. \ \ 1892-93, gross, \\$3,204,245; net, \\$584,675.

ANNUAL REPORT.—Fiscal year ends November 30. Report for 1892-93 was in V. 58, p. 428. In 1893 of the net earnings before deducting taxes there was derived from steamships \$438,263; from the coal department \$155,876; from railroads \$190,849; from real estate, etc., \$16,798; total, \$801,786.

| н | INCOME ACCOUNT   | (ALL COMP                               | ANIES).                                    |  |
|---|--|---|--|--|
| - | Year ending Nov. 30.— Gross                                      | 1891.<br>4,300,960<br>829,690<br>14,357 | 1892.<br>\$3,891,975<br>759,948<br>25,370  | 1893.<br>\$3,898,418<br>747,064<br>16,937  |
| - | Net income. Interest on bonds. Other interest, &c. Sinking fund. | .\$553,793<br>. 75,344                  | \$785.318<br>\$623,400<br>22,946<br>50.000 | \$764,001<br>\$575,100<br>59,773<br>50,000 |
| 1 | Balance surplus  | \$164.910                               | \$88 972                                   | 879 128                                    |

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 Jonahan 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. N. Y. office, 22 William St. (V. 56, p. 42, 331; V. 58, p. 428.)

Pacific Mail Steamship.—The trans-Continental railroads gave to this steamship Co. 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. From June, 1893, to June 15, 1894, however, the Panama RR. chartered three Pacific Mail steamers. See V. 57, p. 145. This contract was not renewed on June 15, 1894. No dividends since 1887.

Bonds.—The mortgage for \$5,000,000 (Trustee, Central Trust Company), covers all the company's franchises, shares of stock in the China S. S. Co. limited, and other property, real or personal, including its 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. In Oct. 1894, no bonds had been issard, and it was said the bonds authorized would be canceled. V. 59, p. 651. On April 30, 1894, current liabilities (including loans and bills payable \$504,399) were \$\$95,273; current assets, \$501,439. Total liabilities, capital stock, etc., \$21,042,449. Total assets, \$9,717,877.

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

| MISCELLANEOUS.   | Date   | Size, or   | A STATE OF THE   | IN  | TEREST   | OR DIVIDENDS.   | Bonds-Principal, When Due.  |
|--|--|--|--|---|--|---|---|
| For explanation of column headings, &c., see notes on first page of tables.  |  | Par  | Amount<br>Outstanding  | Rate per<br>Cent.   | When<br>Payable  | Where Payable, and by Whom.   |   |
| Pennsylvania Steel Co.—1st mortgage.  Maryland Steel Co.—1st M., guar. p.&i. by Pa. Steel Co Consol joint mortgage (\$7,000,000)  Peoria Water—1st M., g., red. aft. Nov. 1, 1899, at 105.6° Philadelphia Company—(Natural Gas) Stock.  1st M., s. f., \$250,000 yearly, not drawn.  P. Lorillard Co.—Common stock.  Pref. stock, 8 p. c., cum., pref. as to assets and earn'gs. Postal Telegraph Cable Co.—Stock, \$10,000,000.  Procter & Gamble.—Common stock.  Pref. stock (8 p.c., cum.). See terms in ed. May,'93, SUP. 1st M., g., subject to call at 110 after July 1, 1900e* PullmanPalace Car—Stock. Quicksilver Mining—Common stock. Preferred stock, 7 per cent, not cumulative. Railvay Equipment Company of Minnesola.—Stock 1st Mortg., gold, \$50,000 red. ye'lly in Nov. at 100 Rhode Island Perkins Horse Shoe—General (com.) stock. Preferred, 7 per cent cumulative. Rocky Fork & Cook City Railvay & Coal—Trust certfs. Salt Lake City RR.—1st M., g., red at 100 aft. Jan. 1, '03.c. * Sioux vity & St. Paul.—Land grant mortgage. Southern & Allantic Telegraph—Stock (guar. 5 per cent). Southern Colton Oil—Stock (\$5,000,000 authorized). | 1892<br>1889<br>1888<br><br>1890<br><br>1891<br><br>1893<br>1871 | \$1,000<br>1,000<br>1,000<br>100<br>100<br>100<br>100<br>100<br>10 | 64,000 3,000,000 2,000,000 8,600,000 2,250,000 2,250,000 5,708,700 4,291,300 996,500 1,000,000 1,750,000 2,345,000 650,000 576,500 | 5 See text. 8 p. ann. 8 ee text. 8 p. ann. 6 g. 9 p. ann. See text. 5 per an. 6 g. 6 g. 7 per an. 6 g. 6 g. 8 ee text. 7 per an. 6 g. 8 ee text. 7 per an. 6 g. 8 p. ann. | M. & D. J. & J. QJ. Yearly. QJ. J. & J. QF M. & D. QJ. QJ. J. & J. A. & O. | do do See text.  Pittsburg,820 Penn Av. N. Y. City, Merc. Tr. Co. N. Y., Baring, Magoun. N.Y., A. M. Kidder & Co. do N.Y., Mercantile Nat. Bk. N. Y., Farm. L. & Tr. Co. N. Y., Of., 20 Nassau St. New York & London. N. Y., Maitland, Phelps. Co.'s Office, Providence do New York City. | Dec. 1, 1898 Feb. 15, 1894 Oct. 1, 1894 Aug. 15, 1894 July 1, 1940 Nov. 15, 1894 June 1, 1882 June 2, 1891 Oct. 15, 1894 Oct. 15, 1894 Oct. 15, 1894 Oct. 15, 1894 Oct. 2, 1891 Not fixed, Oct. 2, 1894 |

ANNUAL REPORT.—Fiscal year ends April 30; report for 1893-94 was

| an onitonione, t. oo, p. 10 | T, SHOWIH | 5.        |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| Year ending Apr. 30.        | 1891.     | 1892.     | 1893.     | 1894.     |
| Atlantic lines              | \$697,291 | \$684,870 | \$688,389 | \$170,839 |
| Panama lines                | 2,262,638 | 2,363,613 | 2,032,152 | 1,730,845 |
| Trans-Pacific line          | 1,107,601 | 1,082,936 | 1,235,224 | 1,498,410 |
| Subsidies                   | 103,000   | 103,000   | 27,733    | 69,487    |
| Interest and dividends      | 33,463    | 25,729    | 24,180    |           |
| Miscellaneous               | 94,578    | 149,114   | 110,795   | 364,512   |
|                             |           |           |           |           |

Total earnings. ....\$4,298,571 \$4,409,262 \$4,118,473 \$3,834,093 Expenses. .....3,495,650 3,688,055 4,175,215 3,358,632

Pennsylvania Canal.—Worked in interest of Pennsylvania RR., which guarantees interest on bonds and owns \$3,517,150 of the \$4,501,200 stock. Earnings in 1893, gross, \$118,850, against \$112,481 in 1892; net, \$29,515, against \$7,948; interest, \$153,180; loss, \$123,665, against \$145,232 in 1892.

Pennsylvania Coal.—Dividends since 1881—From 1882 to Nov., 1894, inclusive, 16 per cent per an. In Feb., 1894, paid 4 per cent extra.

Pennsylvania Steel Co.—Incorporated in Pennsylvania March 24, 1866, under a perpetual charter, to manufacture Bessemer pig fron, steel, etc. Owns plant at Steelton, Pa., with annual capacity of 175,000 tons; Bessemer Steel Works, capacity of 350,000 tons, and owns all the stock of the Maryland Steel Co., with plant at Sparrow Point, near Baltimore, having annual capacity of 300,000 net tons standard section steel rails.

STOCK.—Authorized capital stock is \$5,000,000; par, \$100. Stock paid in, \$4,500,000.

DIVIDENDS.—In 1885. 1886. 1887. 1888. 1889. 1890. 1891. '92 Cash, per cent.... 4 4 11 7 6 12 6 5 5 5 6 12 6 6

on stock. In 1894 the property of the New Jersey Postal Tel. Co. was purchased. In 1893 gross earnings \$3,565,293; net, \$537,272. A. B. Chandler, President, New York. (V. 56, p. 43, 336, 414.)

Procter & Gamble Co.—Formed in 1890 under laws of New Jersey to carry on the soap, candle, oils and glycerine business of Procter & Gamble. 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.

until 12 per cent has been paid on the remainder of the common.

DIVIDENDS—On common stock—in 1891, August, 8 per cent; in 1892,
August, 12 per cent; 1893, August, 12 per cent; 1894, August, 12 per
cent. On preferred, in full to October, 1894.

EARNINGS—For year ending June 30, 1894, net profits were \$688,008
(against \$651,360 in 1892-93); deduct interest on bonds, \$120,000
dividend on preferred stock, \$180,000; dividend (12 per cent) on
common, \$270,000; balance surplus, \$118,008; total surplus fund J 19,
1, 1894, \$450,029. Office, Cincinnati. (V. 55, p. 298; V. 57, p. 376;
V. 59, p. 291.)

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). Bonds all paid off and surplus July 31, 1894, \$26,042,606.
DIVIDENDS since 1876—From 1877 to 1880 inclusive, 8 per cent; from 1881 to 1883 inclusive, 9½; from 1884 to November-1894, both inclusive, at the rate of 8 per cent yearly.

ANNUAL PREOFF. Fixed, were ends. July 21. Percent for 1802 04

ANNUAL REPORT.—Fiscal year ends July 31. Report for 1893-94 with balance sheet, was given in full V. 59, p. 737, 741. See also editorial p. 717.

| Year ends July 31.   | 81 \$9,200,685                 | 1894.<br>\$8,761,935<br>833,132       |
|--|--------------------------------|---------------------------------------|
| Total revenue \$10,002,3<br>Operating expenses \$3,438,8<br>Paid other sleeping-car associations 947,5 | 63 \$3,825,940<br>04 1,037,508 | \$9,595,067<br>\$3,497,298<br>897,352 |
| Coupon interest on bonds   |                                | 2,880,000                             |
| Net result\$3,250,3  | 89 \$4,006,448                 | \$2,320,417                           |

N. Y. office, 15 Broad St. (V. 57, p. 720; V. 59, p. 28, 291, 697, 717, 737, 741.)

| Year. | Flasks<br>produced. | Quicksilver, | value<br>per flask. | Total earnings. | Total<br>profit. |
|-------|---------------------|--------------|---------------------|-----------------|------------------|
| 1887  |                     | \$774.389 16 |                     | \$825,793       | \$345.411        |
| 1890  |                     | 620,007 96   |                     | 688,010         | 281,535          |
| AU01  |                     | 324,718 19   | 39 60               | 341,179         | def. 57,523      |
| 1892  | 5.000               | 179,022 00   | 35 81               | 192.315         | def. 74.273      |

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

| MISCELLANEOUS.  | Date   | Size, or   |  | IN   | TEREST   | OR DIVIDENDS.  | Bonds-Princi  |
|---|--|--|--|--|--|--|---|
| For explanation of column headings, &c., see notes on first page of tables.   |  | Par  | Amount<br>Outstanding  | Rate per<br>Cent.  | When<br>Payable  | Where Payable, and by  | pal, When Due.<br>Stocks—Last<br>Dividend.  |
| South Yuba Water Co.—Stock  1st mortgage bonds. Consol. mortgage, gold, \$1,500,000.  Standard Gas Light—Pref. stock authorized \$5,000,000. New 1st mortgage \$1,500,000, gold.  Sireet Railway & Illuminating—Com. stock \$4,500,000.  Pref. stock \$4,500,000 6 p. c. cum. (sub). to call at 110.  Sunday Oreck Coal—Preferred stock, 5 per cent.  1st Mort., gold., sinking fund., subject to call at 105 cs.  Susqueh'na Coal.—1st M., gu. p. &i., s.f. not sub. to call.e  Tenn. Coal I. & RR. Co.—Common stock \$20,000,000.  Preferred stock (8 per cent cumulative).  Consolidated mortgage.  South Pittsburg Purchase, 1st mortgage  Alice Furnace Co., Alahama, 1st mortgage.  South Pittsburg Purchase, 1st M., s.f., not drawncs.  Frant Coal & Iron Co., Ala., 1st M., s.f., not drawncs.  Tennessee Div. bds, gold, s.f. 1½ % yearly, not dr'ncs.  Tennessee Div. dds, gold, s.f. 1½ % yearly, not dr'ncs.  Cahaba 1st M., \$1,100,000 gold, gu., s.f., red. at 110. cs.  Texas Pac. Land Trust—"Certificates of propriet'y int'st'  Trenton Delaware Bridge.—1st M., gu. p. &i., Pa. RR.  Trenton Potteries.—Common stock  Pref. stock, 8 p. c. cum.—See terms in ed'l May,'93, Sup.  Trow Directory Printing & Bookbinding—Stock common  Preferred, 8 per cent cumulative. | 1890<br>1892<br>1892<br>1881<br>1882<br>1882<br>1883<br>1887<br>1890<br>1892 | \$50<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1, | 1,500,000 400,000 1,563,000 1,563,000 1,000,000 25,000 300,000 675,000 3,482,000 1,296,000 400,000 9,193,500 0,750,000 1,750,000 1,750,000 | 5 g. 6 per an. See text. 6 g. 8 per an. 6 6 7 7 6 g. 6 g. 6 g. 6 g. 7 g. 7 see text. | Q.—J.<br>M. & N.<br>F. & A.<br>F. & A.<br>J. & D.<br>J. & J.<br>J. & J.<br>J. & J.<br>M. & N.<br>F. & A.<br>A. & O.<br>D. F. & A.<br>A. & O.<br>J. & J.<br>J. & J. & | N. Y. Farm. L. & Tr. Co. N. Y., 71 Broadway. N. Y., Merc. Trust Co. N. Y. City. N. Y. Davis & Co. 40 Wall do Phila. Co.'s Office. N. Y., 4th Nat. Bank. N. Y., Mechanics' Bank. N. Y., Mechanics' Bank. N. Y., Mechanics' Bank. N. Y., Mechanics' Bank. N. Y., Mat. Bk. N. Y., Mat. Bk. N. Y., 4th National Bank N. Y., Natl. Park, B'k. Cincinnati, Merch. N. Bk. N. Y., Ath National Bank. N. Y., Natl. Park, B'k. Cincinnati, Merch. N. Bk. N. Y., Ath. National Bank. N. Y., Ath. National Bank. N. Y., Ath. National Bank. O. N. Y., A. M. Kidder & Co. do do | Apr. 1, 1910 July 1, 1923 Oct. 10, 1894 May, 1930 Aug. 1, 1894 Aug. 15, 1894 Dec. 1, 1912 Jan., 1911 July 15, 1893 Nov. 1, 1901 Feb. 1, 1902 Nov. 1, 1903 Jan. 1, 1917 Feb. 1, 1910 Jan. 1, 1917 Feb. 1, 1910 July, 1917 Feb. 1, 1893 See text. See text. |

the trust certificates, if obtainable at or below par. The certificates have thus been reduced from \$4,000,000 to the present figure. In year 1892-93, 142,349 tons of coal were shipped from the mines.

St. Paul City Railway.—SEE TWIN CITY RAPID TRA STREET RAILWAY department in front of this SUPPLEMENT RAPID TRANSIT in

Salt Lake City Railroad .- See Supplement of September, 1894.

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, and are each subject to a storage charge of one cent per day.

Sioux City & St. Paul Land Grant.—The bonds above were all that remained on Mar. 1, 94, of an issue originally \$2,800,000. On Dec. 28, 93, coupon number 19 was paid. The bonds are secured on a specific body of lands, and principal and interest are payable only from land sales. A. M. Drake and A. H. Wilder, trustees, St. Paul, Minn.

Southern Cotton 611.—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., valued April 30, 1894, at \$3,755,213. On April 30, 1894, bills and accounts payable were \$547,173 [these had been reduced by \$431,000 prior to June 16, 1894]; bills and accts. receivable, \$183,993; merchandise and supplies on hand, \$456,201; cash, \$250,803. About \$103,000 spent for repairs, betterments, etc., during 1893-94 and charged to expenses.

DIVIDENDS.—In 1889 8 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 1893-94 was in V. 59 p. 115

ANNUAL REPORT.—Report for year 1893-94 was in V. 59, p. 115, showing net loss for year \$146,011; balance from last account, \$262, 668; balance April 30, 1894, to next account, \$116,657. In 1892-93 profits were \$271,477. President, Henry C. Butcher. Office, Camden, N. J. (V. 57, p. 58; V. 59, p. 115.)

Southern & Atlantic Telegraph.—Lines leased to Western Union (which owns \$390,475 of stock) and stock guar. by rental 5 p. c.

South Yuba Water Co.—Owns 18 storage lakes and reservoirs in Placer and Nevada counties, California, with capacity of 14,000,000,000,000 gallons; 12 distributing reservoirs and 500 miles of canal and pipe lines, besides mining claims, water rights, etc.; in all property valued at \$4,000,000. Organized in 1850, incorporated in California in 1854 and in New York in 1880. Business of the company is selling water for household and municipal purposes, power and irrigation; company also supplies electric power and light. Area supplied by this system is about 2,000 square miles.

STOCKS AND BONDS.—Capital stock, \$2,000,000; mortgage of 1893 for \$1,500,000, of which \$522,000 bonds are reserved for prior licohonds. Mortgage trustee, Farmer's Loan & Trust Co., New York. A plication to N. Y. Stock Exchange for listing bonds of 1893 was given full in vol. 59, p. 700.

EARNINGS.—In 1893, net, \$69,047; interest charges, \$31,320; in 1892, et, \$68,633; charges, \$31,560; in 1891, net, \$69,250; charges, \$32,280. From Jan. 1 to Aug. 31, 1894 (8 months), net, \$59,040; charges, \$32,000. \$23,200.

Officers.—President, Warner Van Norden; Vice-President, William Dowd; Secretary, H. W. Lazelle. Offices, 33 Nassau St., N. Y.; Nevada Oity, Cal. and Auburn, Cal. V. 59, p. 651, 697, 700.)

Standard Gas Light.—Organized in 1886. Owns 140 miles gas pipes on east side of New York, north of 13th St. Common sto authorized is \$5,000,000; issued \$3,000,000. Dividends on preferr in 1891, 34; p. c.; in 1893, 14p. c.; in 1894, Jan., 1 p. April, 1 p. c.; July, 1 p. c.; Oct. 1 p. c 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 St., 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 \$12,188,267 of notes receivable and interest-bearing stock and bonds it was calculated would yield a yearly income of about \$400,000. As the notes and other securities are liquidated, the proceeds are applied to cancellation of the principal of the preferred stock, drawn for payment at a Fremium. When the preferred stock has been canceled, the remaining assets will stand to the credit of the common stock. See V. 57, p. 217, 293, also terms of trust deed in General Electric item V. 57, p. 722. The pref. stock is being redeemed and canceled. Nov. 15, 1894, \$2,789,300 preferred was outstanding.

DIVIDENDS.—On pref., 1894, Feb., 3 p. c.; Aug., 3 p. c. (V. 59, p. 696, 836).

Sugar Trust .- SEE AMERICAN SUGAR REFINING COMPANY.

Sanday 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; ommon stock is \$2,250,000; par, \$100.

DIVIDENDS.—Preferred in 1892 was paying 1½ p. c. semi-annually. In 1893, Feb., 1½ p. c.; Aug., none; 1894, Feb., 3 p. c.; Aug., none.

OPERATIONS.—Output has been—In 1889, 581, 501 tons; 1890, 557, 458 tons; 1891, 619,988 tons; 1892, 648,172 tons; 1893, 678,891 tons. Net income for 1893, after paying taxes, &c., \$112,884, against \$84,-153 in 1892; interest on bonds, \$24,000; re-investments, \$26,702; surplus for 1893, \$62,182; dividend, 1½ p. c. on pref., \$22,500. Total surplus Dec. 31, 1893, \$62,950. V. 56, p. 502. N. Y. office, 40 Wall St. Susquehanna Coal.—Owns coal property at Nanticoke, Luzerne Co., Pa. Pennsylvania RR. owns all the \$2,136,800 stock and guarantees the bonds principal and interest. Dividends, 6 per cent.

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 onsummated in September, 1892. Merely a formal existence is retained by the De Bardeleben Co. and the Cahaba Co.

Stock.—Common stock authorized, \$20,000,000. The amount outstandling was increased by \$10,850,000 in 1892 to purchase the De Bar-

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. 17, 1894, reports \$19,842,800 listed. (V. 55, p. 463.) Common and preferred receive same dividends after each has received 8 p. ct.

1894, reports \$19,842,800 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, from 1889 to 1893 inclusive, 8 per cent per annum; January, 1894, none; July, none.

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 \$104,000 are in the sinking fund. The consolidated 6s due in 1901 are 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 \$96,000 canceled by sinking fund, \$400,000 in trust for Eureka bonds and \$447,500 in treasury. The De Bardeleben bonds were assumed by the Tenn. Coal & Iron, under terms of purchase. See V. 56, p. 604. De B. C. & I. first 6s listed on N. Y. Stock Exchange to November, 1894, for \$2,056,500.

FLOATING DEBT, ETC.—On Jan. 31, 1893, of which \$907,500 bills payable and \$761,758 due from sundry creditors on open account Total quick assets, \$2,417,311 (against \$3,833,177 in 1893), of which \$559,000 treasury bonds, \$671,597 salable part of inventory and \$1,022,494 due from sundry debtors on open account.

EARNINGS.—

Net. Int., rentats, &c. Balance.

7 months.

Totl disbursem'ts. \$453,989 \$440,078 \$633,482 \$779,203 Balance, surplus.... \$209,901 \$251,993 \$290,069 def.\$94,172 Total undivided surplus Jan. 31, 1894, was \$1,228,257.

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, A. B. Boardman, N. Baxter, Jr., H. F. De Bardeleben; President, N. Baxter, Jr.; Secretary and Treasurer, Jas. Bowron. Office, Nashville, Tenn.—(V. 55, p. 463, 551, 810; V. 56, p. 247, 403, 465, 539, 580, 710, 791; V. 58, p. 556, 715, 734; V. 59, p. 476.)

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, 1894, there remained to the trust 3,058,255 acres of land, \$353,-186 deferred payments and \$214,378 bills receivable. Cash, \$8,197. The liabilities were: Proprietary certificates, \$9,207,400; outstanding Texas & Pacific Railway, Eastern Division, land securities, \$334,134; due Central Trust Co., \$68,000; vouchers unpaid, \$21,250. In 1893 there were sold 9,604 acres and 66 town lots for \$29,409, against sales of \$24,413 in 1892. Rentals received from grazing lands, \$33,251. Sales of 2,059 acres for \$5,559 were canceled in 1893. New York Office, No. 11 Pine Street.

Terminal RR. Association of St. Louis,—See Rallegare.

Terminal RR. Association of St. Louis.-SEE RAILROADS. Third Avenue Rail way, N. Y.—See STREET RAILWAYS in front this Supplement. Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

| MISCELLANEOUS.  | Date   | Size, or              |   | INT  | CEREST  | OR DIVIDENDS.  | Bonds-Principal, When Due                  |
|---|--|-----------------------|---|--|---|--|--|
| For explanation of column headings, &c., see notes on first page of tables.   |  | Par                   | Amount<br>Outstanding   | Rate per<br>Cent.                                      | When<br>Payable                                     | Where payable and by   | Stocks—Last<br>Dividend.                   |
| Into M., gold, red. at 110 after Nov. 1, 1895  Union Pacific Coal Company—1st mortgage  United States Book—1st mortgage, gold | 1890<br>1890<br><br>1894<br><br>1893<br>1893<br>1894<br> | \$100<br>100, &c.<br> | 5,000,000<br>1,000,000<br>6,000,000<br>8,000,000<br>20,000,000<br>1,005,000<br>8ee text.<br>10,000,000<br>2,000,000<br>1,000,000<br>1,000,000<br>20,166,000 | 5 g. 6 g. 6 g. 8 e f g. 8 see text. 6 g. 5 5 8 per an. | M. & N.<br>M. & N.<br>J. & J.<br>F. & A.<br>M. & N. | In default.  N.Y., Manhattan Trust.  N.Y., Office, 49 B'way.  N.Y., Park Bk.; Boston.  N.Y., Guar. & Ind. Co. do do do do N.Y., H.B.Hollins&Co. Balt., Trust & Guar. | Oct. 1, 1894 Nov. 1, 1920 May 1, 1921 1910 |

Thurber-Whyland .- See American Grocery Co.

Thurber-Whyland.—See AMERICAN GROCERY CO.

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. On preferred regularly to June 11, 1894. September, 1894, dividend on preferred was not paid.

3770

2 3

ANNUAL REPORT.—Fiscal year ends December 31. Total surplus, Jan. 1, 1894, \$146,046. Profit for 1893, \$178,447; paid preferred stock dividend, 8 p. c., \$100,000; surplus for year, \$78,447. 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. See adver, in Chrontole June 11, 1892. A. M. Kidder & Co., 18 Wall St., N. Y., Fiscal Agents. (V. 56, p. 288.)

Trow Directory Printing & Bookbinding.—See SUPPEE-MENT of September, 1894.

Twin City Rapid Transit Co.—See Street Railways in front of this Supplement.

Union Ferry.—This company operates five ferry lines between N. Y. 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. First dividend of new company (1 per cent) was paid Jan. 2, 1894; in April, 1 p. c.; July 1 p. c.; Oct., 1 p. c. President, W. H. Male.

United States Book Company.—No reorganization plan presented to March, 1894. N. Y. Office, 310 to 318 Sixth Avenue. See Supplement of July, 1893.

United States Book Company.—No reorganization plan presented to March, 1894. N. Y. Office, 310 to 318 Sixth Avenue. See Supplement of July, 1893.

United States Cordage.—Organization.—Incorporated Dec. 20, 1893, under laws of New Jersey to succeed National Cordage.
Under the plan (given in full in V. 57, p. 900) all the property of the old National Cordage, the 8 mills of the Security Corporation (formerly leased till 1911 to National Cordage) and the 6 Union Mills were acquired. In all 22 mills are owned or controlled, among which are those of L. Waterbury & Co., Wm. Wall's Sons, the Boston, Standard, Sewall & Day, Chelsea. etc. The number of spindles controlled is 6,104, representing it is said about 66 per cent of the manufacturing capacity of all the cordage mills in the United States. In Oct., 1894, the Western Twine Co. was formed to undertake the sale of twine held as security for loans of the old National Cordage Co. V. 59, p. 740.

STOCKS.—The guaranteed stock (for \$6,000,000) is entitled to dividends (cumulative after Jan. 1, 1895), before anything is paid on common or preferred. It was issued to retire the Security Corporation bonds, and beginning with 1896 it is proposed to set aside \$100,000 annually out of the net profits, before payment of any dividend on common stock, for its redemption; can be drawn at 105; has preference over preferred and common stock in case of liquidation.

The preferred is for \$8,000,000, of which \$5,000,000 given for like amount of old preferred (assessed 20 per cent) and \$3,000,000 issued for represent the assessments on common and preferred. Preferred stock has preference in case of liquidation, and dividends are cumulative after Jan. 1, 1896.

The common stock (\$20,000,000, of which \$5,000,000 given for like amount of National Cordage common upon payment of 10 p. c. assessment.

In Nov., 1894, N. Y. Stock Exchange had listed—Common, \$17,579,500; preferred, \$\$6,6330; guaranteed 6 p. c., \$\$6,000,000.

Bonds, Etc.—The company has executed a mortgage for \$7,500,000 (United

GENERAL FINANCES.—Under the reorganization planthe cash contributions paid by old common and preferred stockholders amounted to about \$2,500,000, which will be used as working capital. In May, 1894, new securities listed on N. Y. Stock Exchange. (See V. 58, p. 820.)

1894, new securities listed on N. Y. Stock Exchange. (See V. 58, p. 820.)

DIRECTORS OF U. S. CORDAGE CO.—F. K. Sturgis, President; William H. Corbin, Vice-President: Rudolph Keppler, W. W. Sherman, E. F. C. Young, G. G. Williams, W. B. Sewall, Francis Smith, Valentine P. Snyder, John Scott, E. Thalmann, G. H. Gossler, H. A. Herrold, John I. Waterbury, New York. Sec'y and Treas., W. C. Lane. Office, 135 Front St. (V. 57, p. 1083, 1124; V.58, p. 816, 820; V. 59, p. 154, 740.)

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 and on the Chicago Milwaukee & St. Paul in February, 1894. 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 till November, 1892, 2; in 1893, 4 p. c.; in 1894, May, 2 p. c.; in November, none. (V. 58, p. 224; V. 59, p.740.)

United States Leather.—Organization, Erc.—Incorporated Feb.

United States Leather.—ORGANIZATION, ETC.—Incorporated Feb. 25, 1893, under the laws of New Jersey to take over the properties and

business of a large number of concerns for many years engaged in the tanning and sale of sole and belt leather. Assets, it is said, amount to at least seven times the amount of the debentures, about 40 per cent representing real estate and the balance hides, bark and other personal property. V. 56, p. 757; V. 57, p. 23. Commenced business May 2, 1893. STOCK.—The capitalization consists of \$60,000,000 of 8 per cent cumulative preferred stock, issued for actual property, exclusive of good will, and \$60,000,000 of common stock. See wording of pref. certificate in editorial of May 1, 1893, SUPPLEMENT.

good will, and \$60,000,000 of common stock. See wording of pref. certificate in editorial of May 1, 1893, Supplement.

Bonds.—The debentures were issued to furnish working capital. It is provided in the certificate of incorporation and in the by-laws that no further debentures or bonds (excepting the \$10,000,000 debentures of '93) and no mortgage bonds can be issued by the company unless by the 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. 37, p. 23.

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, Nehemiah 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. Garritt, 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; Sec'y, Josiah T. Tubby, Brooklyn, N. Y.; Treasurer, James R. Plum, N. Y. City. N. Y. Office, 26 Ferry Street. (V. 57, p. 23, 145; V. 58, p. 384.)

United States Mortgage Co.—Chartered in 1871. In January, 1893, company passed under new control.

Stock.—Capital stock is \$2,000,000; par, \$100. Surplus and undivided profits June 30.94. \$705.574. Dividenders.

STOCK.—Capital stock is \$2,000.000; par, \$100. Surplus and undivided profits June 30,'94, \$705,574. DIVIDENDS.—In 1894, July, 3 p. c. Bonds.—In Aug., '93, \$1,000,000 first mortgage bonds trust "A" were issued, secured by deposit with mortgage trustee of first mortgages on improved real estate "in amounts at least equal to the amount of bonds outstanding." In May, 1894, series "B" bonds were authorized for \$1,000,000.

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 per manently controlled nine out of the fifteen concerns then engaged in this business, including the American Rubber Co. of Boston, the Candee Co. of New Haven, the Goodyear Rubber Co. of Naugatuck, etc. Real estate, machinery, lasts, etc., were appraised at \$5,055,000; other assets, manufactured goods, bills receivable, etc., at \$6,491,900. Application to N. Y. Stock Exch. in 1892, in V. 55, p. 1039; also see 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 Manufacturers' 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. See wording of pref. certificate in editorial of May, 1893, SUPPLEMENT.

of pref. cereincate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS.—Dividends on preferred were payable May and November, but in October, 1893, changed to January and July; 1894, Jan., 5<sup>1</sup>3 per cent; July 4 per cent.

EARNINGS.—The annual statement (V. 58, p. 681) gives no earnings, but contains a balance sheet of Mar. 31, 1894, showing bills and accounts payable, \$450,258; due for mdse., \$349,527, against bills and accounts receivable, \$576,095; mdse. on hand, \$1,156,498; cash, \$103,956.

payable, \$450,258; due for mdse., \$349,527, against bills and accounts receivable, \$576,095; mdse. on hand, \$1,156,498; cash, \$103,956.

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, George Watkinson, John J. Banigan, William L. Trenholm, Samuel N. Williams, Walter S. Ballou, George W. Allerton. 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; V. 58, p. 681.)

Virginia & Tennessee Coal & Tron Co.—This company owns about 100,000 acres of land in the Clinch Valley coal region of Va., and in Perry and Letcher counties, Kentucky. Incorporated under laws of Virginia. The policy of the company has been not to engage directly itself in mining, but to lease its lands on a royalty. There are now eight leases in operation on the 12,400 acres covered by the mortgage, and ten or fifteen more leases can be made on the balance of this land. The present eight leases are capable of producing 1,000,000 tons of coal per annum. Royalty is 10 cents per ton.

Capital stock is \$5,000,000, of which \$1,300,000 is in treasury.

BONDS.—First mortgage of 1894 is a first lien on 12,400 acres valued at \$718,000. On Aug. 1, 1894, bills payable were \$51,807.

Wagner Palace Car Co.—Owns and operates the Wagner cars in use on many of the most important railroad systems of the United States. V. 59, p. 360.

EARNINGS.—Year ending June 30. 1894, gross, \$4,2 3,259: net, \$1,439,556.

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

| MISCELLANEOUS.   | Date   | Size, or   |   | IN'  | TEREST  | OR DIVIDENDS.  | Bonds-Principal, When Due.  |
|--|--|--|---|--|---|--|---|
| For explanation of column headings, &c., see notes on first page of tables.  |  | Par<br>Value.  | Amount<br>Outstanding   | Rate per<br>Cent.  | When  | Where payable and by Whom.   | Stocks—Last<br>Dividend.  |
| Wells, Fargo & Oo. Express—Stock.  Western Transit Co.—Bonds gu.p.&d.by N. Y. C. ext. in '94 Western Union Telegraph—Stock.  Real est. bds., g., (lien on W.U.Bldg., N.Y.C.)s.f. (not.dr.) Debentures (it drawn, surrender is optional) & & r Debentures, sinking fund 1 per cent, drawn at 100 c Collateral Trust bonds.  O'* Westinghouse Electric & Manufactur'g.—Old com. stock. Assenting stock. First pref. (\$4,000,000) stock, 7 p.c., cum. (see remarks). U. S. Electric Light Co. bonds (\$50,000 paid yearly). Old scrip for dividend.  Wheeling Bridge & Terminal. Ry—1st M., gold | 1884<br>1872<br>1875<br>1875<br>1888<br><br>1889<br>1890<br>1889<br>1890<br>1890<br>1890 | \$100<br>1,000<br>1,000<br>1,000<br>\$1,000<br>\$1,000<br>50<br>50<br>50<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | \$8,000,000 1,500,000 95,370,000 1,177,000 4,920,000 811,134 8,361,000 179,150 5,165,481 4,000,000 194,560 2,000,000 1,500,000 907,000 41,600 480,000 560,000 385,000 5,500,000 2,000,000 | \$ 412 text.  7 g. 7 g. 7 g. 5 5.  7 per an. 6 g. 6 g. 5 g. See text. 6 g. 6 g. 5 g. | F. & A. Q.—J. M. & M. | N. Y., Office, 63 B'way, N. Y., Grand Cent. Stat'n N. Y., Office, 195 B'way, N. Y., Union Trust Co. N. Y., Treasurer's Office, London, Morton, R. & Co. N. Y., Office, 195 B'way.  N. Y., Office, 120 B'way N. Y., 120 Broadway. Dec. '91 coup. last paid. N. Y., Mercantile Trust N. Y., Office, 18 B'way. See text. N. Y., Office, 18 B'way. N. Y., Atlantic Trust Co. do do N. Y., J. Walker & Son. N. Y., Guar. & Ind. Co. | Oct. 15, 1894<br>May 1, 1902<br>May 1, 1900<br>Moh. 1, 1900<br>Jan. 1, 1938<br>Oct. 1, 1894<br>In 15 years.<br>Sept., 1900<br>Dec. 1, 1939<br>Sept. 1, 1940<br>Jan. 1, 1919 |

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 were paid for many years, but the semi-annual dividend paid in July, 1894, was reduced to 3 p. c. Stock was increased \$1,750,000 January 1, 1894, to \$8,000,000. New issue given to Southern Pacific for express privileges for 21 years. (V. 57, p. 684; V. 58, p. 82.)

Western Transit Co.—Owns the piers in Buffalo, N. Y., fleet of 19 steamers and also the barges used by the N. Y. Central on the Great Lakes. Has valuable real estate in Buffalo. The N. Y. Central owns its \$1,000,000 capital stock.

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 in new West. Un., for old At. & Pac. stock 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 \$1,00,000,000, of which \$8,620,148 was then paid as scrip div. to represent surplus earnings expended on the property. Loans and bills payable June 30, 1893, \$1,902,380, against \$1,846,885 in '92.

In July, 1894, \$550,000 stock was issued for purchase of American Rapid Tel. Co. lines, until recently operated under lease.

Dividends.—In 1887 2 per cent; from Oct., 1888, to Oct., 1894, inclusive, 5 per cent per annum. In January, 1890, an extra dividend of \$4\$ of one per cent was paid and on Dec. 3, 1892, a stock div. of 10 p. c.

Bonds.—The collateral trust bonds of 1888 (trustee, Mercantile Trust

8 of one per cent was paid and on Dec. 3, 1892, a stock div. of 10 p. c.
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. On June 30, 1893, the following
stocks were pledged for the collateral trust bonds: Gold & Stock Telegraph, \$981,200; International Ocean Telegraph, \$1,885,400; N. Y.
Mutual Telegraph, \$2,443,400; and bonds, Mutual Union Telegraph,
68, \$3,043,000, these being included in the amounts owned by the
company in the following statement.

Company in the following statement.

LEASED COMPANIES.—Under leases the company aside from other rentals pays interest and dividends as below. On June 30, 1893, the company owned the following amounts of the several issues included below as outstanding: Franklin Tel., \$632,900; Gold & Stock Tel., \$2,425,000; Int. Ocean Tel., \$1,908,500; N. Y. Mutual Tel., \$2,380,400; Pacific & At. Tel., \$1,457,500; Mutual Union Tel. 68, \$3,043,000.

Lease Int. or div. Bonds

|                            | Lease       |              | Int. | or div. | Bonds      |
|----------------------------|-------------|--------------|------|---------|------------|
| Company, &c.               |             | Amount.      | %    | Period. | mature.    |
| Am. Tel. & Cable stock.    | 1932        | \$14,000,000 | 5    | Q-M     | No bonds.  |
| Empire& Bay State, st'k    | 1989        | 300,000      | 4    | Q-M     | No bonds.  |
| Franklin Tel. stock        | 1975        | 1,000,000    | 212  | M&N     | No bonds.  |
| Gold & Stock Tel. stock.J  | an.,1981    | 5,000,000    | 6    | Q - J   | No bonds.  |
| Bonds \$500, not mort.     |             | 500,000      | 6    | M&N     | May 1,1895 |
| Intern.Ocean Tel.stock.J   |             | 3,000,000    | 6    |         | No bonds.  |
| N.Y.Mut.Tel.stock(\$25) F  | 'eb.,1982   | 2,500,000    | 6    |         |            |
| Mutual Un. Tel. 1st        |             | 10,000,000   | 6g.  | M&N     | May, 1911  |
| Northw. Tel. stk. (\$50).M | y7,1980     | 2,500,000    | 91   |         |            |
| 1st mort. int guar         | Charles and | 1,180,000    | 7    |         | Jan., 1904 |
| Pac. & Atl. stock (\$25).  | 99 years    | 2,000,000    | 4    | J & J   | No bonds.  |
| Sou. & Atl. stock (\$25).9 | 99 years    | 948,875      | 5    | A &0    | No bonds.  |

 $\P$  Dividends increase  $^{1}\!8$  p. c. yearly to 6 p. c. in 1898 and afterward.

| Dividends increase '8 p. c. yearly to b p. c. in loss and alterward.

LATEST EARNINGS.—Earnings for 3 months ending Sept. 30 were as follows. (See V. 59, p. 476.)

3 mos. Net revenue. Interest. Dividends. Surplus. 1894, June est....\$1,800,000 \$243,500 (1<sup>1</sup>4%) \$1,192,000 \$364,500 1893, actual..... 1,749,615 243,262 (1<sup>1</sup>4%) 1,184,992 321,361

Nominal surplus Sept. 30, 1894, \$6,822,133.

¶ Purchased Am. Rapid Tel. Co. with 5,500 shares of stock, leaving deficit of \$185,500 for quarter.

Annual Report.—Fiscal year ends June 30. Statement for 1893-94 was in V. 59, p. 649.

| Net profits | 4,309,606 891,218 | 7,398,547<br>4,309,639<br>890,532<br>39,991 | 7,496,037<br>4,631,820<br>893,386<br>39,991 | 5,792,485<br>4,740,064<br>891,616<br>39,991 |
|-------------|-------------------|---|---|---|
|             |                   |   |   |   |

Total disbursements... 5,240,826 5,240,161 5,565,197 5,671,671 Balance of profits..... 1,364,759 2,158,485 1,930,840 120,814 The following table shows the property and business of the company. Miles of Miles of No. of Year. Poles&C'bl's. Wire. 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 7,188,737 2,227,965 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 1892-93...189,936 769,201 21,078 66,591,858 24,978,443 7,496,037 1893-94...190,303 790,792 21,166 58,632,237 21,852,655 5,792,485 Office. 195 Broadway. New York City. (Y. 57, p. 470, 636, 639)

Office, 195 Broadway, New York City. (V. 57, p. 470, 636, 639 1040; V. 58, p. 81, 263, 476, 1036; V. 59, p. 116, 476, 649.)

Westinghouse Electric & Manufacturing Co.—ORGANIZATION.—A Pennsylvania corporation manufacturing and selling dynamos for isolated and central station lighting, motors and generators for stationary work and street railways, are and incandescent lamps, and a general line of appliances used in the commercial applications of electricity for lighting and power purposes. Statement to N. Y. Stock Exchange was in V. 54, p. 763.

Owns a valuable factory plant in Pittsburg. 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,
In 1891 by exchange of stock secured 14,624 shares of the United States Electric Lighting Company out of a total of 15,000.

The report for 1893-94 stated that work on the new manufactory at East Pittsburg had been begun in January, 1894. In 1893 the company was awarded the contract for the three 5,000 horse-power generators now being constructed for the Cataract Construction Co. at Niagara Falls.

Capital Stock.—The capital stock is \$10,000,000; in treasury

CAPITAL STOCK.—The capital stock is \$10,000,000; in treasury March 31, 1894, \$328,034 preferred (which had been sold in May, 1894, and \$655,369 assenting. 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.

ential 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 in 1894, January, 3½ per cent. Dividends were J & J., but in April, 1894, a quarterly dividend of 1¾ p. c. was paid; July, 1¾ p. c. Oct., 1¾ p. c.

Annual Reports.—Fiscal year ends March 31. Report for 1893-4 in V. 58, p. 814, showed net earnings from business \$1,610,504; from other sources, \$30,304; total, \$1,640,809; interest paid on bonds and scrip, \$47,673; dividends on pref. stock, \$257,213. The net earnings are given after charging to operating expenses large sums for alterations and additions to buildings and maintaining machinery and tools in high order. Total to credit of income account as per balance sheet. March 31, 1894, \$3.82,049; accounts payable, \$311,750; bills payable, \$814,234; bills receivable under discount, \$528,551. On May 16, 1894, bills payable were only \$380,575.

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 W. Hebard; Treasurer, P. F. Kobbé. N. Y. office is at 120 Broadway. (V. 58, p. 814, 867.)

Wheeling Bridge & Terminal Railway.—Receiver's certificates for \$75,000 authorized to complete extension Wheeling to Ben wood, 3 miles, which was fluished in May, 1894. See Supplement, November, 1893. Extension 2 miles beyond Benwood has been surveyed. \$700.K.—Authorized \$1,500,000; par, \$100. No reorganization plan in July, 1894. C. O. Brewster is receiver.

Wheeling Lake Erle & Pittsburg Coal.—See Supplement of November, 1893.

Wheeling Lake Erie & Pittsburg Coal.—See SUPPLEMENT of November, 1893.

of November, 1893.

Whitebreast Fuel,—Owns 10,690 acres coal land in fee in Burean County, Ill., and Marion County, Iowa, and leases in perpetuity 1,650 acres coal land in Fulton County, Ill., and at Marysville and Swan, Marion County, Iowa, and leases till 1907 the property of the Iowa and Illinois Coal Company (21,700 acres coal and 500 acres surface) and guarantees its bonds. See application to New York Stock Exchange in full, Chronicle, V. 45, p. 676. The Iowa tillinois 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, and Feb., 1894, dividends, 4 p. c. on pref., were paid in scrip. The August, 1894, dividend was not paid.

EARNINGS.—July 1 to Sept. 30, 1894 (3 months), net earnings \$10,073.

EARNINGS.—July 1 to Sept. 30, 1894 (3 months), net earnings \$10,073, against \$28,845 in 1893.

In year ending June 30, 1893, gross earnings were \$1,586,600; net, including other income, \$128,927; interest, rentals, etc., \$91,181; dividends (8 per cent on preferred stock), \$41,600; deficit for year, \$3,854. In year 1891-92, gross, \$1,064,630; net, \$165,721. N. Y. Office, 18 Broadway. (V. 53, p. 367, 881.)

18 Broadway. (V. 53, p. 367, 881.)

Winona Bridge.—Owns bridge over the Mississippi at Winona, Minn.; leased to the Chicago Burlington & Northern, Winon & Southwestern and Green Bay Winona & St. Paul. Stock authorized and outstanding, \$400,000; par, \$100. The sinking fund beg ns March 1, 1898, after payment of 2½ p. c. yearly on stock. Earnings in 1893, gross, \$22,230; net, \$17,213. V. 53, p. 437.

Henry R. Worthington.—Organized in 1893 under laws of New Jersey to take over and carry on the extensive busin-ss 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. Dividends on preferred, 3½ p. c. Nov., 1893; in 1894, May, 3½ p. c.; Nov., 3½ p. c. (See V. 56, p. 234.) New York office, 86 Liberty St.

NEW YORK & BROOKLYN CITY BANKS. (\* State banks.)

| 1  |                   | See officer  | Surplus                      |  |           | VIDEN       | DS.  |
|--|-------------------|--|------------------------------|--|-----------|-------------|--|
| OMPANIES.  |                   | Amount.  | at latest<br>dates.†         | Period.                                | 1         | 1893.       | Latest. %  |
|  |                   |  |                              |  | -502      |             | 70   |
| ew York<br>merica*   | \$                | 3,000,000  | 2.144 300                    | J. & T                                 | 8         | 8           | July'94. 4   |
| m. Exch<br>stor Place*   | 100               | 5,000,000  | 2,355,600                    | M. & N.                                |           | 7           | Nov. '94. 312  |
| stor Place*  | 100               | 250,000<br>250,000   | 319,800<br>543,900           | J. & J.                                | 12        | 12          | July '94. 6  |
| m. Exch. stor Place* owery* roadway. utch's'&Dr entral. hase. hatham hemical. itizens' ity. olonial* olonial* olumbia* ommerce. entinental. orn Exch.* last River. last River. last River. last Side*. ith Ward* mp. State*.   | 25                | 1,000,000  | 1,568,600                    | J. & J.                                | 16        | 14          | T-1-104 0  |
| entral.  | 100               | 2,000,000  | 445,000                      | J. & J.                                | 8 7       | 8 7         | July '94. 6 July '94. 4 July '94. 3 <sup>1</sup> 2 July '94. 5 Oct. '94. 4   |
| hase.  | 100               | 500,000  | 1,200,600                    | J. & J.                                | 10        | 10          | July'94. 5   |
| hemical  | 100               | 300,000  | 7,192,400                    | Bi-m'ly.                               | 16<br>150 | 16<br>150   |  |
| itizens'   | 25                | 600,000  | 377,900                      | J. & J.                                | 7<br>15   | 7<br>15     | July '94. 3 <sup>1</sup> <sub>2</sub><br>Nov. '94. 5<br>Jan. '93. 2  |
| linton*  | 100               | 300,000  | 37,300                       | J. & J.                                | 5         |             | Jan. '93. 2  |
| olonial*   | 100               | 100,000  | 30,000                       | J. & J                                 | 8         |             | Jan. 93. 2<br>New.<br>July'94. 4<br>July'94. 3<br>Aug. 94. 6<br>July'94. 4<br>May'93. 2 <sup>1</sup> 2<br>July'94. 4 |
| ommerce  | 100               | 5,000,000  | 3,537,500                    | J. & J.                                | 8         | 8           | July '94. 4  |
| entinental.  | 100               | 1,000,000  | 222,800                      | J. & J.                                | 7<br>12   | 7<br>12     | July'94. 3<br>Aug.'94. 6   |
| ast River.   | 25                | 250,000  | 141,500                      | J. & J.                                | 8         | 8           | July'94. 4   |
| ast Side*  | 100               | 100,000  | 32,200<br>231,400            | I & J                                  | 5 8       | 8           | May'93. 212<br>July'94. 4  |
| mp. State*.  | 100               | 250,000  | 104,300                      | J. & J.                                |           |             |  |
| ederal*  | 100               | 200,000  | 309,300                      | J. & J.                                | 6         | 16          | July'94. 8   |
| ifth Ave*  | 100               | 100,000  | 1,018,200                    | QJ.                                    | 100       | 100         | July'94. 8<br>Oct. '94.25<br>Oct. '94.25   |
| irst<br>ourth  | 100               | 100,000<br>200,000<br>100,000<br>500,000<br>3,200,000<br>100,000   | 2,017,700                    | J. & J.                                | 100       | 100         | July '94. 34   |
| 4th Street*  | 100               | 100,000  | 73,800                       | M. & N.                                |           | 6           | July '94. 312<br>Nov. '94. 3   |
| allatin  | 50                | 1,000,000  | 1,579,500                    | A. & O.                                | 12        | 12          | Oct., '94. 6   |
| ansevoort*   | 50                | 200,000<br>200,000   | 55,000<br>545,200            |  |           |             |  |
| arfield<br>erm'nAm.*   | 50<br>75          | 750,000  | 273,100                      | F. & A.                                | 7         | 7           | Aug.'94. 3   |
| erm'n Ex.*   | 100               | 200,000  | 621,400<br>603,100           | Mav.                                   | 16<br>10  | 16<br>10    | May '94.16<br>Nov. '94. 5<br>Nov. '94. 3   |
| reenwich*.   | $\frac{100}{25}$  | 200,000  | 177,800<br>32,200            | M. & N.                                | 6         | 6           | Nov. '94. 3  |
| lamilton*  | 100               | 200,000<br>Receiver  | 32,200<br>appointe           | d in M                                 | av 1      | G. Sand     |  |
| anover   | 100               | 1,000,000  | 1,900,300                    | J. & J.                                | 7         | 10          | July'94. 5   |
| lide&L'th'r  | 100<br>100        | 500,000  | 90,400                       | J. & J.¶                               | 6         | 6           | New<br>May'94. 3   |
| lud River*   | 100               | 200,000  | 169,100                      | F. & A.                                |           | 6           | Aug.'94. 3   |
| mp.& Trad.   | $\frac{100}{50}$  | 1,500,000<br>500,000   | 5,467,900<br>335,000         | J. & J.                                | 20        | 20          | July '94.10<br>July '94. 4   |
| eather Mfr.  |                   | 600.000  | 514,400                      | J. & J.                                | 10        | 10          | Nov.'94. 5   |
| iberty   | 100               | 500,000<br>300,000   | 112,900<br>518,200           |  | 7         | 1012        | Nov. '94. 212  |
| [anhattan*   | 50                | 2,050,000  | 1,923,000                    | F. & A.                                | 7         | 7           | Aug.'94. 3½<br>July'94. 5  |
| lkt & Fult. lechanics'.  | 25                | 750,000 $2,000,000$  | 804,200 $2,113,200$          | J. & J.<br>J. & J.                     | 8         | 10          | July '94. 4  |
| lech. & Tr*  | 25                | 400,000  | 403,300                      | J. & J.                                | 8         | 9           | July '94. 3  |
| Ierchants' .   | 100<br>50         | 1,000,000 $2,000,000$  | 944.200                      | J. & J.                                | 6 7       | 7           | July '94. 312<br>July '94. 312   |
| Ierch, Ex  | $\frac{50}{100}$  | 600,000  | 143,800<br>744,700           | J. & J.                                | 6         | 6 12        | July '94. 3<br>J'ne '94. 6   |
| It. Morris*.   | 100               | 250,000  | 314,600                      | J. & J.                                | 6         | 6           | July '94. 3  |
| lurr'y Hill*<br>lutual*  | 50                | 100,000  | 401,700<br>60,600            | QJ.                                    | 16        | 16          | Oct. '94. 4  |
| assau*   | 100               | 200,000<br>500,000   | 288,700                      | M. & N.                                | 8         | 8           | Nov.'94. 4   |
|  | 100               | 250,000 $2,000,000$  | 164,500                      | J. & J.                                | 10        | 10          | July '94. 5  |
| Y. County<br>Y. N. Ex.   | 100               | 200,000  | 562,300                      | J. & J.                                | 8         | 8           | Tuly'OA A  |
| inth   | $\frac{100}{100}$ | 300,000<br>750,000   | 138,300<br>365,000           | T & T                                  | 6         | 6           | Aug.'94. 3<br>July'94. 3   |
| ine'th W'd*  | 100               | 100,000  | 36,300                       | J. & J.<br>J. & J.<br>J. & J.<br>Q.—F. | 6         | 6           | July'94. 3<br>July'94. 3   |
| . America.   | 70<br>25          | 700,000  | 412,400                      | J. & J.                                | 10        | 10          | July '94. 3<br>July '94. 5   |
| acific*  | 50                | 422,700  | 479,600                      | QF.                                    | 8         | 8           | Nov. '94. 2  |
| eople's*   | 25                | 200,000  | 259,200                      | J. & J.                                | 10        | 10          | July '94. 5<br>July '94. 5   |
| henix  | 20                | 300,000<br>422,700<br>2,000,000<br>200,000<br>1,000,000<br>100,000 | 449,600                      | J. & J.                                | 6         | 6           | July '94. 3  |
| rod. Exch.*  | 100               | 1,000,000  | 335,200                      | A. & O.                                | 6         | 6           | TAGM   |
| epublic  | 100               | 1,500,000  | 930,500                      | J. & J.                                | 8         | 8           | Oct. '94. 3<br>July '94. 4   |
| eaboard  | 100               | 500,000  | 228,300                      | J. & J.                                | 6         | 6           | July'94. 3   |
| econd  | 100               | 300,000  | 575,100                      | J. & J.                                | 10        | 10          | July'94. 3<br>July'94. 5<br>July'94. 3   |
| herman*  | 100               | 198,800  | In liquid                    | ation.                                 | 6         | 6           |  |
| hoe & L'thr  | 100               | 1,000,000  | 253,700                      | J. & J.                                | 8         | 8           | July '94. 3<br>July '94. 6   |
| outhern  | 100               | 500,000  | 575,500                      | J. & J.                                | 6         | 6           | July '94. 4  |
| tate*tate of N V*  | 100               | 1,200,000  | 19,900                       | M. & N                                 | 6         | 6           |  |
| acinic" ark eople's" henix laza* rod. Exch.* laza* rod. Exch.* lazabrid laz | 100               | 1,000,000  | 193,100                      | J. & J.                                |           | Nil.        | Nov.'94. 3<br>July'90. 2 <sup>1</sup> 2<br>Jan.'94. 2  |
| radesmens'<br>we'f Ward*   | 100               | 750,000  | 168,000                      | J. & J.                                | 4         | +           | Jan. '94. 2  |
| 3d Ward*   | 100               | 100,000  | 110,600<br>20,200<br>278,800 |  |           |             |  |
| nion Sa.*  | $\frac{100}{100}$ | 200,000  | 197,600                      |  |           |             | New.   |
| radesmens' we'f. Ward* 3d Ward*. (nion nion Sq.* (states Vestern vest Side* (orkville*   | 100               | 500,000  | 527,400                      | QJ.                                    | 8         | 6           | July '93. 2  |
| Vest Side*   | 100               | 2,100,000  | 218,600                      | J. & J.                                | 12        | 12          | July '93. 2<br>Jan. '94. 3<br>July '94. 6<br>New   |
| orkville*  |                   | 100,000  | 60,500                       |  |           |             | New  |
| Brooklyn   |                   |  |                              |  |           |             |  |
| edford *   | 100               | 150,000  | 80,000                       | J. & J.                                | 6         | 8           | July'94. 4   |
| edford *<br>Froadway* .<br>Frooklyn*   | 100               | 100,000  | 81,521                       | A. & O.                                | 6         | 6           | July'94. 4<br>Oct. '94. 3<br>July'94. 4  |
| ity  | 50                | 300,000  | 200,000                      | J. & J.<br>J. & J.                     | 8         | 8 20        | July '94. 4<br>July '94.10   |
| th Ward*<br>th Avenue*   | 100               | 100,000  | 25,000                       |  |           |             |  |
| IPST.  | 100               | 100,000<br>300,000   | 50,000<br>871,500            | F. & A.<br>J. & J.                     | 6         | 6           | July'94. 3<br>July'94. 8   |
| 'ulton*  | 40                | 200,000  | 200,000                      | J. & J.                                | 8         | 8           | July'94. 4   |
| ings Co*   | 100               | 100,000  | 90,000                       | J. & J.<br>J. & J                      | 612       | 6 7         | July'94. 3 July'94. 3 4  |
| ings Co*<br>ong Isl'd*.<br>Ianufac'rs'<br>Iechanics'*  | 100               | 400,000  |                              | J. & J.                                | 7         | 7           | July'94. 3   |
| fechanics'*  | 50                | 252,000<br>500,000   | 275,000<br>566,499           | J. & J.<br>J. & J.                     | 8         | 8           | July'94. 4<br>July'94. 6   |
| Iech. & Tra*   | 100               | 100,000  | 150,000                      | J. & J.                                | 10        | 10          | July'94. 5   |
| assau<br>orth Side.*   | $\frac{100}{100}$ | 300,000  | 545,000                      | J. & J.                                |           | 12          | July'94. 6   |
|  | 50                | 100,000  | 50,000                       |  |           |             |  |
| eoples'*   |                   | 100,000  | 50,000                       |  |           |             |  |
| eoples' *<br>cherme'h. *<br>7th Ward*  | 100               |  |                              | F. & A                                 | . 7       | 7           | Aug.'94 31   |
| eoples'*<br>cherme'h.*<br>7th Ward*.<br>prague<br>6th Ward.*   | 100               | 100,000<br>200,000<br>100,000                                      | 50,000<br>150,000            | F. & A.<br>J. & J.<br>J. & J.          | 6         | 7<br>6<br>6 | Aug.'94. 312<br>July'94. 3<br>July'94. 3   |

<sup>†</sup> October 2 for National and August 29 for State banks. ¶ Changed from M. & N. in 1894.

NEW YORK AND BROOKLYN TRUST COMPANIES.

| COMPANIES.  | C  | APITAL.   | Undiv'ed   |  |   |  | n 1892 & 1893<br>l amount.   |
|---|--|---|--|--|---|--|--|
| COME ANIMAL   | Par  | Amount.   | Profits<br>J'ne30,94   | Period.  | '92.  | '93.   | Last Paid. %   |
| Brooklyn Central Central Continental Farm. L. & Tr. Franklin Hamilton Holland Kings County Knickerbock'r Long I. L. & Tr. Manhattan Mercantile Metropolitan Nassau N. Y. Guar. & I. N. Y. Lf. L & Tr. N. Y. Sec. & Tr. People's Real Estate State Title Gu. & Tr. | 100<br>100<br>100<br>25<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>10 | \$\\ 500,000\\ 1,000,000\\ 1,000,000\\ 500,000\\ 500,000\\ 500,000\\ 500,000\\ 500,000\\ 500,000\\ 500,000\\ 1,000\\ 1,000\ | \$\\ 675,794\\ 1,494,517\\ 5,666,018\\ 359,929\\ 800,219\\ 351,288\\ 650,308,219\\ 227,808\\ 2,011,505\\ 1,038,279\\ 192,106\\ 1,552,412\\ 423,134\\ 1,056,162\\ 298,462\\ 856,335\\ 4,731,640\\ 705,574\\ \end{array} | Q.—J. Q.—J. Bi-mon Q.—F. Q.—F. In lique Q.—F. J. & J. & J. & J. & J. S. See Mi | 12 20 50 30 8 3 idat 6 6 8 5 10 6 6 6 8 5 20 scel | 12 20 50 30 8 612 ion. 6 6 8 8 6 6 6 30 new 8 5 6 6 6 24 lan | Oct., '94. 3<br>Oct., '94. 3<br>Oct., '94. 5<br>Oct., '94. 1-2<br>Nov., '94. 1-2<br>Nov., '94. 2<br>Nov., '94. 2<br>July, '94. 3<br>July, '94. 3<br>July, '94. 4<br>Aug., '94. 94. 5<br>July, '94. 4<br>Aug., '94. 7<br>June, '94. 5<br>Nov., '94. 2<br>July, '94. 3<br>Jan., '94. 7<br>June, '94. 5<br>Nov., '94. 3<br>July, '94. 3 |
| Washington  | 100  | 500,000   | 446,162  | J. & J.  |   | 6  | July,'94. 3  |

Increased from \$750,000 on Nov. 8, 1894.

### YEW YORK AND BROOKLYN FIRE INSURANCE COMPANIES

| COMPANIES.              |          |            | CAPITAL.           |       | Net<br>Surplus, |       | D                            | IVIDE | NDS. |
|-------------------------|----------|------------|--------------------|-------|-----------------|-------|------------------------------|-------|------|
| COMI ANTES.             | Par.     | Amount.    | Dec. 31,<br>1893.* | 1891. | 1892.           | 1893. | Last Paid.                   |       |      |
| American                | 50       | \$ 400,000 | \$<br>138,818      | 10    | 10              | 10    | July,'94. 5                  |       |      |
| Bowery                  | 25       | 200,000    |                    | 6     | 6               |       | July, '94. 3                 |       |      |
| Broadway                | 25       | 200,000    | 53,242             | 11    | 10              | 10    | Aug., 94. 5                  |       |      |
| Citizens'               | 20       | 300,000    |                    | 612   | 612             | 312   | July, '94. 31                |       |      |
| Com'nw'lth.             | 100      | 500,000    | 22,110             | 3     | 6               | 3     | Jan., '93. 3                 |       |      |
| Continental.            |          | 1,000,000  |                    | 14    | 14              | 15.4  | July, '94. 7                 |       |      |
| Eagle                   | 40       | 300,000    |                    | 10    | 1212            | 10    | Oct., '94. 7                 |       |      |
| Empire City.            | 100      |            |                    | 6     |                 | 3     | July, '94. 3                 |       |      |
| Farragut                | 50       | 200,000    |                    | 10    | 10              | 10    | July, '94. 3                 |       |      |
| German Am.              | 100      | 1,000,000  | 1,655,835          | 20    | 20              | 20    | July, '94.10                 |       |      |
| Germania                |          | 1,000,000  | 960,333            |       | 10              | 10    | July, '94. 5                 |       |      |
| Globe                   | 50       | 200,000    | 5,075              |       | 8               | 6     | July, '93. 3                 |       |      |
| Greenwich               | 25       | 200,000    |                    | 10    | 10              | 10    | July, '94. 5                 |       |      |
| Hamilton                | 15       | 150,000    |                    |       | 10              | 10    | July, '94. 3<br>July, '94. 5 |       |      |
| Hanover                 | 50       | 1,000,000  | 219,320            | 10    | 10              | 10    |                              |       |      |
| Home                    | 100      | 3,000,000  | 519,935<br>165,508 | 12    | 12              | 12    | July, '94. 5<br>July, '94. 6 |       |      |
| Kings Co                | 20<br>50 | 200,000    |                    | 10    | 10              | 10    | July, '94. 5                 |       |      |
| Nassau                  | 50       | 500,000    |                    |       | 10              | 10    | July, '94. 5                 |       |      |
| Niagara<br>North River. | 25       | 350,000    |                    |       | 6               | 6     | Oct., '94. 3                 |       |      |
| Pacific                 | 25       | 200,000    |                    | 11    | 10              | 10    | July, 94. 5                  |       |      |
| Peter Cooper            | 20       | 150,000    |                    |       | 10              | 10    | Aug., 94. 5                  |       |      |
| Phenix                  |          | 1,000,000  |                    |       | 10              | 10    | July, '94. 5                 |       |      |
| Rutgers'                | 25       | 200,000    |                    |       | 10              | 10    | Aug.,'94. 5                  |       |      |
| Stuyvesant.             | 25       | 200,000    |                    |       | 6               | 6     | Aug.,'94. 3                  |       |      |
| Unit'd States           | 25       | 250,000    |                    |       | 10              | 10    | July, '94. 3                 |       |      |
| Westchest'r.            | 10       | 300,000    | 327,471            | 10    | 10              | 10    | Aug.,'94. 5                  |       |      |
| Williamsb'g.            | 50       | 250,000    | 597,390            | 20    | 20              | 20    | July, '94.10                 |       |      |

Over all liabilities, including re-insurance, capital and scrip.

GAS COMPANIES—(See also "MISCELLANEOUS" pages.

| GAS COMPANIES.                             | D       | Securities         | Period. | Divi | dend | s and Inte              | rest |
|--|---------|--------------------|---------|------|------|-------------------------|------|
| Brooklyn compan's,<br>see V. 56, p. 82.)   | Par.    | afloat.            | Period. | '92. | '93. | *Date.                  | %    |
| Beckton Construct                          | \$100   | \$2,500,000        |         |      |      |                         |      |
| Pref., (V. 56, p. 82)                      |         | 2,500,000          |         |      |      |                         |      |
| Brooklyn GL.—Stk.                          |         | 2,000,000          |         | 4    | 4    | Nov., '94               | 1.2  |
| Central-Stock                              | 50      | 500,000            |         | 4    | 4    | Aug.1,'94               | Z    |
| Chic. Econ. Fuel, 1stM                     |         | 5,000,000          |         | 5g.  |      | Jan. 1,                 | 1916 |
| Citizens' Gas-LStk                         | 100     | 1,750,000          | 1 0 0   | 212  | 2    | Aug., '93<br>Apr. 1,'93 | 5.2  |
| 1st mortgage                               | 1,000   |                    |         | 5    | 5    | Apr. 1, 9               | )05  |
| Cons. (\$750,000)                          | 1,000   | 500,000            |         | 5g.  |      | Feb. 1,                 | 1940 |
| Union GL.1stM.                             | 1,000   | 250,000<br>250,000 |         | 6    | 6    | July 1,                 | 1906 |
| Consol., gold                              |         | 1,050,000          |         | 5g.  | 5    | Jan. 1,                 | 194  |
| Columbus, O., Gas                          | 1.000   | 1,050,000          |         |      | 5    | Tuly 10                 | 20   |
| 1st mortgage                               |         |                    |         | 410  | 5    | July, 19<br>June1,'94   |      |
| Consol. (Baltimore).<br>Mortg ige. \$500 & |         |                    |         | 6    | 6    | July 1, 1               |      |
|  | 1,000   |                    |         | 6    | 6    | June 1, 1               |      |
| Chesap. Gas, M<br>Equitable Gas, M         |         | 910,000            | A. & O. | 6    | 6    | Apr. 1, 19              | 113  |
| Consol., 1st mort.                         |         |                    |         |      | 5    | July 1, 1               | 030  |
| Fulton Munic.—Stk                          |         | 3,000,000          |         | 8    | 8    | Oct.15'9                |      |
| Bonds, red. at 100.                        |         |                    | J. & J. |      | 6    | Jan. 1. 19              |      |
| Hartford Gas                               | 25      |                    | J. & J. |      | 8    | July 2,'9               |      |
| Indianapolis Gas                           | 50      |                    |         | (?)  | (3)  | (?)                     | 212  |
| 1st mortgage                               | 1,000   |                    |         |      | 6    | 1920                    | )    |
| Metrop. (B'kln)-Stk                        |         |                    | J.&D.30 |      | 8    | J'ne 30'9               |      |
| 1st mortgage                               | 1,000   |                    | A. & O. |      | 5    | Apr. 1,18               |      |
| Muni'i (Albany, N.Y)                       |         |                    |         |      |      | Nov.1'94                |      |
| 1st mortgage                               | 1,000   | 500,000            | J. & J. |      | 6    |                         |      |
| Mutual (N. Y.)-Stk.                        |         |                    |         |      | 8    | J'ly 10'9               | 4.5  |
| Nassau (B'kln)-Stk                         |         | 1,250,000          | QJ.     | 6    | 7    | Oct. 1, '9              | 4.11 |
| Scrip                                      | Var's   | 700,000            | M. & N. | 5    | 5    | Co.'s opt               | ion  |
| New Memphis (Tenn                          | 100     | 160,000            |         |      |      |                         |      |
| Memphis G. L. bds                          |         |                    | A. & O. | 7    | 7    | Apr. 1, 1               | 903  |
| New Orleans G. L.                          | 100     |                    |         |      |      | June, '94               | . 3  |
| 1st mortgage                               | 1,000   |                    | J. & J. |      | 5    | Variou                  |      |
| People's, (B'kln)-Stk                      | . 10    |                    |         | 6    | 6    | Dec.,189                |      |
| 1st M. red. at 100                         |         |                    | M. & N. |      | 5    | May, 19                 |      |
| Debenture, 10-20s                          | Var's   | 94,000             | A. & O. | 6    | 6    | Apr., 19                | 900  |
| Rochester Gas & Ele                        |         |                    | 0 37    |      | -    | 4046                    |      |
| 1st cons. mort                             | . 1,000 |                    |         | 5    | 5    | 1912                    | 3    |
| Washington (D. C.).                        |         |                    |         |      |      |                         |      |
| Western Gas                                | . 100   |                    |         |      | 1 :  | 7000                    |      |
| 1st coll. trust bds.                       | 1,000   |                    |         |      | 5    | 1933                    |      |
| Williamsburg                               | . 50    |                    |         | 6    | 6    | Oct. '94.               |      |
| 1st mortgage                               | 1,000   | 1,000,000          | A & O.  | , 6  | 1 6  | Apr. 1, 1               | 90   |

<sup>\*</sup> This column shows last dividend on slocks, and maturity of bonds.

¶ Subject to call at 110.

# MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

| (Single line)   | Jan.   | Feb.  | March.  | April.   | May.  | June.  | July.  | Aug.   | Sept.  | Oct.  | Nov.                                 | Dec.                                 | Total.                                  |
|---|--|---|---|--|---|--|--|--|--|---|--------------------------------------|--------------------------------------|---|
| At. Top. & S. Fe Svs<br>1891±(7,464 to 7,474 m.)<br>1892±(7,474 to 7,481 m.)<br>1898±   | 2,779,938<br>3,051,508<br>2,477,510                      | 2,785,120<br>2,980,774                            | 2,866,467   | 3,216,084  | 3,251,161   | \$,012,568<br>3,256,425<br>3,295,304<br>*2,099,854 | \$,119,224<br>8,267,229<br>3,008,323<br>1,852,618  | 3,621,747  | 3,255,280  | \$<br>3,758,017<br>3,941,427<br>3,705,090<br>*3,369,781 | 3,742,275                            | 3,080,860                            | 39,815,495                              |
| St. L. & S. Fr. Svs.—  1892(1,864 m.)  1893(1,864 m.)  1894(1,864 m.)   | . 599,538<br>675,695<br>574,118                          | 639,250<br>658,107<br>551,244                     | 788,963   | 625,369<br>696,091                               | 698,064   | 724,764<br>744,181                                 | 750,817<br>719,349                                 | 902,301<br>646,615                                 | 951,82<br>717,625                                  | 901,572   | 812 686                              | 772,068                              |   |
| 1894. (1,864 m.)<br>1894. (1,864 m.)<br>1894. (1,864 m.)<br>1892. (9,388 to 9,345 m.)<br>1893. (9,345 m.)<br>1894. (9,345 to 9,322 m.)  | 3,879,479<br>3,727,198<br>3,051,628                      | 3,638,881   | 3,554,087<br>4,130,540<br>3,284,579               | 3.673.887  | 3,949,225<br>4,366,298                            | 3,981,189  | 4,018,048  | 4,524,048  | 4,807,775  |   | 4.554.961                            | 4,168,298<br>3,686,943               |   |
| 1891(1,8v4 to 1,966 m.)<br>1892(1,966 to 1,9v9 m.)<br>1893(1,99v to 2,753 m.)<br>1894(2,053 to 2,065 m.)  | 1,903,453<br>2,056,303<br>1,840,073<br>1,641,169         | 1,846,666   | 2,096,590   | 2,054,952  | 2,059,866   | 2,095,639  | 2,219,077  | 2,372,159<br>2,415,112<br>2,226,997                | 2,322,948<br>2,615,629<br>2,320,226                | 2,303,791   | 2,119,008<br>2,138,538<br>1,985,390  | 2,199,657                            | 24,945,182<br>26,093,130<br>†25,300,000 |
| 1891f   | 511,219<br>594,870<br>591,430<br>496,950                 | 543.099   | 557,288   | 483,90<br>526,30                                 | 502,259   | 495.992  | 541,773  | 683,367<br>689,818<br>594,226<br>*594,877          | 645,744<br>659,604<br>590,22                       | 639,963   | 547,874<br>538,307<br>*518,492       | 612,347                              | 6,717,880<br>6,816,612<br>63,668,398    |
| 1891. (294 m.)<br>1892. (294 m.)<br>1893. (294 to 334 m.)<br>1894. (384 m.)<br>1891. (1,046 to 1,083 m.)<br>1892. (1,088 m.)  | 191,429<br>286,899<br>215,690<br>218,71                  | 280,389   | 230,006   | 285,494<br>321,686                               | 268,592<br>307,951                                | 254,642<br>303,856                                 | 277,206<br>317,310                                 | 286,621<br>310,456                                 | 257,256<br>290,613<br>290,985                      | 280,948<br>309,328<br>2 286,188                         | 225,982<br>282,918<br>276,908        | 240,416<br>251,568<br>255,097        | 2.809,363<br>3,204,265<br>3,393,157     |
| 1891(1,046 to 1,083 m.)<br>1892(1,088 m.)<br>1898(1,184 m.)<br>1894(1,134 m.)<br>Canadian Pacific—<br>1891 (5 564 to 5 721 m.)  | 251,73:<br>381,81<br>224,64'<br>302,16:                  | 336,49  | 364,538<br>352,616                                | 292,95   | 261,828<br>277,460<br>310,858                     | 268,340<br>338,421<br>319,858                      | 272,678<br>315,058<br>275,671                      | 330,757<br>352,729<br>310,005                      | 426,874<br>437,400<br>450.09                       | 456,578<br>477,662<br>524,086                           | 396,915<br>416,905<br>405,918        | 418,355                              | 4,224,755                               |
| 1892(5,767 to 5,958 m.)<br>1893(5,958 to 6,290 m.)<br>1894(6,290 to 6,327 m.)   | 1,365,22<br>1,609,10<br>1,535,58<br>1,390,75             | 1,456,369<br>1,260,329                            | 9 1,589,799<br>3 1,568,462                        | 1,608,30<br>1,671,31<br>1,599,21                 | 1,602,920<br>1,702,624<br>1,605,542               | 1,606,489<br>1,793,277<br>1,890,878                | 1,680,599<br>1,796,098<br>1,863,267                | 1,784,985<br>1,820,388<br>1,873,626                | 1,835,659<br>1,875,03<br>1,918,32                  | 2,012,502<br>2,112,763<br>2,164,821                     | 2,031,080<br>2,088,457<br>2,048,397  | 1,894,128<br>1,633,884               | 21,409,350 20,962,316                   |
| Cent. of New Jersey—<br>1891g———————————————————————————————————  | 1,063,789<br>894,11                                      | 1,138,334<br>2 1,100,65                           | 1,176,280   | 1,054,950<br>1,096,643<br>1,164,473<br>912,383   | 3 1,146,787<br>3 1,268,970                        | 1,250,448<br>1,202,002<br>1,320,297                | 1,834,528<br>1,247,528<br>1,281,468                | 1,305,042<br>1,311,944<br>1,281,948                | 1,271,638<br>1,343,298<br>1,214,798                | 1,408,412<br>1,271,708<br>1,303,033                     | 1,221,471                            | 1,090,051                            | 14,163,607                              |
| Unesupease & Unio-<br>1891a(931 to 1,251 m.)<br>1892a(1,251 m.)<br>1898a(1,251 to 1,278 m.)<br>1894a(1,278 m.)<br>Chic. Burl. & Quincy-<br>1891(6,487 to 6,692 m.)<br>1892(6,487 to 6,692 m.)   | 654,668<br>754,560<br>737,950<br>756,070                 | 761,578   | 747,420<br>876,807                                | 734.69   | 744,455   | 823,185<br>841,572                                 | 864,112<br>877,216<br>855,113                      |  | 898,608<br>940,804<br>852,098                      | 030 305   | 863,754<br>831,305<br>768,775        | 839,088                              | 9,959,208                               |
| 1891(6,497 to 6,692 m.<br>1892(6,692 to 6,852 m.)<br>1898(6,822 to 6,887 m.)<br>1894(6,87 to 7,033 m.)<br>Chic. & Kast. Illinois<br>1891(436 to 450 m.)<br>1892(486 m.)   | 2,329,830<br>3,008,799<br>3,052,293<br>2,636,980         | 3,068,385   | 3,252,756   | 2,484,668<br>2,757,629<br>2,990,399<br>2,495,646 | 3,290,842   | 3,826,295  | 2,761,495<br>3,214,136<br>2,949,374                | 3,161,840  | 8,713,136<br>4,135,598<br>3,520,198                | 3,880,730<br>4,038,458<br>3,843,746                     | 3,541,110                            | 3,544,276                            | 35,352,375<br>40,412,400                |
| 1891(436 to 450 m.)<br>1892(480 m.)<br>1893(480 to 515 m.)<br>1894(515 m.)<br>Chicago & Gt. West.   | 358 608  | 296,920<br>3 845,558                              | 325,063<br>368,986                                | 294,760<br>318,948<br>330,186<br>*273,401        | 299,012<br>360,150                                | 319,970<br>361,931                                 | 343,189<br>397,368<br>368,035                      | 344,798<br>400,273<br>897,140                      | 403,186  | 358,656<br>415,234<br>480,172                           | 236,282<br>370,900<br>*341,548       | 279,502<br>399,584                   | 3,634,162<br>4,198,032                  |
| 1891. (922 m.)<br>1892. (922 m.)<br>1898. (922 m.)<br>1894. (922 m.)<br>1894. (522 m.)<br>1891. (5,721 m.)<br>1892. (5,721 m.)  | 302,260  | 347.547   | 414,852<br>378,814                                | 353,635  | 360,987   | 445,642<br>369,616                                 | 402,718<br>316,428                                 | 507,348<br>361,977                                 | 527,478<br>564,608<br>452,983<br>*363,990          | 528,258<br>456,286                                      | 366,226                              | 438,080<br>458,865                   | 4,785,780                               |
| 1891(5,721 m.)<br>1892(5,721 m.)<br>1893e(5,721 to 6,086 m.)<br>1894e(6,086 to 6,148 m.)<br>Chic. & Northwest'n-  | 2,555,182  | 2,304,102   | 2.741.041   | 2,428,017  | 2,251,619<br>2,540,294                            | 2,147,614<br>2,584,777<br>2,747,979<br>e2,888,942  | 2,309,552<br>2,716,999<br>e2,593,355<br>e1,779,226 | 2,367,006<br>2,760,012<br>e2,407,843<br>e2,493,078 | 3,093,609<br>3,109,375<br>e3,023,550<br>e2,809,375 | 3,476,656<br>3,553,520<br>e3,922,658<br>e2,990,873      | 3,214,162<br>3,340,281<br>63,168,076 |                                      |   |
| 1891(4,258 to 4,273 m.)<br>1892(4,273 m.)<br>1893b(4,273 to 5,031 m.)<br>1894b(5,031 m.)  | 2,236,702<br>2,242,130<br>b2,169,315                     | 1,707,841<br>2,266,183<br>1,978,550<br>b2,182,682 | 2,029,078<br>2,498,069<br>2,486,617<br>b2,428,963 | 2,356,214  | 2,131,002<br>2,535,790<br>2,818,836<br>b2,568,315 | 2,970,238  | 2,669,422  | 2,747,108<br>3,062,525<br>2,602,676<br>b2,750,558  | 3,186,213<br>3,207,880<br>b3,325,121<br>b2,743,061 | 3,278,597<br>3,304,420<br>53,679,740                    | 2.874.653                            | 2,585,817<br>2,661,657<br>52,592,259 | 29,314,072<br>32,770,962<br>32,291,176  |
| 1891*(3,409 to 3,455 m.)<br>1892*(3,456 m.)<br>1898*(3,456 to 3,571 m.)<br>1894*(3,571 m.)<br>Ohic. St. P. M. & O.—<br>1891(1,394 to 1,481 m.)<br>1892(1,394 to 1,481 m.)   | . 1,097,487<br>. 1,292,545<br>. 1,380,150<br>. 1,312,505 | 1,321,438   | 1,219,863<br>1,403,388<br>1,558,668<br>1,511,674  | 1,267,815<br>1,336,421<br>1,393,052<br>1,873,370 | 1,256.896   | 1,470,910  | 1,376,919  | 1,658,452<br>1,935,840<br>1,802,712                | 1,847,489<br>2,170,799                             | 1 790 477   | 1.559.633                            | 1,538,166                            | 16,842,464<br>18,701,056                |
| 1898 (1 481 to 1 492 m)   | 854 700  | 637,598   | 550,411<br>747,878<br>718,559<br>614,035          | 570,650<br>628,505<br>599,216<br>511,921         |   | 576,274<br>768,987<br>#55,385                      | 656,562<br>726,682<br>556,203                      | 686,329<br>788,483<br>561,803                      | 862,312<br>870,831<br>768,417                      | 977,378<br>1,023,972<br>990,830                         | 831,445<br>965,394<br>845,291        | 872,089<br>740,114                   | 8,328,929                               |
| 1894 (1,492 m.) Cin. N. O. & Tex. P.— 1891 (388 m.) 1892 (386 m.) 1898 (386 m.) 1894 (386 m.)   | 359,549<br>319,457<br>303,824<br>297,000                 | 368,942<br>319,827                                | 374.105   | 343,422<br>328,698<br>324,579<br>249,000         | 332,022<br>344,901<br>343,016<br>247,000          | 343,404<br>346,595<br>343,614<br>251,000           | 392,508<br>359,338                                 | 975 549  | 387,320  | 407,483<br>378,265<br>342,00                            | 360,327<br>346,754<br>333,000        | 363,620<br>359,748<br>310,000        |   |
| 1892. (380 m.)<br>1892. (386 m.)<br>1894. (386 m.)<br>1894. (386 m.)<br>Ala. Gt. Southern—<br>1891. (295 m.)<br>1892. (296 m.)<br>1893. (295 m.)<br>Whole Erlanger Sys.   | 159,665<br>148,384<br>152,454<br>127,000                 | 148,199<br>166,787<br>148,128<br>110,000          | 154,837<br>149,457<br>161,486<br>119,000          | 150,099<br>129,989<br>131,279<br>100,000         | 150,308<br>133,090<br>144,791<br>95,000           | 144,456<br>134,873<br>139,829<br>102,000           | 158,519<br>141,983<br>131,027<br>100,000           | 148,800<br>145,963<br>121,726<br>119,000           | 156,651<br>151,273<br>121,244<br>124,000           | 193.056   | 181,589<br>165,513<br>186,000        | 186,765<br>169,982<br>166,000        | 1,932,924<br>1,796,848<br>1,778,959     |
| 1891(1,140 m.)<br>1892(1,140 m.)<br>1893(1,140 m.)<br>1894(1,140 m.)  | 785,945<br>686,212<br>694,698<br>644,000                 | 671,252<br>762,033<br>684,519<br>569,000          | 698,419<br>678,327<br>749,726<br>624,000          | 668,718<br>630,601<br>631,858<br>495,00          | 642,544<br>654,504<br>672,807<br>489,000          | 659,820<br>655,065<br>662,443<br>497,000           | 726,478<br>708,739<br>629,263<br>506,000           | 698,549<br>695,628<br>585,414<br>578,000           | 765,996<br>704,658<br>595,376<br>600,000           | 889,514<br>785,262                                      | 831,960<br>767,206<br>825,000        | 854,635<br>802,699<br>758,000        | 8,850,840<br>8,530,724<br>c8,319,646    |
| 1891(1,632 to 1,850 m.)<br>1892d(1,850 m.)<br>1898d(1,850 m.)<br>1894d(1,850 m.)  | 1,076,897<br>1,100,615<br>1,006,760<br>940,212           | 986,595<br>1,106,496<br>961,899<br>876,393        | 1,056,608<br>1,178,795<br>1,202,446<br>1,055,342  | 1,040,052<br>1,113,676<br>1,108,971<br>1,004,223 | 1,026,723<br>1,097,354<br>1,184,755<br>1,020,084  | 1,060,751<br>1,301,019<br>1,208,103<br>1,021,066   | 1,233,675<br>1,266,750<br>1,205,252<br>921,562     | 1,348,882<br>1,414,909<br>1,207,142<br>1,216,078   | 1,305,134<br>1,397,847<br>1,237,762<br>1,205,677   | 1,291,502<br>1,351,066<br>1,256,460<br>*1,261,359       | 1,227,963<br>1,235,339<br>1,100,039  | 1,338,899<br>1,300,208<br>1,110,076  | 13,992,682<br>14,894,074<br>13,789,695  |
| 1891 (329 m.)<br>1892 (329 m.)<br>1893 (329 m.)<br>1894 (329 m.)  | 209,277<br>247,599<br>278,427<br>186,589                 | 178,170<br>221,630<br>248,568<br>*170,062         | 226,440<br>234,864<br>275,522<br>*219,506         | 250,679<br>285,929<br>276,836<br>*232,655        | 231,504<br>287,264<br>245,411<br>*104,886         | 282,150<br>278,677<br>322,347<br>*198,535          | 318,856<br>277,560<br>303,008<br>*208,254          | 332,134<br>306,334<br>216,361<br>331,468           | \$48,523<br>\$22,581<br>\$07,997<br>*279,674       | 335,484<br>316,410<br>321,117<br>*307,811               | 287,587<br>294,001<br>256,326        | 293,098<br>299,734<br>218,442        | 3,293,925<br>3,372,586<br>3,270,362     |
| 1891(1,575 to 1,637 m.).<br>1892(1,637 to 1,646 m.).<br>1898(1,646 to 1,657 m.).<br>1894(1,657 m.).   | 651,627<br>726,342<br>748,616<br>530,608                 | 556,215<br>701,993<br>670,278<br>482,146          | 605,213<br>698,733<br>731,800<br>480,468          | 656,936<br>624,680<br>652,834<br>500,468         | 681,827<br>685,495<br>757,717<br>557,011          | 714,169<br>775,285<br>747,189<br>501,868           | 768,211<br>770,576<br>478,891<br>438,861           | 784,063<br>945,408<br>484,248<br>614,808           | 807,698<br>825,740<br>578,869<br>653,039           | 854,244<br>815,561<br>668,429<br>*706,300               | 741,514<br>848,699<br>637,609        | 662,690<br>803,229<br>575,430        | 8,484,408<br>9,221,741<br>7,731,910     |
| Clark Chic & St. L.   | 253,965<br>242,108<br>230,291<br>177,138                 | 226,336<br>256,276<br>203,125<br>208,812          | 286,794<br>307,539<br>283,362<br>253,758          | 259,469<br>230,412<br>263,615<br>190,727         | 214,450<br>218,596<br>258,611<br>187,781          | 220,074<br>212,069<br>243,009<br>186,158           | 225,111<br>216,032<br>225,992<br>180,505           | 239,558<br>225,434<br>206,098<br>206,522           | 245,156<br>237,704<br>210,608<br>201,012           | 256,806<br>240,808<br>214,385<br>*215,423               | 218,540<br>235,015<br>189,864        | 254,364<br>261,272<br>196,272        | 2,900,624<br>2,886,714<br>2,725,232     |
| 1894 ( ( (839 m.). 1894 ( (837 m.). 1891*. (1839 m.). 1891*. (1830 m.). 1892*. (3,122 m.). 1892*. (3,122 to 3,215 m.). 1894*. (4,037 m.). 1894*. (4,037 m.). 1891 (2,875 to 2,884 m.). 1891 (2,875 to 2,884 m.). 1892 (2,884 to 2,888 m.).            | 793,703<br>958,102<br>1,067,155<br>837,127               | 656,026<br>1,013,045<br>900,640<br>837,821        | 882,531<br>1,444,630<br>1,251,331<br>948,821      | 963,331<br>1,081,541<br>1,173,657<br>605,512     | 1,024,956<br>992,169<br>1,145,493<br>1,043,443    | 1,026,244<br>1,142,663<br>1,441,465<br>982,837     | 1,001,318<br>1,178,367<br>1,309,822<br>1,361,556   | 986,511<br>1,181,946<br>1,156,232<br>1,353,349     | 1,566,859<br>1,650,735<br>1,613,553<br>1,676,602   | 1,868,918<br>2,021,794<br>1,977,923<br>2,147,967        | 1,886,495<br>1,935,449<br>1,805,193  | 1,516,779<br>1,575,698<br>1,253,956  | 14,173,673<br>16,176,139<br>16,096,403  |
| 1893(2,888 m.).<br>1894(2,888 m.).  | 1,516,182<br>1,504,832<br>1,546,595<br>1,486,036         | 1,408,310<br>1,570,163                            | 1,425,330<br>1,566,666<br>1,667,131               | 1,376,572<br>1,410,308<br>1,542,998<br>1,347,425 | 1,423,578<br>1,458,354<br>1,739,507               | 1,411,325<br>1,605,825<br>1,952,406                | 1,501,856<br>1,449,566<br>1,789,736<br>1,212,118   | 1.576.241  | 1,663,766<br>1,762,824<br>2,170,817                | 1,859,185<br>1,878,110<br>2,668,343<br>*1,799,761       | 1,743,779<br>1,709,131<br>1,872,068  | 1,830,786<br>1,803,713<br>1,730,319  | 18,736,905<br>19,310,509<br>22,046,970  |
| 1891(497 m.).   | 127,341<br>173,956<br>152,659<br>149,956                 | 146,059<br>150,262<br>139,269<br>151,051          | 152,684<br>146,990<br>171,220<br>156,125          | 127,784<br>128,897<br>131,061<br>127,094         | 106,320<br>123,508<br>155,147<br>124,242          | 117,589<br>152,799<br>158,299<br>105,142           | 128,628<br>143,901<br>181,378<br>127,047           | 156,812<br>165,867<br>146,433<br>146,569           | 181,452<br>189,765<br>177,721<br>139,152           | 196,668<br>196,018<br>201,306<br>*155,987               | 178,853<br>169,081<br>176,64         | 183,711<br>183,343<br>181,368        | 1,803,896<br>1,924,395<br>1,922,501     |
| 1891  | 251,998<br>285,279<br>271,668<br>234,068                 | 226,835<br>263,325<br>289,204<br>237,047          | 253,454<br>276,075<br>334,909<br>265,825          | 230,952<br>262,135<br>294,816<br>245,161         | 251,429<br>253,063<br>302,680<br>259,517          | 238,455<br>262,391<br>807,785<br>258,508           | 307,003<br>300,166<br>282,978<br>275,942           | 316,464<br>353,225<br>300,540<br>353,738           | 295,898<br>348,219<br>310,853<br>316,730           | 308,555<br>344,905<br>286,030<br>*295,615               | 278,491<br>293,580<br>254,918        | 313,820<br>316,170<br>276,240        | 3,273,355<br>3,558,483<br>3,512,621     |
| 1892. (497 m)<br>1894. (497 m)<br>1894. (497 m)<br>Lake Erie & West'n—<br>1891. (122 m)<br>1892. (725 m)<br>1892. (725 m)<br>1893. (725 m)<br>Louisville & Nashv—<br>1891. (4,448 to 2,866 m)<br>1892. (2,966 to 2,045 m)<br>1893. (2,948 to 2,955 m) | 1,590,515<br>1,581,584<br>1,857,669<br>1,654,610         | 1,529,781<br>1,784,656<br>1,817,568<br>1,481,127  | 1,552,039   | 1.626.027  | 1,496,504<br>1,707,678<br>1,761,613               | 1,510,467<br>1,716,196<br>1,713,843                | 1,866,791<br>1,834,271<br>1,637,209                | 1,796,054<br>1,917,875<br>1,523,635                | 1.823.106 *  | 1,963,028<br>2,038,152<br>1,649,552                     | 1,821,043                            | 1,791,151<br>2,030,897               | 20,247,527<br>21,859,477<br>20,474,632  |
| * Approximate figures.  | nd for all   | + Total 1   | nere given  |  |   |  |  |  |  |   |                                      |                                      |   |

<sup>\*</sup>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 Elizabetht'n Lex. & Big Sandy, &c., included in the last half of 1991 and all of 1892, 1893 and 1894 b Includes Milwakee Lixe Shore & Western after August 31, 1893, 1893, included in the last half of 1991 and all of 1892, 1893 and 1894 b Embracing corrections found necessary after monthly totals had been published.

ā Includes Cincinnati Wabash & Michigan since July 1, 1891. e From and after July 1, 1893, includes Milwaukee & Northern.

f Includes Ohio & Mississippi for all the years. g Figures do not include New York & Long Branca Division.

# MONTHLY EARNINGS OF PRINCIPAL RAILROADS—(Concluded).

| , san 1, | Jan.  | Feb.  | March.   | April.  | May.  | June.   | July.   | Aug.  | Sept.   | Oct.   | Nov.                                     | Dec.                                 | Total.  |
|---|---|---|--|---|---|---|---|---|---|--|--|--------------------------------------|---|
| Louisv. N. A. & Chic.—<br>1891  | 192,356<br>202,808<br>204,663<br>174,976                      | 184,497<br>228,241<br>225,912<br>174,908                      | 217,886<br>261,004<br>287,247<br>234,112               | 207,001<br>262,714<br>266,791<br>230,358                      | 230,915<br>258,498<br>298,573<br>233,604              | 289,299<br>285,175<br>331,642<br>247,176                      | 272,370<br>294,257<br>317,001<br>220,171                    | 277,204<br>832,159<br>332,289<br>296,787                    | 291,826<br>328,277<br>362,514<br>281,668                | 272,412<br>309,679<br>352,421<br>*282,247              | 223,887<br>269,402<br>247,592            | 230,970<br>267,888<br>228,930        | 2,840,621<br>3,300,102<br>3,455,570                               |
| 1894e(1,847 to 1,860 m.).   | 583,770<br>613,022<br>634,660<br>717,214                      | 538,129<br>607,350<br>601,771<br>689,188                      | 558,010<br>635,665<br>702,416<br>714,248               | 591,846<br>659,849<br>725,279<br>696,260                      | 571,495<br>670,832<br>712,743<br>784,301              | 544,089<br>619,976<br>682,235<br>692,740                      | 637,815<br>653,077<br>580,389<br>635,811                    | 604,373<br>630,147<br>639,698<br>651,567                    | 623,476<br>631,379<br>563,201<br>686,553                | 720,991  | 699,473                                  | 672,735<br>750,688<br>718,915        | 7,374,538<br>7,963,254<br>7,981,771                               |
| 1891. (855 m.).<br>1892. (855 m.).  | 109,700<br>126,925<br>126,956<br>122,463                      | 112,379<br>161,792<br>126,375<br>125,223                      | 139,137<br>163,473<br>160,113<br>143,845               | 117,355<br>140,316<br>130,802<br>125,141                      | 134,275<br>136,575<br>148,915<br>140,940              | 132,240<br>178,191<br>166,547<br>125,702                      | 151,831<br>178,483<br>140,025<br>112,331                    | 151,116<br>174,213<br>130,818<br>189,436                    | 200,759<br>176,804<br>162,672<br>184,135                | 222,503<br>200,345<br>201,745<br>*212,972              | 196,147<br>206,251<br>157,745            | 155,404<br>179,194<br>132,552        | 1,822,846<br>2,022,062<br>1,785,265                               |
| 1894(355 m.).  Mo. Kansas & Texas— 1891*(1,791 to 1,672 m.). 1892*(1,672 to 1,708 m.). 1898*(1,708 to 1,945 m.). 1894(1,945 m.).  | 713,761<br>622,654<br>737,633<br>719,648                      | 607,892<br>625,096<br>641,335<br>631,670                      | 651,655<br>631,399<br>668,121<br>744,190               | 682,483<br>718,923<br>886,636<br>781,900                      | 708,780<br>746,824<br>896,227<br>689,531              | 737,499<br>776,618<br>841,677<br>611,658                      | 795,820<br>850,452<br>753,595<br>746,891                    | 785,858<br>901,096<br>704,471<br>840,049                    | 1,039,753<br>998,096<br>895,598<br>1,026,682            | 1,149,818<br>1,046,374<br>1,288,226                    | 953,400<br>965,843<br>1,100,757          | 904,402<br>954,700<br>956,051        |   |
| 1898* (1,708 to 1,945 m.)<br>1894 (1,945 m.)<br>1894 (1,945 m.)<br>1891 (2,231 to 5,278 m.)<br>1892 (5,278 to 5,375 m.)<br>1898 (5,378 m.)<br>1894 (5,378 m.)   | 1,942,663<br>2,087,978<br>2,263,526<br>1,838,557              | 1,882,329<br>2,206,062<br>2,115,551<br>1,686,271              | 1,943,052<br>2,169,488<br>2,295,807<br>1,969,195       | 1,929,375<br>1,958,429<br>2,011,091<br>1,830,431              | 1,916,496<br>1,908,384<br>2,119,909<br>1,857,820      | 1,860,588<br>2,088,921<br>1,928,159<br>1,484,935              | 1,951,271<br>2,132,544<br>1,800,614<br>1,503,273            | 2,314,115<br>2,662,853<br>1,832,375<br>1,919,441            | 2,464,118<br>2,763,126<br>1,998,879<br>1,951,374        | 2,735,288<br>2,738,327<br>2,267,124<br>2,385,320       | 2,479,829<br>2,567,569<br>2,212,575      | 2,400,981                            | 25,880,818<br>27,684,662  |
| Mobile & Ohio— 1891. (687 m.). 1892. (687 m.). 1893. (687 m.). 1894. (687 m.). Nashv. Chatt & St. L.—   | 323,085<br>285,178<br>306,032<br>293,841                      | 287,095<br>306,415<br>274,396<br>256,737                      | 294,158<br>287,204<br>286,129<br>281,322               | 281,361<br>259,687<br>250,115<br>251,908                      | 276,177<br>263,480<br>290,426<br>260,012              | 250,654<br>248,092<br>259,748<br>245,671                      | 266,333<br>242,703<br>250,835<br>209,085                    | 233,674<br>249,308<br>207,134<br>233,320                    | 277,075<br>276,919<br>225,394<br>248,208                | 348,370<br>292,379<br>302,110<br>*316,629              | 327,588<br>302,587<br>333,854            | 340,663<br>327,730<br>344,874        | 3,506,238<br>3,341,682<br>3,331,047                               |
| Nashv, Chatt. & St. L.— 1891a. (652 to 810 m.). 1892a. (810 m.). 1898a. (810 to 885 m.). 1894a. (855 m.). N. Y. C. & Hud. Riv.—   | 357,718<br>397,878<br>433,462<br>411,775                      | 292,523<br>434,707<br>402,801<br>357,511                      | 306,995<br>419,498<br>438,115<br>408,320               | 299,337<br>410,964<br>386,346<br>364,998                      | 305,378<br>418,116<br>414,376<br>358,646              | 306,359<br>400,986<br>382,255<br>350,289                      | 530,454<br>430,835<br>411,690<br>350,674                    | 493,357<br>447,766<br>350,932<br>392,652                    | 479,955<br>448,127<br>353,541<br>377,813                | 491,980<br>473,239<br>394,688<br>425,998               | 440,702<br>425,045<br>384,037            | 434,689<br>449,411<br>377,236        | 4,789,442<br>5,156,572<br>4,727,479                               |
| 1809 (2.006 m.)   | 3,318,837<br>3,321,860<br>3,456,344                           | 3,020,385<br>3,505,415<br>3,285,052                           | 3,383,973<br>3,577,284<br>3,965,464                    | 3,341,010<br>3,635,848<br>3,765,035<br>3,272,785              | 3,474,437<br>3,643,403<br>4,001,613<br>3,304,803      | 3,571,802<br>3,641,198<br>4,197,306<br>3,337,999              | 3,713,430<br>3,793,039<br>3,926,231<br>3,158,003            | 4,048,502<br>4,061,441<br>4,063,912                         | 4,128,055<br>4,212,115<br>4,221,704                     | 4,173,663<br>4,289,878<br>4,350,295<br>3,836,230       |  | 4,050,980<br>3,845,898<br>3,580,187  | 44,264,061<br>45,590,888<br>46,710,578                            |
| 1893. (2,096 to 2,334 m.)<br>1894. (2,334 to 2,395 m.).<br>N. Y. L. Krite & W.—<br>1891. (1,637 to 1,698 m.).<br>1892. (1,698 m.).<br>1893. (1,701 m.).   | 3,171,097<br>2,172,279<br>2,186,570<br>2,194,862              | 3,003,921<br>2,054,403<br>2,278,623<br>2,100,482              | 3,547,767<br>2,291,280<br>2,472,480<br>2,644,650       | 2,234,032<br>2,495,235<br>2,378,065                           | 2,449,436<br>2,617,566<br>2,501,615                   | 2,584,494<br>2,742,729<br>2,668,683                           | 2,818,392<br>2,784,659<br>2,514,660                         | 2,946,268<br>2,677,501<br>2,523,535                         | 2,935,317<br>2,806,689                                  | 2,895,289<br>2,758,592<br>2,722,118                    |  | 2,641,562<br>2,539,137<br>2,187,267  | 29,418,045  |
| N. Y. Ont. & West'n—<br>1891. (477 m.)<br>1892. (477 m.)<br>1893. (477 m.)  | 1,748,634<br>211,800<br>201,289<br>267,488                    | 1,547,357<br>200,029<br>217,821<br>241,796                    | 1,991,648<br>230,204<br>251,916<br>314,196             | 1,886,790<br>228,080<br>281,484<br>285,821                    | 2,024,206<br>240,309<br>306,118<br>322,482            | 272,515<br>332,939<br>374,198                                 | 2,020,224<br>298,165<br>351,386<br>398,091                  | 2,274,224<br>296,899<br>355,835<br>390,805                  | 282,705<br>308,201<br>348,230                           | 293,057<br>306,460<br>368,821                          | 255,195<br>279,594<br>325,289            | 247,829<br>280,717<br>268,920        | 3,056,787<br>3,473,760<br>8,901,140                               |
| N. Y. Susq. & West.—<br>1891  | 257,099<br>115,088<br>113,932<br>114,598                      | 223,862<br>101,535<br>113,851<br>104,391                      | 288,366<br>108,302<br>120,759<br>135,102               | 251,285<br>126,933<br>134,939<br>145,728                      | 346,481<br>145,747<br>151,591<br>169,663              | 379,868<br>155,973<br>155,062<br>165,153                      | 369,781<br>157,705<br>160,436<br>164,407                    | 378,871<br>149,743<br>162,557<br>158,812                    | 308,518<br>158,124<br>163,932<br>155,476                | *343,035<br>159,151<br>168,484<br>168,580              | 143,792<br>149,819<br>163,241            | 135,030<br>118,549<br>139,757        | 1,656,528<br>1,718,911<br>1,782,908                               |
| 1898. (157 to 225 m.)<br>1894. (157 to 225 m.)<br>Norfolk & Western—<br>1891. (1,077 to 1,105 m.)<br>1892. (1,105 to 1,349 m.)<br>1898. (1,556 m.)  | 125,303<br>695,503<br>700,262<br>683,747                      | 105,904<br>625,634<br>770,692<br>765,418                      | 187,075<br>726,135<br>774,249<br>940,932               | 763,052<br>788,320<br>928,015                                 | 151,388<br>764,819<br>769,552<br>929,314              | 157,501<br>702,797<br>781,234<br>829,395                      | 760,776<br>800,834<br>802,509                               | 131,552<br>828,923<br>933,460<br>818,888                    | 820,776<br>918,184<br>775,883                           | 870,910<br>943,594<br>931,377                          | 836,964<br>868,490<br>832,228            | 791,753<br>904,011<br>794,911        | 9,188,042<br>9,952,882<br>10,032,617                              |
| 1894(1,567 m.)<br>Northern Central—<br>1891(377 m.)   | 788,154<br>495,561<br>549,910<br>521,718<br>437,070           | 653,588<br>473,580<br>576,044<br>587,413                      | 816,155<br>537,305<br>544,081<br>604,879<br>495,554    | 748,298<br>542,979<br>542,282<br>567,140<br>444,078           | 932,868<br>549,359<br>550,991<br>610,295              | 916,114<br>576,817<br>565,171<br>653,105                      | 843,074<br>566,194<br>587,686<br>566,165                    | 959,030<br>612,108<br>653,200<br>565,638                    | 927,658<br>625,919<br>650,070<br>582,546                | *913,506<br>651,679<br>712,230<br>601,192              | 575,468<br>623,008<br>540,498            | 613,598<br>636,618<br>531,218        | 6,820,569<br>7,191,291<br>6,881,807                               |
| 1898 (377 m.)<br>1894 (377 m.)<br>Northern Pacific—<br>1891: (4,064 to 4,439 m.)<br>1892: (4,439 to 4,495 m.)<br>1893: (4,495 m.)<br>1894: (4,495 m.)   | 1,752,139<br>1,447,334<br>1,323,234                           | 398,570<br>1,469,981<br>1,538,018<br>1,182,911                | 1,777,946<br>1,878,678<br>1,698,510                    | 1,905,261<br>1,761,451<br>1,653,257                           | 428,463<br>1,902,772<br>1,724,375<br>1,891,986        | 493,411<br>1,895,832<br>2,060,069<br>1,877,646                | 499,918<br>1,960,476<br>2,196,298<br>1,620,822              | 596,724<br>2,054,297<br>2,228,065<br>1,394,429              | 559,558<br>2,718,888<br>2,669,239<br>1,915,906          | 2,993,366<br>2,948,286<br>2,226,339                    | 2,539,060<br>2,392,042<br>*1,734,838     | 1,985,446<br>1,858,635<br>*1,212,328 | 24,955,464<br>24,702,490  |
| Pennsylvania— (All lines east of P. & E.) 1891†(2,435 to 2,507 m.). 1892†(2,507 to 2,619 m.).   | 5,312,475<br>5,019,741  | 915,647<br>4,739,320<br>5,207,097                             | 1,111,197<br>5,218,706<br>5,449,804                    | 1,117,387<br>5,879,003<br>5,746,780                           | 1,197,476<br>5,385,252<br>5,679,245<br>6,061,287      | 1,056,614<br>5,440,655<br>5,592,835                           | 765,514<br>5,679,782<br>5,578,672<br>5,552,047              | 1.774,065<br>6,212,375<br>6,226,607                         | 6,159,557<br>6,098,024                                  | *2,439,946<br>6,408,160<br>6,290,883<br>5,480,275      | 5,694,725<br>6,017,282                   | 5,796,829<br>5,934,928               | 67,426,841<br>68,841,843  |
| 18981(2,619 to 2,657 m.).<br>18944(2,657 m.).<br>Phila. & Reading-<br>1891(1,106 m.).<br>1892(1,184 m.).  | 4,923,246<br>4,159,829<br>1,712,090<br>1,727,214              | 5,127,038<br>4,002,320<br>1,470,917<br>1,788,774<br>1,631,347 | 6,095,892<br>4,912,363<br>1,551,400<br>1,820,593       | 5,895,492<br>4,764,016<br>1,610,326<br>1,701,441              | 1,779,222<br>1,829,209<br>1,964,059                   | 5,782,462<br>4,162,281<br>1,820,849<br>1,917,296<br>2,024,749 | 1,936,874<br>1,881,253<br>1,867,378                         | 5,471,977<br>5,739,055<br>1,963,775<br>2,022,646            | 5,394,510<br>5,498,083<br>2,124,961<br>2,164,922        | 2,246,919  | 1,950,357<br>2,003,156                   | 1,881,522<br>1,968,367               | 22,049,212<br>23,073,090  |
| 1892(1,184 m.)<br>1893(1,184 to 1,170 m.).<br>1894(1,170 m.).<br>Conl & Iron Co.—<br>1891<br>1892d.   | 1,727,214<br>1,505,781<br>1,394,295<br>1,443,761<br>1,532,041 | 1,279,618<br>1,145,647<br>1,778,029                           | 2,059,025<br>1,534,844<br>1,354,963<br>1,750,966       | 1.630.304   | 1,628,230   | 1,663,421   | 1,879,463   | 1.971.337   | 1,946,596<br>1,785,151<br>2,348,269<br>1,902,649        | 2,127,430<br>2,673,133<br>2,076,865                    | 2,419,948<br>2,150,042                   | 1,752,512<br>1,784,423<br>1,705,345  | 22,612,991  |
| 1894d   | 1,882,649<br>1,584,382<br>3,155,851<br>3,259,255              | 1,918,971<br>1,480,070<br>2,616,564                           | 1,974,667  | 1,433,781<br>1,428,055<br>2,916,023<br>3,331,745<br>3,323,756 | 2,054,637<br>2,136,837<br>8,302,555                   | 2,098,301<br>2,348,984<br>3,484,270                           | 1,640,402<br>1,639,875<br>3,816,337                         | 1,701,185<br>1,589,386<br>3,911,504<br>3,993,984            | 2,290,003<br>1,793,034<br>4,473,230<br>4,067,572        | 2,076,865<br>2,923,623<br><br>4,920,052<br>4,325,083   | 4,970,300<br>4,153,198                   | 3,665,945<br>3,673,712               | 43,538,994  |
| 1893d.<br>1894d<br>Pittsb. Sh. & L. Erie-<br>1891 (133 to 178 m.).<br>1892 (178 m.)   | 3,388,430<br>2,978,677<br>21,675<br>23,501                    | 3,566,802<br>3,550,318<br>2,759,688                           | 4,033,692<br>2,782,354<br>21,788                       | 21.629  | 4,018,696<br>8,765,067<br>21,359                      | 4,123,050<br>4,346,291<br>27,351                              | 3,507,780<br>3,418,889<br>34,575                            | 3,597,452<br>3,373,052<br>37,822                            | 4,236,599<br>3,578,185<br>35,029                        | 35,424   | 30,291<br>35,825                         | 31,166<br>31,576                     | 336,955<br>390,903  |
| 1893. (178 m.).<br>1894. (178 m.).<br><b>Rio Grande West'</b> n—<br>1891. (405 to 462 m.).<br>1892. (462 to 514 m.).  | 26,818<br>29,228<br>197,973                                   | 28,177<br>25,260<br>21,506<br>153,395                         | 33,547<br>32,924<br>30,300<br>174,718                  | 28,489<br>38,237<br>27,170<br>193,730<br>212,952<br>200,035   | 26,831<br>34,396<br>29,223<br>204,956                 | 32,263<br>46,105<br>31,260<br>221,705                         | 38,022<br>54,798<br>41,097<br>249,556<br>249,707<br>197,917 | 36,283<br>60,715<br>58,283<br>240,089<br>255,270<br>182,440 | 43,074<br>52,836<br>58,946<br>250,836                   | 39,315<br>48,663<br>55,339<br>263,151                  | 223,216                                  | 219,187<br>185,379                   | 2,592,512<br>2,583,840  |
| 1898. (514 to 529 m.)<br>1894. (529 m.)<br>1804. (529 m.)<br>St. L. A. & T. H.—<br>1891. (239 m.)<br>1892. (239 m.)   | 183,276<br>149,896<br>141,870<br>113,785                      | 162,361<br>147,921<br>130,730<br>116,968<br>122,449           | 190,607<br>179,720<br>148,628<br>109,097               | 106,463   | 217,895<br>214,102<br>196,540<br>106,063              | 230,799<br>219,338<br>171,130<br>100,715                      | 114.896   | 193,028   | 254,669<br>181,924<br>218,249<br>135,152                | 216,869<br>226,950<br>*238,350<br>150,868              | 193,556<br>195,503                       | 158,227                              | 2,253,978   |
| 1894(239 m.).<br><b>St. Louis Southwest.</b> —<br>1891(1 223 m.)  | 113,631<br>138,179<br>117,296<br>350,258                      | 127,553<br>111,821<br>347,040                                 | 123,071<br>138,636<br>117,479<br>336,418               | 116,136<br>135,422<br>113,426<br>287,950                      | 106,416<br>128,907<br>76,558<br>285,374               | 116,643<br>117,313<br>80,500<br>276,045                       | 114,311<br>126,358<br>112,115                               | 135,245<br>130,286<br>113,361<br>849,460                    | 145,258<br>127,691<br>*123,290<br>447,181               | 153,841<br>139,039<br>*135,860<br>577,267              | 141,047<br>119,098<br>505,755            | 143,818<br>125,492<br>480,582        | 1,435,626<br>1,531,861<br>1,553,974<br><br>4,565,796<br>4,646,599 |
| 1892(1,223 m.).<br>1898*(1,223 m.).<br>1894(1,223 m.).<br>5t. Paul & Duluth—<br>1891(248 m.).   | 351,874<br>435,903<br>365,846<br>90,700                       | 371,799<br>421,309<br>338,180<br>95,140                       | 331,978<br>444,083<br>364,511<br>108,471               | 302,678<br>411,625<br>325,191<br>114,952                      | 303,382<br>368,990<br>295,705<br>170,948              | 292,043<br>341,395<br>280,067<br>167,925                      | 354,601<br>320,026<br>275,797<br>157,038                    | 400,490<br>314,563<br>369,237<br>152,416                    | 422,728<br>370,213<br>419,107<br>182,777                | 499,771<br>551,773<br>*643,500<br>247,541<br>248,499   | 483,181<br>560,788<br>200,572<br>217,659 | 532,079<br>528,278<br>141,282        | 5,068,856   |
| 1892(248 m.).   | 90,700<br>121,402<br>131,493<br>90,159<br>3,853,191           | 130,778<br>112,573<br>84,802<br>8,812,369                     | 108,471<br>149,310<br>131,856<br>95,064<br>3,709,440   | 114,952<br>137,418<br>136,052<br>89,052<br>3,743,327          | 170,948<br>129,930<br>158,833<br>140,038<br>3,941,225 | 167,925<br>184,048<br>156,593<br>127,969<br>4,051,980         | 157,038<br>203,457<br>151,841<br>123,612<br>4,288,917       | 4,516,257   | 182,777<br>229,118<br>162,361<br>147,825<br>4,892,307   | 192,946<br>*163,788<br>5,238,654                       | 4,767,968                                | 186,292<br>93,872<br>4,134,280       | 1,829,762<br>2,130,710<br>1,713,759<br><br>50,449,816             |
| 1894  | 3,516,640<br>8,794,604<br>3,400,729<br>614,089                | 3,420,877<br>8,527,379<br>3,020,872<br>507,589                | 3,658,426<br>3,747,657<br>3,532,542<br>505,454         | 3,752,620<br>3,900,204<br>3,727,567<br>531,968                | 460,046   | 4,051,980<br>3,960,473<br>4,013,263<br>3,986,215<br>493,348   | 4,132,464<br>4,004,446<br>2,736,190<br>514,461              | 4,593,055<br>4,017,410<br>4,131,370<br>590,765              | 4,700,651<br>4,242,925<br>4,253,497<br>660,116          | 4,860,951<br>4,711,761<br><br>906,534                  | 4,487,706<br>4,229,140<br><br>766,454    | 4,085,733<br>3,682,808<br>735,640    | 48,972,195<br>c48,049,548   |
| 1892(1,499 m.).   | 545,695<br>632,048<br>608,794<br>8.115,877                    | 564,687<br>576,627<br>462,393<br>2.779,023                    | 532,458<br>580,420<br>501,804<br>3,272,986             | 471,277<br>522,662<br>475,523<br>3,825,810                    | 411,642<br>514,972<br>470,237<br>3,419,427            | 418,265<br>458,667<br>411,024<br>3,524,741                    | 502,367<br>471,390<br>446,559<br>3.580,289                  | 513,800<br>449,223<br>540,217<br>3.828,696                  | 615,365<br>590,283<br>623,320<br>4,319,050              | 800,522<br>848,519<br>*1,017,404<br>4,714,032          | 794,839<br>865,123<br>4.876,434          | 816,783<br>824,359<br><br>3,750,867  | 7,226,462<br>6,987,700<br>7,334,293<br>44,006,731                 |
| 1894 (1,499 m.)<br>Union Pacific—<br>1891 (8,144 m.)<br>1892 (8,148 to 8,158 m.)<br>1898 (8,12 to 5,357 m.)<br>Wabash—<br>1901 (1,890 m.)   | 3,214,128<br>3,163,222<br>2,272,641                           | 2,926,415<br>2,358,418<br>2,200,051                           | 3,298,161<br>3,217,417<br>2,378,560                    | 3,218,242<br>3,154,815<br>2,395,514<br>995,138                | 3,400,915<br>8,455,251<br>2,533,221<br>1,038,646      | 3,920,412   | 3,750,150<br>2,828,874<br>b1,725,337                        | 4,075,290<br>2,658,115<br>52,266,429                        | 4,585,215<br>8,036,922<br>b2,266,162                    | 4,682,030<br>3,615,294<br>1,883,631                    | 4,232,201<br>3,306,072<br>1,203,980      | 3,722,014<br>2,756,329<br>1,348,196  | 44,006,731<br>45,025,176<br>37,445,416<br>                        |
| 1891(1,880 m.).<br>1892   | 994,852<br>1,128,160<br>1,063,829<br>905,157                  | 944,630<br>1,087,850<br>1,019,846<br>S62,485                  | 1,023,338<br>1,134,704<br>1,135,189<br>1,007,539       | 1,052,952<br>993,196<br>873,491                               | 955,369<br>1,110,904<br>857,244                       | 1,123,025<br>1,211,094<br>831,591                             | 1,115,302<br>1,150,783<br>763,601                           | 1,373,470<br>1,415,427<br>1,243,361<br>1,327,858            | 1,406,143<br>1,297,172<br>1,075,511                     | 1,411,780<br>1,402,703<br>1,173,508                    | 1,185,776<br>1,134,479                   | 1,151,958 987,602                    | 14,168,446<br>13,750,158  |
| 1891. (669 m.)<br>1892. (669 m.)<br>1898. (669 to 643 m.)<br>1894. (643 m.)   | 290,575<br>249,604<br>278,334<br>209,948                      | 243,175<br>266,449<br>256,118<br>195,839<br>+ And 66          | 275,016<br>266,628<br>320,007<br>257,171<br>miles of c | 268,474<br>272,856<br>305,105<br>239,894                      | 294,149<br>280,825<br>320,441<br>182,536              | 304,324<br>276,187<br>318,494<br>230,974<br>Does not          | 333,889<br>305,331<br>302,315<br>309,051<br>ncludes W       | 350,338<br>825,486<br>299,031<br>326,215                    | 342,872<br>331,203<br>287,500<br>319,042<br>Central for | 345.186<br>335,393<br>297,631<br>*307,900<br>any of th | 291,202<br>305,184<br>276,274<br>        | 304,119<br>315,137<br>232,765        | 3,643,319<br>3,530,688<br>3,491,008                               |

<sup>\*</sup>Approximate figures. † And 66 miles of canal. ‡ Does not includes Wisconsin Central for any of the years.

a Western & Atlantic included from July 1, 1891.

b The results of the operations of the Leavenworth Topeka & Southwestern are excluded in 1894, but not for previous years, and after July in 1894 results for Oregon Ry. & Navigation and Union Pacific Denver & Gulf are excluded, and after August 7 results on Denver Leadville & Gunnison are also excluded, c Embracing corrections found necessary after monthly totals had been published.

Business of the Lehigh Valley and the Lehigh & Wilkesbarre departments has been eliminated from these figures, Figures are given in Mexican currency.

| INVESTORS' S'   | UPPLEMENT. [Vol. LIX.   |
|---|---|
| Continued from page 13.   | People's Traction in July, 1893. owned 55,407 shares of common at   |
| ANNUAL REPORT—Last report in Chronicle, V. 59, p. 422, showed<br>**Tr.end.Jne 30. 1894. 1893. 1894. 1893.   | STOCK & PONDS Date Interest O. 1. 19  |
| ross earnings.\$471,926 \$324,606 Int. on bonds\$100,000 \$86,076 et  | Freierred stock \$25 Text. (?)  |
| ther income 1,084 575 Balance sur. yr 95,364 40,732 axes 33,737 8,247 Tot. sur. June 30 130,350 40,732  |   |
| BALANCE SHEET of Sept. 30, 1894. Capital stock, funded debt and ans payable remain the same as June 30.   | Con. M* \$1,125,000\\dagger 1882 MS. 246,000 Mar. 1, 19 \$1,000 c&r\dagger\dagger Trustee Guaranty Trust & Safe Deposit Co.   |
| ost of road and equip. \$4,129,207   Capital stock. \$2,000,000   Funded debt. \$2,000,000  | LEASED LINES The Common town Burney D.  |
| ther perm, investm'ts. 7.637 Loans and hills navable 135,000  | 999-year lease from Oct. 1, 1881, but rental modified in 1893, stock receive dividends as follows: 1894, \$4 50; 1895, \$4 75; 1896, \$1897, and after that, \$5,25.  |
| applies on hand 8,348 due and accrued 16,666  | The Green & Coates st. road is leased for \$60,000 yearly interest  |
| 881 on hand. 50,065   Due for wages, etc. 16,360   882 axes, &c. 7,883   Profit and loss 161,606   Due cos. & individuals 73,650  | SECURITIES. Date. Interest. Outstand'g. Last div. e   |
| \$4,403,282   | 1st mort, extended. c 1864 5 J - D 67 500 June 1 130  |
| OFFICERS-President, E. A. Maher; Secretary and Treasurer, T. W. lcott. Office, 2389 3d Ave.   |   |
| INDEX-V. 59, p. 422, 740.   | Green & Coates, \$50  |
| OMAHA, NEB.   | Philadelphia Traction—Incorporated Aug. 21, 1883, and controls an extensive system of roads in Philadelphia, Pa.  |
| Omaha Street Ry. Co. (HORSE CABLE AND ELECTRIC.)—<br>its is a consolidation of all the street railway properties of the city<br>perated by cable, horse and electric powers. Has the benefit of three   | STOCK AND BONDS- Date. Interest Outstanding Tast die  |
| anchises and is authorized to use any motive power except steam.  | Capital stock (par \$50) text JD. See text. Dec., 1890 Col. trust gold bonds \( \) 1887 4 g. FA.15 \( \) \$1,124,000 Aug.15,191 Sub. to call at 105c \( \) Interest, free of tax, payable at People's Ban   |
| STOCK AND BONDS— Date. Interest. Outstanding. Maturity-<br>ock (\$100)  | The bonds are secured by deposit of W Philadelphia and Ilvian De  |
| st consol. M. (\$1,000),<br>\$2,500,000   | senger Ry. stock. Loan originally \$1,300,000, reduced to present figures by sinking fund drawings at 105.  |
| orse  | DIVIDENDS— 1885, '86, '87, '88, '89, '90, '91, '92, '93, '98, '99, '91, '92, '93, '98, '99, '91, '92, '93, '98, '98, '98, '99, '91, '92, '93, '98, '98, '98, '98, '99, '91, '92, '93, '98, '98, '98, '98, '98, '98, '98, '98  |
| ectric65 " Weight of rail (T & girder 45 lbs. $58^{1}_{2}$ lbs. Number of cars270   | Paid at company's office, 41st and Haverford St., Phila., sometime payable in latter part of May and November   |
| Officers-President, Frank Murphy; Secretary, D. H. Goodrich.  | STOCK—The capital stock by balance sheet June 30, 1894, was \$7,485,000. In June 1894 it had been released to 30, 1894, was   |
| PATERSON, N. J.   | STOCK—The capital stock by balance sheet June 30, 1894, wa \$7,485,000. In June, 1894, it had been raised to \$10,000,000, and July, 1894, \$5,000,000 additional was taken by stockholders at pa payable \$20 per share July 10, \$10 Sept. 10, \$10 Nov. 10 and \$10 Ja 10, 1895 but many holders raid.   |
| Paterson Railway Co. (ELECTRIC.)—Chartered in 1891. ie company is a consolidation of the five horse railways which is ted in Paterson prior to Lune 1801.   | 10, 1895, but many holders paid up in full at once.   |
| les with electricity was finished in November 1892. The company   | SUBSIDIARY LINES—The following are the securities of certain of the subsidiary lines, including those owned by the Philadelphia Traction  |
| rned and operated 35 miles of electric railway in Paterson, N. J., ex-<br>dding to Passaic, Garfield, Clifton, Haledon and Acquackanock City  | Catharine & Bainbridge 1st 1890 5* AO. \$150,000 Apr. 1 199   |
| STOCK AND BONDS— Date. Interest. Outstand'g. Maturity.  | *Continental stk., par. \$50 \$6 J J. \$20,000 shs. July, 188 1st M., subject to callc 1879 6%J J. \$29 paid. \$29 paid. \$29 paid. \$29 paid. \$20,000 July 1, 190   |
| #1,250,000  |   |
| ss Gar. & Clifton 1st M. 1887 6 F. A. 60,000 Feb. 20, 1910 msol. M., gold, \$1,250, \cdot 1891 6 g, JD. 1,000,000 June 1, 1931 000 (\$1,000)  | Phil. & Darby stk, \$50.†   200,000 July, 190   200,000 July, 190   200,000 July, 180   1st mortgage  |
| The company has no floating debt.   | 18t mortgage 4% MN. 100,000 May, 19t<br>Phila. City Pass. stk.\$50.; \$7.2 JJ. \$20,000shs. } July, 18t<br>1st mort extended a 1861 50 J. J. \$23.75 pd.  |
| or year ending December 31\$266,022 \$216,113 \$49.909  | 200,000 Jan. 1, 191   |
| ROAD.—In November, 1894, was operating 35 miles of track in Patson, extending also to Passaic and Garfield, completed Oct. 26, 1892.  | Phila. & Grays F.stk.\$50.   7% MS. 100,000 Mch. 1, 188 Phila. & Grays F.stk.\$50.   J. J. {123,500 sh. } July, 188 18t mortgage  |
| PHILADELPHIA, PA.   | 1 100,000 July 1, 191   |
| Electric Traction - (PHILADELPHIA) Incomposed May 9   | Ridge Av. stock \$50 \( \text{var. QJ.} \) \( \begin{cases} \ 15.000 \text{shs.} \\ \ \$28 \text{paid.} \\ \ \$28 \text{paid.} \\ \ \$28 \text{paid.} \\ \ \$34.529 \text{pd.} \\ \ \$34.529 \text{pd.} \\ \ \$28 \text{pd.} \\ \ \$34.529 \text{pd.} \\ |
| 393, and acquired the various lines named below. During the year dding June 30, 1894, \$2,016,723 was spent for equiping the property ith trolley.  |   |
| STOCK- Par. Dividends. Outst'g. Last div. etc   | Consols, \$500,000 1894 5% (1) 1934 Union stock, \$50   |
| ipital stock. \$50 See text.  Increase of stock from \$2,500,000 to \$8,750,000 was authorized by   | 1st M.,\$20,000 red'l yrly 1881 5% AO. 500,000 Mch. 31,191  |
| Increase of stock from \$2,500,000 to \$8,750,000 was authorized by ockholders in April, 1894, in such amounts and at such times as rectors see fit. Of this \$2,500,000 was issued at once at par. In tober, 1894, an additional \$2,500,000, making total \$7,500,000 was   | 2d mortgage   |
| be onered to stockholders at par.   | 18t mortgage gold 1876 6% AÖ. 246,000 Apr. 1, 190 2d (\$1,000)  |
| LEASED LINE DIVIDENDS, ETC.—The Frankford & Southwark, under lease for 999 years, from July 1, 1893, is guaranteed dividends for the several years named below of the following amount per share:   | ANNUAL REPORT.—Report for year ending June 30, 1893, wir<br>President's remarks, was in V. 57, p. 978, and showed the following   |
| to several years named below of the following amount per share:<br>t 2d 3d 4th 5th 6th 7th 8th 9th 10th & aft.<br>1.2 \$1250 \$13 \$1350 \$14 \$1450 \$15 \$16 \$17 \$18  |   |
| .2 \$12 50 \$13 \$13 50 \$14 \$14 50 \$15 \$16 \$17 \$18  The leases of the Citizens' Passenger Ry, and the Second & Third St   | Receipts  |
| The leases of the Citizens' Passenger Ry. and the Second & Third St. the Frankford & Southwark Co. were assumed by the Electric Tracon. Under the lease the following dividends are payable per share   | Operating expenses \$3,310,49 Rentals 1,283,59  |
| the years named: Citizens' Passenger (leased for 999 years, from April 1, 1892.   | Balance \$4,594,08<br>Collateral bonds canceled, \$35,000. \$392,74   |
| 1st 2d 3d & 4th. 5th & 6th. 7th and afterward.  |   |
| SECOND & THIRD St. Ry. (leased for 999 years from Jan. 1, 1893.   | BALANCE SHEET, JUNE 30, 1893.  Assets. Liabilities.   |
| 893. 1894-95. 1896-97 1898-99 1900 1901 1902 & aft. 50 \$9 \$9 50 \$10 \$10 50 \$11 \$12  | Assets.   |
| The Omnibus Company and Lehigh Avenue Company are controlled rough ownership of a majority of stock.  | Construction 569,495 Open account 1,928,79  |
| EASED AND CONTROLLED LINE SECURITIES.—The securities are as   | Total\$10,552,157   |
| Miles. Int. Outstanding. Div., &c.  | Officers.—December, 1893, the following were elected: Directors   |
| ankford & Southwark, Stock, par \$50. } 45 Text Q-J \$1,875,000 Oct., 1894  | Joseph B. Altemus, George W. Elkins, Officers—P. A. B. Widene   |
| (Subject to call.)  | OFFICERS.—December, 1893, the following were elected: Directors-P. A. B. Widener, William L. Elkins, Thomas Dolan, James McManer Joseph B. Altemus, George W. Elkins. Officers—P. A. B. Widener President; William L. Elkins, First Vice-President; George A. William L. Elkins, First Vice-President; George A. William L. Elkins, First Vice-President; George A. William L. First Vice-President; George A. William L. William   |
| Miles. Int. Outstanding. Div., &c.   Stock, par \$50.   45 Text Q-J \$1,875,000 Oct., 1894  | INDEX.—Vol. 57, p. 978; V. 58, p. 716, 1073.  |
| high Ave. stock, \$50   | PITTSBURG, PA.  |
| People's Traction.—(ELECTRIC.)—A Pennsylvania corpora-<br>n, having a perpetual charter dated March, 1893, formed to operate  | Citizens' Traction Ry. Co.—(CABLE AND TROLLEY.)—I corporated July 6, 1887. Annual meeting, third Monday in November Leased Citizens' Passenger Railway and Transverse Railway and Railway and Railway and Railway and Railway and Railway and Railw  |
| n, naving a perpetual charter dated March, 1893, formed to operate d equip with trolley the People's Passenger Ry, nearly the entire pital stock of which was purchased.  | way companies, both horse roads. All its lines changed to cable of  |
| pital stock of which was purchased.  FOCK ETC.— Date. Dividends. Outstand'g. Maturity.  pital stock \$50 \cdot \cdo | electric dower.   |
| 0,000,000 auth. \$25 paid.  | Stock (\$50) fully paid 6 J J.<br>1st mortgage (\$1,000) \( \frac{1}{2} \) 1887 5 A O. \( \frac{\$1,250.000}{2} \) Oct. 1 192   |
| 0,000,000 auth. \( \) ust certs., gold, 1893 \( \) 4 g. FA. abt, \( \)5,538,000 Feb. 1, 1943 not subject to call, \( \)\$1,000 \( \) Interest, tax free, payable at Penn. Co. for   | STOCK AND BONDS.— Date. Interest. Outstanding. Last Div. etc. Stock (\$50) fully paid. 6 J. J.  1st mortgage (\$1,000) { 1887 5 A. O. \$1,250,000 Oct. 1, 192 Oct. 1,   |
| Insurance on Lives, etc., trustee.  Frust certificates are secured by pledge of People's Passenger Ry.  | RUAD,—In 1838 company owned and operated 27.70 miles  |
| ock. Sinking fund \$25,000 yearly.  Stock.—In August, 1894, \$2,000,000 of stock unissued was ered to stockholders at \$47 50 for half-paid stock (\$25 paid) the   | Electric         Miles.         Horse         Miles.           Cable.         12°20         Total length owned.         27°7°   |
|   | ANNUAL REPORT —For the ending June 30 1893 shows.   |
| anding and is all \$25 paid. The new capital was needed for improve-<br>ents, extensions, etc.  | Gross earnings         \$722,088         Taxes, etc.         \$67,090           Operating expenses         387,628         Dividends         180,000           Net earnings         334,460         Balance surplus for year.         18,320           Interest paid         69,044         18,320  |
| and the part to be the acceptance to the part of the p  | Net earnings  |
| People Traction System—People's Passenger Railway.—<br>LECTRIC.)—Incorporated April 15, 1873. Of the capital stock the  | OFFICERS.—  |

Duquesne Traction Co.—(TROLLEY.)—Incorporated January 25, 1890. Operated under agreement by Pittsburg Traction Co. after January 1, 1892.

ROAD.—In '93 the company leased, controlled or operated 26.50 miles OPFICERS.—President, C. L. Magee; Secretary, James A. McDevitt.

ROAD—Company owned in 1892 14.01 miles of road.

ANNUAL REPORT—From the net earnings for Sept., 1894, the company will be able to pay all interest on maturing bonds and also cover the deficit of \$7,820 of the last year.

Fear ending July 1, 1894.

Gross earnings......\$297,498
Expenses and taxes.....183,420
Bal. deficit for year.....7890 

Pittsburg Traction Co. (CABLE AND TROLLEY.)—Incorporated April 14, 1887. Leased, Pittsburg Oakland & East Liberty Pass. Ry Co. for 999 years from June 17, 1887, and road changed to cable. June 17, 1887, Central Transit Co. consolidated with this co. Dec. 17, 1891, operating contract executed between this Co. and Duquesne Traction Co., to take effect Jan. 1, 1892, for 99 years. This Company assumes operation of all rys formerly operated by Duquesne Tr. Co.

 STOCK & BONDS.—
 Par. Interest.
 Outstanding.
 Last div., etc.

 8tock (\$2,500,000)....
 \$50 text F.-A.
 (1)
 Aug., 1894

 1st mort. 5s......e\*
 5 A.-O.
 750,000
 Oct. 1, 1927

 P.O. & E.L. b'ds. ass'd
 ....
 7,000
 Oct. 1, 1927

2.0. & E.L. b'ds. ass'd 7,000

DIVIDENDS.—Dividends of 6 per cent per annum have been paid.

 ANNUAL REPORT.—
 1892-93

 Gross earnings.
 \$429,217

 Expenses
 265,784

 \$368,105 256,938 .....\$163,433

 Second Avenue Electric RR.—Formerly the Second Ave.

 Passenger Railway.

 STOCK AND BONDS—
 Date. Interest. Outstand'g. Last div, &c.

 Stock (\$50)
 text J - J
 \$1,000,000
 July, 1894

 1st mortgage
 5 J - J
 500,000
 1923

Dividends in 1894: January, 2 p. c.; July, 2 p. c. ROAD.-June 30, 1893, the old company operated 14.31 miles. Officers.-President, James D. Callery; Secretary, John C. Reilly.

#### PORTLAND, ORE.

Consolidated Street Ry.—(\*\*RLECTRIC.)—A consolidation of the Multnomah St. Railway, Metropolitan Railway and Portland & Van Kovar Railway.

#### PROVIDENCE, R. I.

PROVIDENCE, R. I.

Providence, Pawtuckett, H. I.—United Traction & Electric Co.—Controls by ownership of stock and bords the entire present street railway system of the city of Providence and of the towns of North Providence, East Providence, Cranston and Johnston, and nearly all the street railways of the city of Pawtucket and towns of Lincoln and Cumberland, serving, it is said, a population of about 235,000. The securities by which this ownership is held are deposited to secure the bonds below described.

The United Traction & Electric Co. was chartered under the laws of New Jersey to build and equip railroads, sell bonds, mortgages, etc.

BONDS:

Date. Interest. Outstanding. Maturity.

Prov., Paw. Street Ry. 1 1893 5 g. M. - S. \$8,000,000 Mar. 1, 1933 1st (coll.) M. \$1,000, g \ Interest payable at Central Trust Co., Trustee Total issue limited to \$8,000,000, with provisions for increasing the issue by not over \$1,000,000 for actual cost of new track (including equipment) within 18 miles of the City Hall of Providence, (including additional to 104 miles of track, but at a rate not exceeding \$12,000 per mile of such new track. Secured by mortgage on substantially all the shares of stock and mortgage bonds of the Union Railroad Oo. of Providence, which in turn owns the entire capital stock of the Providence Cable Tramway Oo., and by mortgage on substantially all the shares of stock of the Pawtucket Street Ry. Co.

ROAD.—The companies above mentioned were operating early in the stitute and towns designated about \$20 the miles of track.

ROAD.—The companies above mentioned were operating early in 1893, in the cities and towns designated, about 82½ miles of track, which was to be immediately equipped with electricity, while 21½ miles were to be built at once, a total of 104 miles. In November, 1894, there were completed and in operation 110 miles,

SECURITIES PLEDGED.—These in 1893 included \$1,934,100 of the \$2,000,000 stock of the Union RR. of Providence: \$127,600 of the \$200,000 capital stock of the Pawtucket Street Ry. (no bonds) and \$2,975 000 of the \$3,000,000 first mortgage bonds of the Union RR. of Providence. The Union RR. owns \$299,800 of the \$300,000 stock of the Providence Cable Tranway Co. (no bonds). The system has since been completed.

EARNINGS.—The following shows the operations of the properties under the old regime:

Total......\$1,285,710 \$206,829 \$1,167,932 \$116,464
As soon as the lines should be furnished with electrical equipment a large increase in earnings was expected.

### RICHMOND, VA.

Richmond Ry. & Electrie.—This company controls the street railway traffic of Richmond and Manchester, Va., containing over 100,000 inhabitants. The present property is a combination of all the prior existing railway lines of Richmond. It is fully equipped and is said to be in excellent physical condition. Besides its street railway business it does an electric lighting business, which is understood be profitable. The total outstanding bonded debt is \$1,600,000, making an interest charge of \$80,000 per year.

an interest charge of \$80,000 per year.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity.
Capital stock (\$100) \$2,000,000 \$2,000,000 \$1.000, gold \$1,000, gold \$1,000, gold \$1,000, gold \$1.000, gold \$1.000,

#### ROCHESTER, N. Y.

Rochester Railway,—(TROLLEY.)—Chartered Feb. 25, 1896 Operates about 80 miles of track in city of Rochester, with extension to Ontarlo Beach, 834 miles.

call after Mar.1, 1901 \( \) 28. At 18. Outside the Mar.1, 1901 \( \) Consolidated mortgage of 1890 and second mortgage over all present and future property of the company, and the bonds are to have their principal and interest paid without deduction for any tax payable by the company under any law of the United States or New York State, and imposed upon the bond for national, State or municipal purposes.

Of the consols sufficient are reserved to retire prior liens, and of the second mortgage 58 \$750,000 to retire the \$600,000 of debentures.

Total operated Nov., 1894...8834

Weight of rails, 40 to 90 pounds.

ANNUAL REPORT. Balance, sur.. \$94,397 \$150,000

BALANCE SHEET JUNE 30, 1894. Assets.

Cost of road.....\$8,952,832
Cost of equipment.....702,261
Stocks of other comp's 171,000
Cosh of equipment.....102
Cosh of other comp's 171,000
Cosh of other comp's 172,000
Cosh of

Total.....\$9,843,844 Total....\$9,843,844

Officers.—President, John N. Beckley; Secretary, Chas. A. Williams
Treasurer, Frederick P. Allen.

# SAN FRANCISCO.

San Francisco, Cal.—The following are the securities of the leading companies:

ST. LOUIS, MO.
Lindell Ry. System—Compton Heights Union Depot & Merchants' Terminal Ry. Co. of St. Louis.—(ELECTRIC.)—Opened for business Oct. 16, 1893. Controlled by Lindell Railway, which see.

Guaranteed (endorsed) principal and interest by Lindell Ry. Co. Interest payable in New York or St. Louis. Trustee, St. Louis Trust Co. Road.—Runs over the tracks of the Lindell Ry. from Third and Washington avenues to Eighteenth Street, continuing thence on Its own track on Eighteenth Street, passing the new Union Depot, to Park Avenue and thence to Grand Avenue, comprising a loop south on Ne-

braska Avenue to Shenandoah Avenue, and north on Compton Avenue to Park Avenue. Laid with 78-pound steel rails. "Well equipped and runs through the business and residence section of the city." Operated by Westinghouse system.

EARNINGS.—No statement of earnings is at hand but the following indicates the growth of the company's business:

PASSENGERS CARRIED.

|                                  | 1893.<br>th quarter3,734,390                                    | 1892.<br>3,246,053                  |
|----------------------------------|---|-------------------------------------|
| 189212,411,794<br>189110,944,585 | d quarter3,845,946<br>d quarter3,801,125<br>st quarter2,899,017 | 3,276,754<br>3,338,830<br>2,555,140 |

Subject to can since 1892.

Dividends in 1894 aggregated 8 per cent.

ROAD—June, 1894, the company said to control about 23½ miles.

Line owned.

Miles. | Leased line.

Missouri RR. | 18½ | Forest Park & Laclede (Elec.) 5¼ OFFICERS-President, P. C. Maffit.

St. Louis & Suburban—(ELECTRIC AND STEAM).—This comp'y is a reorganization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890. Operates the Midland Street Ry.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity, etc. Stock (\$100). \$2,500,000

St. L. Cable & Western \ 1884 6 M.—N. 600,000 1914

Ry 1st M. (\$2,000,000). 1891 5 F.—A. 1,400,000 1921
Income bonds. 1891 6 300,000

ROAD-Operates 28 miles of track in city of St. Louis and suburbs.

Taylor Avenue.—(ELECTRIC.)—Controlled by Lindell RR. ROAD.—Has nine miles of road under construction.

Union Depot RR. Co.—(ELECTRIC.)—Controls the Mound City Railroad and Benton-Bellefontaine railway companies.

Lease.—It has a lease of the Jefferson Avenue Railway (horse), which expires December 31, 1894.

DIVIDENDS.—In December, 1893, paid 8 per cent; in 1894, June, 3 c. c.; next Dec.

ROAD.—The company in June, 1894, operated:

Lines owned—
Union Depot Ry. (Electric)... 27 | Leased lines—
Lines controlled—
Benton Bellefontaine Ry. (Electric) 15 | Leased lines—
Jefferson Ave. Ry. (Horse)... 5

Officers.-President, John Scullin.

# SYRACUSE, N. Y.

People's Railway Co.-Chartered April 22, 1887. 
 1sf mortgage...
 5 J - J
 736,000
 1921

 ROAD.—June 30, 1893, operated:
 Miles.
 1893.
 1893.
 1893.

 Main line...
 11:9
 Gross earnings.
 3445,525 \$135,665

 Second track
 8:2
 Net earnings.
 36,263
 31,763

 Sidings
 8
 Other income.
 1,333
 2,056

 Taxes
 4,822
 4,480

 Interest.
 36,800
 36,800

 Balance, deficit.
 4,026
 7,461

Officers.-President, A. N. Palmer; Treasurer, F. W. Barker.

### TERRE HAUTE, IND.

Terre Haute Electric Ry. Co.—Incorporated under the laws of Indiana, and in June, 1894, became the owner in fee of all property theretofore belonging to the Terre Haute Ry. Co., which had been in successful operation since 1867. The new management has been extending the lines, improving the tracks and equipment, etc. There are no competing lines. It is understood the road is exceptionally well built.

STOCK AND BONDS.— Date. Interest. Outstanding. Last Div., etc.
Common stock. \$300,000 {See text.
Terre Hau, St. Ry.1st M, 1892 See text. | Sand,000 | Preferred stock | \$300,000 | Preferred stock | 200,000 | Preferre Ha. St. Ry.1st M. 1892 | See text. | S1,000,000, \$1,000 g. | 1894 | 6 g. Q.-J. | 600,000 | Bonds-The montage | 1894 | 6 g. Q.-J. | 600,000 | Bonds-The montage | 1894 | 6 g. Q.-J. | 600,000 | Bonds-The montage | 1894 | 6 g. Q.-J. | 600,000 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804 | 1804

Bonds-The mortgage of 1894 is for \$1,000,000, of which \$525,000 were reserved to retire at or before maturity \$500,000 Terre Haute

St. Ry. 1st mortgage bonds of 1892. In November, 1894, these latter bonds outstanding had been reduced to about \$400,000, and the exchange was still in progress. The \$400,000 Treasury bonds can only be issued when the net income of the company is in excess of 10 per cent of the amount of bonds actually brought out, and upon the sworn statement of the President of the company that the money has been expended for new construction, equipments and betterments, under terms of the mortgage.

ROAD.—The total mileage is about 20 miles, a considerable portion of which is double track. In 1894 72-lb "Shanghai" rail was adopted. Previous to 1894 60-lb "Shanghai" rail was the standard.

| July. August. September. | LATEST EARNINGS in 1894 ... \$11,261 | \$12,853 | \$12,220 | Per cent gain over 1893 ..... 16 | 48 | 32

ANNUAL REPORT OF THE OLD COMPANY.

Following is a table of the receipts, etc., of the old company from all sources. The earnings of the road under the new management have shown the gains above indicated:

Net. ....\$41,264 60 \$33,839 75 \$25,903 75 \$15,007 19

ELECTRIC LIGHT CONTRACT.—The company has secured the contract for lighting the entire city by electricity under a 50-year franchise, net profit to be above \$12,000 per annum aside from commercial profit.

OFFICERS.—Russell B. Harrison, President; Leslie D. Thomas, Treasurer; P. P. Thomas, Secretary.

# TROY, N. Y.

Troy City Ry. Co. (MOSTLY ELECTRIC).—Chartered in 1866. Controls by lease the Troy & Lansingburg RR., which in turn leases the following: Troy & Cohoes Ry., Lansingburg & Cohoes Ry., Waterford & Cohoes Cos.

STOCK & BONDS.— Date. Interest. Outstand g \$2,000,000 LSt M. Troy & Albia 1876 SJ-J 44,000 Jan. 1, 1898.

Troy & Lansingburg 1888 SA-O 44,000 Apr. 1, 1898. Consol. mortgage. 1888 SA-O 1,878,000 Oct. 1, 1942 g,\$2,000,000.e\*x Interest paid by Trustee, Central Trust Co., N. Y ROAD—Operates track in Troy, exten ling to Lansingburg Green ROAD—Operates track in Troy, extending to Lansingburg, Green Island, Cohoes and Waterford.

| Stand, Conoes and Waterford. | Length of road owned. | Miles. | Length of lines leased | Miles. | Main line (single track) | 10·12 | Troy to Cohoes... | 3·72 | Branches. | 2·22 | Lansingburg to Cohoes. | 1·1 | Union Depot | 5 | Waterford to Cohoes | 1·88 | Second track | 20·07 | Wgt. of rail per yd.,63·2 to 93·2 lbs. | |

LATEST EARNINGS.—For the quarter ending Sept. 30, 1894, earnings were:

were: 3 mos. Gross. Net earn. Oth.inc. Charges. Bal. sur. P. C. op. 1894...\$118,916 \$61,709 \$814 \$30,366 \$32,157 \$48.11 1893...\$124,749 \$66,391 1,637 \$29,541 38,487 \$46.78 \$ANNUAL REPORT.—Annual reports show: \$\$Yr.end.June 30. 1894. \$1893.\$\$ Taxes, &c. ...\$17,242 \$16,058 \$Net....\$216,053 \$251,262 \$Dividends...\$(5).100,000 \$40,000 \$Cher inc...\$2,896 \$1,480 \$Balance, sur., year \$35 \$132,978 \$Interest...\$161,354 \$63,706 \$Tot. sur. June 30.135,676 \$157,610.\$\$Balance SHEET of Sent. 30. 1894.

\$4,960,104 \$4,960,10 OFFICERS.—President, C. Cleminshaw; Sec. and Treas, J. J. Hagen. OFFICE,—361 River Street, Troy, N. Y.

# WOR ESTER, MASS,

Worcester Consolidated Street Railway (TROLLEY).—Capital stock all owned by the Worcester Traction Co., which guarantees principal and interest of the debentures. The debentures were issued in 1894 to pay all the floating debt. The road is now fully equipped electrically and it is believed its earnings will be largely increased.

Woreester Traction (TROLLEY)—Organized in 1893 and purchased the entire capital stock of the Consolidated Street Ry Co. of Woreester, consisting of 31½ miles of track laid with 85-pound steel. The road was operated with horses but the trolley has been introduced and extensions bullt, developing the property's earning capacity.

STOCK AND BONDS— Par. Interest. Outstanding. Maturity. Common stock. \$3,000,000 None paid Preferred stock cumu-) 6 Semi-an. 2,000,000 Aug. 1, 1894 lative. ........................ Red. at 105 and accrued div. on 3 mos. notice. Debentures of Ry. Co. guaranteed—see Worcester Consol. St. Ry.

DIVIDENDS ON PREF-In 1893, 3 p. c.; in 1894, in Aug. 3 p. c.

INDEX TO RAILROAD MORTGAGES.

| Abstracts of leading railroad mortgages published for  | rom            | time               |
|--|----------------|--------------------|
| to time in the CHRONICLE are indexed below:  |                |                    |
| Atchison Topeka & Santa Fe. Old mortgages  | 49             | 546<br>857         |
| 2d Mortgage, due July 1, 1989  | 55<br>54       | 101<br>244         |
| 2d Morigage, due 5 lly 1, 1989. St. Louis & San Fran. consol. 4s, due Oct. 1, 1990.  Atlantic & Pac. RR. 1st Guar. Trust M. 4s, due Jan. 1, 1937. 1st M. Western div. 6s, due July 1, 1910. 2d M. Western div. 6s, due Sept. 1, 1907. Income M. Western div. 6s, due Oct. 1, 1910.  Atl. & Pac. RR. 1st M. Central div. 6s, due March 1, 1922.   | 49             | 302<br>302         |
| 2d M. Western div. 6s, due Sept. 1, 1907<br>Income M. Western div. 6s, due Oct. 1, 1910  | 49             | 303<br>304         |
| Atl. & Pac. RR. 1st M. Central div. 6s, due March 1, 1922<br>Balt. Belt 1st mort. 5s, due 1990   | 49<br>52       | 303<br>205         |
| Balt. Belt 1st mort. 5s, due 1990.  Baltimore & Ohio Consol. M. 5s, due Feb. 1, 1988.  Terminal 1st mortgage, 42s, due June 1, 1934.   | 46<br>59       | 804                |
| Terminal 1st mortgage, 4½s, due June 1, 1934.  Balt. & Ohio Southwestern 1st M. 4½s, due Jan. 1, 1990  1st. 2d and 3d income mortgage, due Jan. 1, 1990  | 51<br>51       | 245<br>246         |
| 1st, 2d and 3d income mortgage, due Jan. 1, 1990<br>Brooklyn Elevated—Un. El. 1st M. 6s of 1887, due 1937<br>Union Elevated 2d M. of 1887, due 1927  | 49             | 583<br>584         |
| Buffalo & Susquehanna 1st M. 5s, gold, of 1893, due 1913.  | 57<br>52       | 639<br>976         |
| Consol Mort 5s due April 1 1937  | 45<br>51       | 242<br>571         |
| Central RR. Co. of N. J. Gen. M. 58, due July 1, 1987  | 45<br>45       | 402<br>241         |
| Central Pacific M. 6s, due Oct. 1, 1936. Chesapeake & Ohio 1st M. 6s, due July 1, 1908. 1st M. Peninsula ext. 6s, due Jan. 1, 1911. 1st M. extensions, 6s, due June 1, 1922.   | 45<br>45       | 54<br>55           |
| 18t couson, M. 98, and May 1, 1999   | 45<br>49       | 55<br>147          |
| 1st consol, on Rich, & All., due 1989  | 51<br>51       | 144<br>144         |
| General mortgage, gold, 4½s, due March 1, 1992<br>Chicago Burl. & Q., Nebraska ext. 4s, due May 1, 1927  | 54<br>45       | 644<br>441         |
| Chicago & Erie 1st and income mortgages, due 1982. C. M. & St. P., 1st M., Chic. & L. Sup'r div. 5s, due July 1, 1921. 1st M. Chic. & Milwaukee 7s, due Jan. 1, 1903. 1st M. Chic. & Mo. River 5s, due July 1, 1926. 1st M. Chic. & Pacific 6s, due Jan. 1, 1910. 1st M. Chic. & Pacific Western 5s, due Jan. 1, 1912. Consol. Mort. 7s, due July 1, 1905. 1st M. Dakota & Great Southern 5s, due Jan. 1, 1916. 1st M. Dubuque 6s, due July 1, 1920.   | 51<br>45       | 911                |
| 1st M. Chic. & Milwaukee 7s, due Jan. 1, 1903  | 45<br>45       | 85<br>213          |
| 1st M. Chic. & Pacific 6s, due Jan. 1, 1910  | 45<br>45       | 144<br>145         |
| Consol. Mort. 7s, due July 1, 1905   | 45             | 85<br>213          |
| 1st M. Dubuque 6s, due July 1, 1920  | 45<br>45       | 144<br>212         |
| 1st M. Hastings & Dakota exten. 7s, due Jan. 1910<br>1st M. Iowa & Dakota 7s, due July 1, 1908   | 45             | 144<br>114         |
| 1st M. Lacrosse & Davenport 5s, due July 1, 1919   | 45             | 114<br>145         |
| 1st M River division 7s, due Jan. 1, 1902.   | 45             | 85<br>114          |
| Terminal Mort. 5s, due July 1, 1914  | 45             | 212<br>114         |
| 1st M. Wisconsin & Minn. 5s, due July 1, 1921  | 45             | 145<br>145         |
| General M. 4s of 1889, due 1989  | 48<br>52       | 830<br>465         |
| Lease to Wisconsin Central, dated April 1, 1890  | 52<br>47       | 468<br>262         |
| 1st M. Extension & Collat. 5s, due July 1, 1934  | 47             | 260<br>261         |
| 1st M. Wis, Minn. & Pac. 6s, due Oct. 1, 1934  | 47             | 261<br>574         |
| Clev. Cin. Chic. & St. L.—Collat. trust St L. Div. 4s, due 1990.   | 52<br>45       | 42<br>540          |
| Consol. Mort. 7s, due July 1, 1905.  1st M. Dakota & Great Southern 5s, due Jan. 1, 1916.  1st M. Dubuque 6s, due July 1, 1920.  1st M. Fargo & Southern 6s, due Jan. 1, 1924.  1st M. Hastings & Dakota exten. 7s, due Jan. 1910.  1st M. Hastings & Dakota exten. 7s, due Jan. 1910.  1st M. Lacrosse & Davenport 5s, due July 1, 1908.  1st M. Mineral Point 5s, due July 1, 1910.  1st M. River division 7s, due July 1, 1910.  1st M. Southern Minn. 6s, due Jan. 1, 1902.  1st M. Southern Minn. 6s, due Jan. 1, 1910.  Terminal Mort. 5s, due July 1, 1914.  1st M. Western Union 6s, due July 1, 1999.  1st M. Wisconsin & Minn. 5s, due July 1, 1920.  General M. 4s of 1889, due 1989.  Chicago & Northern Pacific 1st mort. 5s, due April 1, 1940.  Lease to Wisconsin Calley 6s, due July 1, 1920.  General M. 4s of 1889, due 1989.  C. Rock I. & Pac. 1st M., C. Kan. & Neb. Ry, 6s, due July 1, 1934.  1st M. Extension & Collat. 5s, due July 1, 1934.  1st M. Extension & Collat. 5s, due July 1, 1934.  1st M. St. Joseph & Iowa 6s, due July 1, 1935.  1st M. Wis. Minn. & Pac. 6s, due Oct. 1, 1934.  Cincin. Jackson & Mack'w 1st Con. M. 5s, due Dec. 1, 1936.  Colorado Midland 1st M. 6s, due June 1, 1936.  Consol mort. 4s, due Feb. 1, 1940.  Denver & Rio Grande 1st Con. M. 4s, due Jan. 1, 1936.  Denver Tramway consol. mort. 6s, due Jan. 1, 1910.  Duluth South Shore & At. 1st M. 5s, due Jan. 1, 1937.  | 51             | 572<br>228         |
| Improvement M. 5s, due June 1, 1928.  Denver Tramway consol. mort. 6s, due Jan. 1, 1910  | 47<br>52       | 229<br>354         |
| Duluth South Shore & At. 1st M. 5s, due Jan. 1, 1937<br>East Tenn. Va. & Ga., Cinn. Extension 5s, due 1940   | 45<br>52       | 274<br>83          |
| Deliver Trainway consists. Hort. os, due Jan. 1, 1937. Duluth South Shore & At. 1st M. 5s, due Jan. 1, 1937. East Tenn. Va. & Ga., Cinn. Extension 5s, due 1940. Fort Worth & Denver City 1st M. 6s, due Dec. 1, 1921. Georgia Car. & North'n 1st M. 5s, due July 1, 1929. Houston & Texas Central, all new mortgages of 1890.   | 45             | 440<br>239         |
|  | 52<br>49       | 242<br>582         |
| Kan, City Memphis & Birm, 1st M, 5s, due March 1, 1927   | 45<br>45       | 575<br>372         |
| Kentucky Central 1st M. 4s, due July 1, 1987.<br>Kings County Elev. 1st M. 5s, due Jan. 1, 1925.<br>Lake Erie & Western 1st M. 5s, due Jan. 1, 1937.   | 49<br>46       | 237<br>45          |
| 2d M. 5s, due July 1, 1941<br>Lehigh Valley of New York 1st 4½s, due July 1, 1940  | 54<br>51       | 444<br>114         |
| Louisv. Evans. & St. L. 1st Con. M. 5s, due July 1, 1939<br>Louisville & Nashville Unified mort. 4s, due July 1, 1940  | 49<br>51       | 208<br>613         |
| Manhattan Elevated consol. 4s, due April 1, 1990   | 51 49          | 248<br>177         |
| M. St. P. & S. Ste. Marie 1st Cons. M. 5s, due July 1, 1938<br>1st M. Minn. S. Ste. Marie & Atl. 5s, due Jan. 1, 1926  | 47 45          | 142<br>243         |
| Minneapolis Street R'y consol. mort. of 1890, due Jan. 15, 1919<br>Mo. Kan. & Texas Ry. 1st M. 4s, due June 1, 1990  | 52<br>51       | 356<br>495         |
| 2d M. 4s due June 1 1990<br>Missouri Pacific 1st Cons. M. 6s, due Nov. 1, 1920   | 51<br>47       | 495<br>287         |
| Mobile & Birmingham 1st M. 5s, due Jan. 1, 1937<br>Mobile & Ohio General M. 4s, due Sept. 1, 1938  | 45             | 274<br>83          |
| New York Chicago & St. Louis 1st M. 4s, due Oct. 1, 1937.<br>N. Y. Ontario & Western Cons. 1st M. 5s, due June 1, 1939.  | 45             | 541<br>238         |
| N. Y. Susquehanna & West. 1st mort. 5s, due Aug. 1, 1940<br>Terminal 1st M. 5s, due May 1, 1943  | 52<br>57       | 84<br>512          |
| Norfolk & Western 1st M. Clinch Val. 5s, due June 1, 1957.<br>One-hundred-year mortgage 5s, due Jan. 1, 1990   | 45<br>50       | 541<br>208         |
| Maryland & Wash. Div. 1st M. 5s, due Jan. 1, 1941  Northern Pacific general 1st mertgage 6s, due 1921  | 54<br>58       | 204<br>903         |
| General 2d mortgage 6s, due 1933   | 58<br>47       | 941<br>22<br>273   |
| Duluth & Manitoba 1st M. Dak. Ex.6s, due June 1,1937.<br>Consol. mortgage of 1890, due 1989  | 45<br>50       | 273<br>279         |
| Omaha & St. Louis 1st M. 4s, due Jan. 1, 1937  | 56<br>45       | 279<br>1017<br>213 |
| Oregon Ry. & Navigation Col. Trust 5s, due Sept. 1, 1919   | 49<br>51       | 240                |
| Collateral Trust 5s, due Sept. 1, 1919   | 51             | 243<br>242<br>243  |
| Consol. 1st mortgage 4s, due April 1, 1940.  | 47<br>51<br>51 | 201                |
| Philadelphia & Reading general M. 4s, due Jan. 1, 1958   | 46             | 247<br>679         |
| Pittsburg & Western 1st M. 4s, due July 1, 1917  | 47             | 141-2<br>439       |
| Richmond & W. P. Ter. Co. Col. Trust 6s, due Feb. 1, 1897  | 45             | 275<br>575         |
| Rio Grande Southern 1st mortgage 5s, due July 1, 1940  | 49             | 115                |
| St. P. M. & M. 1st M. Mon. ext., 4s, due June 1, 1939  | 49             | 237<br>342         |
| St. Louis & San Fran. consol. mort. 4s, due July 1, 1940   | 52             | 82<br>244          |
| Louisv. Evans. & St. L. 1st Con. M. 5s, due July 1, 1939. Louisville & Nashville Unified mort. 4s, due July 1, 1940 Manhattan Elevated consol. 4s, due April 1, 1990. Mexican Central consol. M. 4s, due 1911 and 1939. M. St. P. & S. Ste. Marie 1st Cons. M. 5s, due July 1, 1938.  1st M. Minn. S. Ste. Marie 1st Cons. M. 5s, due July 1, 1938.  1st M. Minn. S. Ste. Marie & Atl. 5s, due Jan. 1, 1926. MinneapolisStreet R'y consol. mort. of 1890, due Jan. 15, 1919 Mo. Kan. & Texas Ry. 1st M. 4s, due June 1, 1990.  2d M. 4s due June 1 1990.  2d M. 4s due June 1 1990.  Missouri Pacific 1st Cons. M. 6s, due Nov. 1, 1920. Mobile & Birmingham 1st M. 5s, due Jan. 1, 1937. Mobile & Ohio General M. 4s, due Sept. 1, 1938. New York Chicago & St. Louis 1st M. 4s, due Oct. 1, 1937. N. Y. Ontario & Western Cons. 1st M. 4s, due Unne 1, 1939. N. Y. Susquehanna & West. 1st mort. 5s, due Aug. 1, 1940.  Terminal 1st M. 5s, due May 1, 1943. Norfolk & Western 1st M. Clinch Val. 5s, due June 1, 1957. One-hundred-year mortgage 5s, due Jan. 1, 1990. Maryland & Wash. Div. 1st M. 5s, due Jun. 1, 1941. Northern Pacific general 1st mortgage 6s, due 1921.  General 2d mortgage 6s, due 1933. 3d M. 6s, due Dec. 1, 1937.  Duluth & Manitoba 1st M. Dak. Ex.6s, due June 1, 1937. Consol. mortgage of 1890, due 1989.  Collateral Trust Notes of 1893. Omaha & St. Louis 1st M. 4s, due Jan. 1, 1937. Oregon Pacific 1st M. 6s, due Oct. 1, 1900. Oregon Ry. & Navigation Col. Trust 5s, due Sept. 1, 1919. Cores. Bort Line & Utah No. con. M. 5s, due April 1, 1919. Collateral Trust 5s, due Sept. 1, 1919. Peoria & Eastern—O. Ind. & West. 1st M. 5s, due April 1, 1938.  Consol. 1st mortgage 4s, due April 1, 1940. Income mortgage bonds, due April 1, 1940.  Philadelphia & Reading general M. 4s, due Jun. 1, 1958.  1st, 2d and 3d Pref. Inc. M. 5s, due Jan. 1, 1958.  1st, 2d and 3d Pref. Inc. M. 5s, due Jun. 1, 1936. Richmond & W. P. Ter. Co. Col. Trust 6s, due Ept. 1, 1897. Consol. 1st collateral M. 5s, due March 1, 1914. Rio Grande Southern 1st Mortgage 5s, due July 1, 1940. | 45             | 372<br>241         |
| Favannah & Western 1st Cons. M. 5s, due March 1, 1929<br>Southern Paoific gen. M. 5s of 1888, due 1938   | 49<br>49       | 240<br>509         |
|  |                |                    |

| Large Comment of the | VOL. | PAGE. |
|---|------|-------|
| Southern Pac. of Cal. 1st consol. M. of 1893, due 1937  | 57   | 1041  |
| Southern Railway 1st cons. M. 5s, due July 1, 1994  | 59   | 783   |
| 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   |
| Kansas Pacific consolidated 6s, due May 1, 1919   | 58   | 988   |
| 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   |
| West 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 poss-

| CHRONICLE office, and are intended to show as clearly as pos   | 38- |
|--|-----|
| ible the precise location of the various railroads represent   | ed  |
| and their strategic position in commanding business.   |     |
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# 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.

| organization under which the   | ir securities may be found.  |
|--|--|
| NAME. Akron & Chicago Junction   | WILL BE FOUND UNDER—   |
| Alaba na Central.  | Baltimore & OhioSouthern Railway CoChicago & South Side Rapid Transit. D. Central of New JerseyBalto. & Annapolis Short LinePittsburg Youngstown & AshtabulaAtchison System—Colorado Midl'dChicago Burlington & QuincyCentral Branch Union PactificWilmington & WeldonNew York Pennsylvania & OhioSavannah Florida & WesternNorfolk & WesternCanadian PacificSee Atchison SystemPort Royal & Western Carolina. Baltimore & Ohio  |
| American Dock & Improvement Co   | Chicago & South Side Rapid Transit.  |
| Ashtabula & Pittsburg.   | Pittsburg Youngstown & Ashtabula.  |
| Atchison & Nebraska.   | Chicago Burlington & Quincy.   |
| Atlantic Coast Line.   | Wilmington & Weldon.   |
| Atlantic & Gulf.   | New 10rk Pennsylvania & Onio.<br>Savannah Florida & Western  |
| Atlantic & Northwest.  | Noriolk & Western.<br>Canadian Pacific.  |
| Augusta & Knoxville  | See Atenison System.<br>Port Royal & Western Carolina.   |
| Baltimore & Cumberland   | Baltimore & Ohio.  |
| Baltimore & Hanover  | -Western Maryland.<br>Western Maryland   |
| Baltimore & New York   | Baltimore & Ohio.  |
| Bay City & Battle Creek<br>Bellefontaine & Indiana   | Michigan Central.  |
| Belleville & Carondelet  | St. Louis Alton & Terre Haute.   |
| Belleville & Southern Illinois   | St. Louis Alton & Terre Haute.   |
| Birmingham Equipment   | Kansas City Memp. & Birmingham.  |
| Boston Barre & Gardner. Boston Clin, Fitch & New Bed   | Fitchburg.   |
| Boston Concord & Montreal  | Concord & Montreal.  |
| Boston Hoosac Tunnel & Western<br>Boston & N. Y. Air Line  | Fitchburg.   |
| Boston Winthrop & Shore  | Boston Revere Beach & Lynn.  |
| Brunswick & Chillicothe.   | See Alcinson System. Port Royal & Western Carolina. Baltimore & Ohio,Western MarylandWestern MarylandWestern MarylandBaltimore & Ohio,Lake Shore & Michigan Southern,Michigan CentralClev. Cin. Chic. & St. LouisSt. Louis Alton & Terre HauteSt. Louis Alton & Terre HautePennsylvania & NorthwesternKansas City Memp. & BirminghamMissouri Kansas & TexasFitchburgOld ColonyConcord & MontrealNew York & New EnglandFitchburgN. Y. New Haven & HartfordBoston Revere Beach & LynnLong IslandWabashSavannah Florida & WesternChesapeake & OhioLake Shore & Michigan SouthernWestern New York & PennsylvaniaChicago Burlington & QuincyAtchison Sys.—Colorado MidlandMissouriPacific—St. L. I. M. & So.   |
| Buckingham Railroad  | Chesapeake & Ohio.   |
| Buffalo New York & Philadelphia.   | . Western New York & Pennsylvania.   |
| Busk Tunnel  | Atchison Sys.—Colorado Midland.  |
| Cairo Arkansas & Texas<br>Cairo Short Line   | . MissouriPacific—St. L. I. M. & So St. Louis Alton & Terre Haute.   |
| Cairo Vincennes & Chicago<br>California & Oregon   | Cleveland Cin. Chicago & St. Louis.  |
| Canden & Amboy   | United New Jersey RR. & Canal.   |
| Carbondale & Shawneetown   | St. L. Cape Girardeau & Fort Smith.  |
| Cedar Rapids Iowa Falls & N. W. Cedar Rapids & Missouri River  | Burlington Cedar Rapids & North'n.   |
| Central Iowa   | -Iowa Central.   |
| Charlotte Columbus & Augusta<br>Charlottesville & Rapidan  | . Western New York & Pennsylvania Chicago Burlington & Quincy Atchison Sys.—Colorado Midland MissouriPacific—St. L. I. M. & So. St. Louis Alton & Terre Haute Cleveland Cin. Chicago & St. Louis Central Pacific United New Jersey RR. & Canal Canadian Pacific St. L. Cape Girardeau & Fort Smith St. Louis Alton & Terre Haute. Burlington Cedar Rapids & North'n Chicago & North Western Iowa Central Northern Pacific Southern Railway Virginia Midland Savannah & Western Fitchburg Chicago & Northern Pacific Chicago & Northern Pacific Chicago & Morthern Pacific Chicago & Morthern Pacific Chicago Milwaukee & St. Paul Pittsburg Cin. Chicago & St. Louis Chicago & Eastern Illinois Chicago & Rock Island & Pacific Chicago & North Western Chicago & North Western Chicago & North Western Chicago & West Michigan Peoria Decatur & Evansville Chicago Milwaukee & St. Paul Atchison Topek & Stata Fe System Atchison Topek & Stata Fe System Atchison Topek & Stata Fe Illinois Central St. Louis Alton & Terre Haute Pittsb'rg Cincinnati Chicago & St. L Chicago Great Western Chicago Great Western Chicago Great Western Chicago & North Western Chicago & North Western Chicago Great Western Chicago Great Western Chicago & North Western Chicago & North Western Chicago Great Western Chicago Great Western Chicago & North Western Chicago & North Western Chicago St. Paul Minn. & Omaha Chicago & North Western Chicago & St. Louis Chicago & North Western Chicago & North Western Chicago & St. Louis Chicago & St. Louis. |
| Chattanooga Rome & Columbus  | Savannah & Western.  |
| Chicago & Atlantic   | Chicago & Erie.  |
| Chicago Clinton Dubuque & Minn.<br>Chicago & Great Eastern   | Chicago Milwaukee & St. Paul.  |
| Chicago & Great Western  | Chicago & Northern Pacific.  |
| Chicago & Iowa   | Chicago Burlington & Quincy.   |
| Chicago Milwaukee & N. W   | Chicago & North Western.   |
| Chicago & North Michigan   | Chicago & West Michigan.   |
| Chicago & Pacific.   | Chicago Milwaukee & St. Paul,  |
| Chicago & St. Louis.   | Atchison Top. & Santa Fe System.  Atchison Topeka & Santa Fe.  |
| Chicago St. Louis & Paducah  | .St. Louis Alton & Terre Haute.  |
| Chicago St. Paul & Kansas City   | Chicago Great Western.   |
| Chicago & Southwestern.  | Chicago St. Paul Minn. & Omana.<br>Chicago Rock Island & Pacific.  |
| Chicago & Tomah.   | Chicago & North Western.   |
| Choetow Coal & Railway. Cincinnati & Baltimore. Cincinnati Lud. St. Louis & Chicago                              | . Wisconsin Central Co.<br>. Choctaw Oklahoma & Gulf.  |
| Cincinnati Ind. St. Louis & Chicago  | Deleveland Cin. Chie. & St. Louis.   |
| Cincinnati Richmond & Chicago  | . Cleveland Cin. Chic. & St. Louis.<br>Pittsb'rg Cincinnati Chicago & St. L.   |
| Cincinnati Southern  | . Cleveland Cin. Chic. & St. Louis.<br>. Cincinnati New Orleans & Tex. Pac.  |
| Cincinnati Wabash & Michigan   | Cleveland Cinn. Chic. & St. Louis.   |
| Chearfield & Jefferson   | Baltimore & Ohio Southwestern.<br>Pennsylvania & Northwestern.   |
| Cleveland & Canton   | Ocleveland Cin. Chie. & St. Louis. Cleveland Cin. Chie. & St. Louis. Pittsb'rg Cincinnati Chicago & St. L. Cleveland Cin. Chie. & St. Louis. Cincinnati New Orleans & Tex. Pac. Cleveland Cin. Chie. & St. Louis. Cleveland Cin. Chie. & St. Louis. Cleveland Cin. Chie. & St. Louis. Baltimore & Ohio Southwestern. Pennsylvania & Northwestern. Peech Creek. Cleveland Canton & Southern. Cleveland Canton & Southern. Cleveland Conton & Wheeling. Cleveland Lorain & Wheeling. Northern Pacific. Union Pacific Denver & Gulf. See Atchison "System." Southern Railway. International & Great Northern. Norfolk & Western. Columbus Hocking Valley & Toledo. Pittsb. Cincinnati Chie. & St. Louis. Ohio Southern. Savannah & Western.   |
| Cleveland & Southwestern   | Cleveland Cin. Chic. & St. Louis.<br>Cleveland Lorain & Wheeling.  |
| Coeur d'Alene.   | Cleveland Lorain & Wheeling. Northern Pacific.   |
| Colorado Midland   | . Union Pacific Denver & Gulf.<br>. See Atchison "System."   |
| Color ado Bridge.  | Southern Railway. International & Great Northern.  |
| Columbus & Hocking Valley  | Norfolk & Western.<br>Columbus Hocking Valley & Toledo   |
| Columbus & Indianapolis Central<br>Columbus Lima & Milwaukee   | .Pittsb. Cincinnati Chic. & St. Louis.   |
| Columbus & Rome.<br>Columbus Shawnee & Hocking.  | Savannah & Western.<br>Columbus Sandusky & Hocking   |
| Columbus & Rome<br>Columbus & Shawnee & Hocking<br>Columbus & Toledo.<br>Columbus & Western.                     | Col. Hocking Valley & Toledo.<br>Savannah & Western.   |
| Consolidated Terminal Railway.   | Concord & Montreal.<br>.Kansas City Suburban Relt.   |
| Concord. Consolidated Terminal Railway. Consolidated Vermont. Corning Cowanesque & Antrim. Coshocton & Southern. | Central of Vermont.  |
| Cosnocton & Southern   | Cleveland Canton & Southern.   |

| NAME. Covington & Lexington. Current River.  | WILL BE FOUND UNDER—Kentucky Cent.—Louisville & NashKansas City Fort Scott & Memphis.  |
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| Dakota Central. Dakota & Great Southern  | Chicago & North Western.<br>Chicago Milwaukee & St. Paul.  |
| Danbury & Norwalk.  Danville & Grape Creek   | Kansas Čity Fort Scott & Memphis, Chicago & North Western Chicago Milwaukee & St. Paul, Missouri Kansas & Texas, New York New Haven & Hartford Chicago & East Illinois Cincinnati Dayton & Ironton Tenn. Coal & Iron (Miscel.) Lehigh Valley Union Pacific Rio Grande Western Union Pacific Denver & Gulf Union Pacific Denver & Gulf Union Pacific Denver & Gulf Chicago & North Western Michigan Central See Miscellaneous Companies Lake Shore & Michigan Southern Nashville Chattanooga & St. Louis Northern Pacific St. Paul & Duluth Phila. Reading & New England Missouri Kansas & Texas. |
| De Bardeleben  | Cincinnati Dayton & Ironton<br>Tenn. Coal & Iron (Miscel.)<br>Lehigh Valley.   |
| Denver Pacific   | Union Pacific.<br>Rio Grande Western.<br>Union Pacific Denver & Gulf   |
| Denver Texas & Gulf. Des Moines & Minnesota  | Union Pacific Denver & Gulf.<br>Chicago & North Western.   |
| Detroit Mackinac & Marquette<br>Detroit Monroe & Toledo  | See Miscellaneous Companies.<br>Lake Shore & Michigan Southern.  |
| Duck River  Duluth & Manitoba  Duluth Short Line   | Nashville Chattanooga & St. Louis.<br>Northern Pacific.<br>St. Paul & Duluth.  |
| Dutchess County  | Phila. Reading & New England.<br>Missouri Kansas & Texas.  |
| East Tenn. Va. & Ga<br>Eastern of Massachusetts  | New York & East River Gas.<br>Southern Railway.<br>Boston & Maine,   |
| Eastern of Minnesota.  Easton & Amboy  Elizabethtown Lexing. & Big Sand  | Great Northern.<br>Lehigh Valley.  |
| Erie & Kalamazoo   | . Phila. Reading & New England Missouri Kansas & Texas New York & East River Gas Southern Railway Boston & Maine Great Northern Lehigh Valley Chesapeake & Ohio New York Lake Eric & Western Lake Shore & Michigan Southern Chicago & North Western Maine Central Evansyille & Terre Haute Louisville & Nashville Louisville & Nashville & St. Louis Chicago Milwankee & St. Paul.   |
| European & North American<br>Evansville & Crawfordsville   | Maine Central.<br>Evansville & Terre Haute.  |
| Evansville Henderson & Nashville<br>Evansville Rockford & Eastern  | Louisville & Nashville.<br>Louisville Evansville & St. Louis.  |
| Florida Southern   | Chicago Milwaukee & St. Paul.  Jacksonville Tampa & Key West.  Atchison Sys.—St. Lo. & San Fran.  Toledo Ann Arbor & No. Michigan.  Southern Rallway.  Chicago & North Western.  Kings County Elevated.  |
| Frankfort & Southeastern<br>Franklin & Pittsylvania<br>Fremont Elkhorn & Missouri Val.   | Toledo Ann Arbor & No. Michigan.<br>Southern Railway.<br>  |
| Fulton Elevated  | Kings County Elevated.<br>.Southern Railway.   |
| Georgia Pacific.<br>Grand Rapids Lansing & Detroit.<br>Grand Rapids Newaygo & L. Shor<br>Grand River Valley.<br>Grand Tower & Cape Girardeau.<br>Grand Tower & Carbondale. | Detroit Lansing & Northern,<br>e.Chicago & West Michigan,<br>Michigan Central.   |
| Grand Tower & Cape Girardeau<br>Grand Tower & Carbondale   | .Chicago & Texas.<br>.Chicago & Texas.   |
| Harlem River & Portchester<br>Hastings & Dakota<br>Helena & Red Mountain   | New York New Haven & Hartford<br>Chicago Milwaukee & St. Paul.<br>Northern Pacific.  |
| Hereford   | . Maine Central.<br>. Flint & Pere Marquette.  |
| Humeston & Shenandoah<br>Huntinburg Tell City & Cannellton   | . New York New Haven & Hartford . Chicago Milwaukee & St. Paul Northern Pacific Maine Central Flint & Pere Marquette New York New Haven & Hartford Chicago Burlington & Quincy Louisv. Evansv. & St. Louis Consol Ohio River.  |
| Illinois & St. Louis   | Louisville Evansv. & St. L. Consol<br>Peoria & Eastern   |
| Indiana & Lake Michigan<br>Indianapolis Cin & Lafayette  | Onto RiverLouisville Evansv. & St. L. ConsolPeoria & EasternTerre Haute & IndianapolisCleveland Cin. Chic. & St. LouisIndiana Decatur & WesternCleveland Cin. Chic. & St. LouisDetroit Lansing & NorthernBurlington Cedar Rapids & North'nChicago Milwaukee & St. PaulDubuque & Sioux CityChicago & North WesternChicago Milwaukee & St. PaulMichicago Milwaukee & St. PaulMichicago Milwaukee & St. Paul.   |
| Indianapolis & St. Louis.  Ionia & Lansing   | . Cleveland Cin. Chic. & St. Louis.<br>Detroit Lansing & Northern.   |
| Iowa & Dakota  | Burlington Cedar Rapids & North'n.<br>Chicago Milwaukee & St. Paul.<br>Dubuque & Sioux City.   |
| Iowa Midland. Iowa & Minnesota   | Chicago & North Western. Chicago Milwaukee & St. Paul.   |
| Jackson Lansing & Saginaw<br>Jacksonville Southeastern<br>James River Valley   | Michigan Central.<br>Jacksonville Louisv. & St. Louis.<br>Northern Pacific.  |
| Jamestown & Franklin.  Jefferson Madison & Indianapolis.  Joliet & Chicago   | . Michigan Central Jacksonville Louisv. & St. Louis Northern Pacific Lake Shore & Michigan Southern Pittsburg Cincinnati Chic. & St. L Chicago & Alton Delaware Maryland & Virginia.   |
| Junction & Breakwater  | Delaware Maryland & Virginia.  Lake Shore & Michigan Southern.   |
| Kalamazoo & South Haven<br>Kalamazoo & White Pigeon<br>Kanawha & Ohio  | . Michigan Central.<br>-Lake Shore & Michigan Southern.<br>. Kanawha & Michigan.   |
| Kansas & Arkansas Valley<br>Kansas City Bridge & Terminal  | . Missouri Pac. (St. L. I. Mt. & So.) . Kansas City & Atlantic Kansas City Fort Scott & Mamphia.   |
| Kansas City & Indep. Air Line.<br>Kansas City & Memphis Ry. Bridge   | Kansas City Suburban Belt,<br>e.Kansas City Fort Scott & Memphis.  |
| Kansas City & Omana<br>Kansas City & Pacific<br>Kansas City St. Louis & Chicago  | Delaware Maryland & Virginta. Lake Shore & Michigan Southern. Michigan Central. Lake Shore & Michigan Southern. Kanawha & Michigan. Missouri Pac. (St. L. I. Mt. & So.) Kansas City & Atlantic. Kansas City Fort Scott & Memphis. Kansas City Fort Scott & Memphis. Kansas City Fort Scott & Memphis. St. Joseph & Grand Island. Missouri Kansas & Texas. Chicago & Alton. Kansas City Fort Scott & Memphis. Atchison Sys.—St. L. & San Fran.  |
| Kansas City Southeastern & Memp<br>Kansas City & Southwestern<br>Kansas City Springfield & Memphi  | . Kansas City Fort Scott & Memphis Atchison Sys.—St. L. & San Fran Kansas City Fort Scott & Memphis  |
| Kansas City Topeka & Western<br>Kansas City Wyandotte & N'th'w'n   | Atchison Topeka & Santa Fe.<br>Kansas City Northwestern.   |
| Kansas & Missouri  | Kansas City Fort Scott & Memphis.<br>Union Pacific.  |
| Keithsburg Bridge<br>Kentucky Central<br>Kentucky Union  | . Iowa Central.<br>. Louisville & Nashville.<br>. Lexington & Eastern.   |
| Knox & Lincoln   | A. Kansas City Fort Scott & Memphis, Atchison Sys.—St. L. & San Fran. S. Kansas City Fort Scott & Memphis, Atchison Topeka & Santa Fe. Kansas City Northwestern. Atchison Sys.—St. L. & San Fran. Atchison Sys.—St. L. & San Fran. Lansas City Fort Scott & Memphis. Union Pacific. Iowa Central. Louisville & Nashville. Lexington & Eastern. Maine Central. Marietta & North Georgia. Central N. Y. & Western.   |
|  |  |
| Leeds & Farmington. Lehigh & Susquehanna   | . Maine Central.<br>. Lehigh Coal & Navigation.  |
| Lincoln & Northwestern Lincoln Park & Charlotte  | Chicago Burlington & Quincy. Buffalo Rochester & Pittsburg   |
| Little Rock Junction Little Rock & Fort Smith Long Branch & Sea Shore  | Delaware & Hudson. Pittsburg Youngstown & Ashtabula. Maine Central. Lehigh Coal & Navigation. Missouri Pacific. Chicago Burlington & Quincy. Buffalo Rochester & Pittsburg Missouri Pacific. Missouri Pacific. Central New Jersey. New York Lake Erie & Western. Long Island. Chicago & Alton. Louisville & Nashville.   |
| Long Dock Company<br>Long Island City & Flushing   | .New York Lake Erie & Western.<br>.Long Island.  |
| I ouisville Cincinnati & Lexington.  | Louisville & Nashville.  |

| NAM  |                   | WILL BE FOUND UNDER-  |
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| Louisville & St. Louisville & St. Louisville   | ans & Texas       | Illinois Central (Yazoo & M. V.).<br>Chicago Peoria & St. Louis,<br>Southern Railway.<br>Boston & Lowell.   |
| Louisville Southern  | 1                 | Southern Railway.   |
| Lowell & Lawrence  |                   | Boston & Lowell.  |
| Mahoning Coal  |                   | Georgia RB. & Banking Co. Lake Shore & Michigan So. System Central Vermont. Canadian Pacific. Toledo & Ohio Central Extension. Toledo & Ohio Central Extension.   |
| Malone & St. Lawre   | nce               | Central Vermont.  |
| Marietta Columbus  | & Northern        | Toledo & Ohio Central Extension.  |
| Maple River  |                   | Toledo & Ohio Central Extension.<br>Chicago & North Western.  |
| Marquette Hougton  | & Ontonagon       | Duluth South Shore & Atlantic.  |
| Massawippi   |                   | Connecticut & Passumpsic.   |
| McKeesport & Belle   | Vernon            | .Kentucky Central.—Louis. & Nasl<br>Pittsb.McKeesport & Youghinghen   |
| Memphis Clarksville  | & Louisville      | Louisville & Nashville.   |
| Memphis Kansas &   | Colorado          | Kansas City Memphis & Birming'n.<br>Kansas City Fort Scott & Memphis  |
| Memphis & Ohio<br>Merchants' Bridge.   |                   | Louisville & Nashville,<br>St. Louis Merch'ts' Bridge Ter, P.P.   |
| Menominee River  | 4-3               | Chicago & North Western.  |
| Metropolitan Ferry   |                   | Long Island.  |
| Michigan Air Line  | t.                | Michigan Central.   |
| Midland of Indiana   |                   | .Chicago and Southeastern.  |
| Milwaukee Lake Sh  | ore & Western     | . New York Susquehanna & Western<br>. Chicago & North Western.  |
| Milwaukee & Madis  | on                | Chicago & North Western.  |
| Minneapolis & Dulu   | th                | Minneapolis & St. Louis.  |
| Minneapolis & Pacif<br>Minneap, Sault Ste.   | Marie & Atl'tic   | Minneap, St. P. & Sault Ste. Marie  |
| Minneapolis Union.   |                   | Great Northern.   |
| Minnesota & Northy   | vestern           | Chicago Milwaukee & St. Paul.<br>Chicago Great Western.   |
| Minnesota St. Croix<br>Minnesota Valley  | & Wisconsin       | Wisconsin Central Company.  |
| Missisquoi Valley  | dama              | Central Vermont.  |
| Missouri Kansas & F  | astern            | Canadian Pacific. Toledo & Ohio Central Extension. Toledo & Ohio Central Extension. Toledo & Ohio Central Extension. Toledo & North Western. Duluth South Shore & Atlantic. Baltimore & Lehigh. Connecticut & Passumpsic. Kentucky Central.—Louis, & Nasl Pittsb. McKeesport & Youghloghen; Louisville & Nashville. Kansas City Memphis & Birming'n Kansas City Memphis & Birming'n Kansas City Fort Scott & Memphil Louisville & Nashville. St. Louis Merch's' Bridge Ter. RR. Chicago & North Western. Manhattan Elevated. Llong Island. Michigan Central. Chicago & West Michigan. Chicago & West Michigan. Chicago and Southeastern. New York Susquehanna & Western. Chicago & North Western. Chicago & North Western. Chicago & North Western. Chicago Milwaukee & St. Paul. Minneap. St. P. & Sault Ste. Marie. Great Northern. Chicago Milwaukee & St. Paul. Chicago & North Western. Chicago Milwaukee & St. Paul. Chicago & North Western. Chicago & North Western. Chicago & North Western. Central Vermont. Central Vermont. Chicago & North Western. Atchison System—St. L. & S. Fran Baltimore & Ohio. Great Northern. Central Vermont. Lehigh Valley RR. Grand Rapids & Indiana. Boston & Lowell. |
| Missouri & Wastern   | air RR. Bridge.   | Chicago & North Western.  |
| Monongahela River  |                   | Baltimore & Ohio.   |
| Montana Central<br>Montreal Portland   | & Boston          | .Great Northern.<br>.Central Vermont.   |
| Muskegon Grand Ro  | nids & Indiana    | Lehigh Valley RR. Grand Rapids & Indiana. Boston & Lowell. Worcester Nashua & Rochester. United States Cordage. Chicago Burlington & Quincy. Sioux City O'Neill & Western. Kentucky & Indiana Bridge. Canadian Pacific. New York Lake Erie & Western. New York New Haven & Hartford New York Susquehanna & Western. Central of New Jersey. Atchison Topeka & Santa Fe. New Orleans & Southern. Louisville & Nashville. Texas & Pacific. Connecticut & Passumpsic. Long Island. Long Island. Manhattan Elevated. New York Lake Erie & Western. Central of New Jersey. N. Y. Brooklyn & Manhat. Beach New York Kenke Erie & Western. New York New Haven & Hartford. New York & Putnam. New York New Haven & Hartford. New York New Haven & Hartford. New York & Rockaway Beach. Kan. City St. Jos. & Council Bluffs. Norfolk & Southern. Chicago & North Western. Wabash. Canadian Pacific. Chicago & Grand Trunk. Chicago & Grand Trunk. Chicago & North Western. Baltimore & Ohio. Cent. RR. & Banking Co. of Georgio   |
| Nashua & Lawall  | prus & murana.    | Poston & Lowell   |
| Nashua & Rocheste  | r                 | . Worcester Nashua & Rochester.   |
| National Cordage<br>Nebraska   | ***************** | United States Cordage.  |
| Nebraska & Western   |                   | Sioux City O'Neill & Western.   |
| New Brunswick  | Terminal          | Canadian Pacific.   |
| New Haven & Derb   | rk                | New York Lake Erie & Western.   |
| New Jersey Midland   |                   | New York Susquehanna & Western  |
| New Mexico & Souther   | n<br>ern Pacific  | Central of New Jersey. Atchison Topeka & Santa Fe.  |
| New Orleans & Gulf   | ila               | New Orleans & Southern.   |
| New Orleans Pacific  | 3                 | Texas & Pacific.  |
| Newtown & Flushin  | œ                 | Connecticut & Passumpsic.   |
| New York Bay Ext   | ension            | Long Island.  |
| New York & Erie  |                   | New York Lake Erie & Western.   |
| New York & Long B<br>New York & Manha  | ranchtan Beach    | Central of New Jersey. N. Y. Brooklyn & Manhat Beach  |
| New York & Northe  | rn                | New York & Putnam.  |
| New York & Oswego  | Midland           | New York Ontario & Western.   |
| New York & Rockay<br>N. Y. Woodhaven &   | Rockaway          | Long Island.  |
| Nodaway Valley   |                   | Kan. City St. Jos. & Council Bluffs   |
| Norfolk Southern   | 8                 | Norfolk & Western.<br>Norfolk & Southern.   |
| Northern Illinois  | ••••••            | Chicago & North Western.  |
| North Shore  |                   | Canadian Pacific.   |
| North wisconsin<br>Northern Pacific & I  | Ianitoba Ter      | .Chic. St. Paul Minn. & Omaha.  |
| Northern Pacific & N   | Iontana           | Northern Pacific.   |
| Northwestern Union   |                   | Chicago & North Western.  |
| Northwest Virginia.  |                   | Baltimore & Ohio.   |
| Ogdensburg Transit   |                   | Baltimore & Ohio.  Cent. R.R. & Banking Co. of Georgi. Ogdensburg & Lake Champlain. Toledo & Ohio Central. Peoria & Eastern. Columbus Hocking Val. & Toledo. Baltimore & Ohio Southwestern. Col. Hocking Valley & Toledo. Old Colony R.R. Chicago Burlington & Quincy. Canadian Pacific. Oregon Short Line & Utah Northern Rome Watertown & Ogdensburg. Chicago Burlington& Quincy. Chicago & Northwestern. Southern Railway Co. Oregon Improvement Co.   |
| Ohio Central   |                   | Toledo & Ohio Central.  |
| Ohio Land & Ry. Co   | ern               | Columbus Hocking Val. & Toledo.   |
| Ohio & Mississippi<br>Ohio & West Virgini:   | 4                 | Baltimore & Ohio Southwestern.  |
| Old Colony Steambo   | at Co             | Old Colony RR.  |
| Ontario & Quebec   | Bril              | Chicago Burlington & Quincy,<br>Canadian Pacific.   |
| Oregon Short Line  |                   | Oregon Short Line & Utah Northern   |
| Ottawa Oswego & F  | x River           | Chicago Burlington& Quincy.   |
| Oxford & Clarksville   | a & St. Paul(     | Chicago & Northwestern.   |
| Pacific Coast  |                   | Oregon Improvement Co. Missouri Pacific. Sioux City O'Neill & Western. Chesapeake Ohio & Southwestern. Chicago & North Western.   |
| Pacific of Missouri  |                   | Missouri Pacific.   |
| Paducah & Elizabeth  | town              | Chesapeake Ohio & Southwestern.   |
| Pennsylvania & N. Y  | Canal             | Lehigh Valley   |
| Penobscot Shore Lin  | eI                | Maine Central.  |
| LUCACULE OF ATISTIC  | n & Medford.      | Camden & Atlantic.  |
| Philadelphia Marlto  | & St. Louis 1     | Pitts. Cinn. Chic. & St. Louis.   |
| Philadelphia Marlto<br>Pittsburg Cincinnati<br>Pittsburg & Connell   | wille             | Danilliore & Ohio.  |
| Philadelphia Marlto<br>Pittsburg Cincinnati<br>Pittsburg & Connells<br>Pittsfield & North A  | dams              | Boston & Albany.  |
| Philadelphia Marito<br>Pittsburg Cincinnati<br>Pittsburg & Connells<br>Pittsfield & North A<br>Plant System<br>Pleasant Hill & De S  | villelamsl        | Savannan Florida & Western.<br>Kansas City Clinton & Springer   |
| Philadelphia Marlto<br>Pittsburg & Connelle<br>Pittsburg & Connelle<br>Pittsfield & North A<br>Plant Bystem.<br>Pleasant Hill & De S<br>Plymouth & Middleh   | dams 1            | Boston & Albany.<br>Savannan Florida & Western.<br>Kansas City Clinton & Springfield.<br>Old Colony RR.   |
| Philadelphia Marlto Pittsburg Cincinnati Pittsburg & Connells Pittsfield & North A Plant System Pleasant Hill & De S Plymouth & Middlet Port Huron & North Portland & Kennebe  | avilledams        | Boston & Albany.<br>Savannan Florida & Western.<br>Kansas City Clinton & Springfield.<br>Did Colony RR.<br>Flint & Pere Marquette.<br>Maine Central.  |
| Philadelphia Marlto Philadelphia Marlto Pittsburg & Connells Pittsfield & North A Plant System Pleasant Hill & De S Plymouth & Middlet Port Huron & North Portland & Kennebe Portland & Ogdensb Portsmouth Creater Portsmouth Creater Portsmouth Creater | oto               | Boston & Albany. Savannan Florida & Western. Kansas City Clinton & Springfield. Did Colony RR. Flint & Pere Marquette. Maine Central. Beston & Main   |
| Philadelphia Marlto Philadelphia Marlto Pittsburg & Connells Pittsfield & North A Plant System Pleasant Hill & De S Plymouth & Middlet Port Huron & North Portland & Kennebe Portland & Ogdensb Portsmouth Great F Prairie du Chien                      | oto               | Maine Central. Louisville & Nashville. Camden & Atlantic. Pitts. Cinn. Chic. & St. Louis. Baltimore & Ohio. Boston & Albany. Savannan Florida & Western. Kansas City Clinton & Springfield. Did Colony RR. Flint & Pere Marquette. Maine Central. Boston & Maine. Chicago Milwaukee & St. Paul. Chicago Burlington & Quincy.  |

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| NAME<br>Ravenswood Spencer & Glenville  | WILL BE FOUND UNDER-   |
| Republican Valley   | . Ohio River Chicago Burlington & Quincy . Kansas City Fort Scott & Memphis, . Chesapeake & Ohio Southern Railway Southern Railway Buffalo Rochester & Pittsburg Norfolk & Western Savannah & Western.   |
| Richmond & Alleghany  | Chesapeake & Ohio.   |
| Richmond York River & Ches  | Southern Railway.  |
| Roanoke & Southern  | Norfolk & Western.   |
| Rome & Carrollton   | Savannah & Western.  |
| St. Charles Bridge  | Detroit Lansing & Northern<br>Wabash.  |
| St. Joseph & Western.<br>St. Lawrence & Adirondack  | St. Joseph & Grand Island.<br>Central Vermont.   |
| St. Lawrence & Ottawa<br>St. Louis Alton & Springfield  | Canadian Pacific.  |
| St. Louis Arkansas & Texas<br>St. Louis Bridge & Tunnel   | St. Louis Southwestern.  |
| St. Louis & Chicago   | Detroit Lansing & NorthernWabashSt. Joseph & Grand IslandCentral VermentCanadian PacificSt. Louis Chicago & St. PaulSt. Louis SouthwesternTerminal Association of St. LouisNorth & South RR. of IllinoisWabashMissouri Pacific SystemChicago & Alton.  |
| St. Louis Iron Mount'n & Southern   | Madash.<br>Missouri Pacific System.  |
| St. Louis Kansas City & Northern.   | Chicago & Alton.<br>Wabash.  |
| St. Louis Kansas & Southwestern<br>St. Louis Keokuk & S. W  | Atch. System, St. Louis & San Fran.<br>Chicago Burlington & Quincy.  |
| St. Louis Salem & Arkansas<br>St. Louis & San Francisco   | Atch. System, St. Louis & San Fran.<br>See Atchison "System."  |
| St. Louis Southern<br>St. Louis Wichita & Western   | St. Louis Alton & Terre Haute.   |
| St. Paul Eastern Grand Trunk<br>St. Paul Minneapolis & Manitoba   | Chicago & North Western.   |
| St. Paul & Pacific  | Great Northern.  |
| St. Paul Stillwater & T. F.   | .Chic. St. Paul Minn. & Omaha.   |
| Sanford & Lake Eustis.  | .Terminal Association of St. Louis. North & South RR. of Illinois. WabashMissouri Pacific SystemChicago & AltonWabashAtch. System, St. Louis & San FranChicago Burlington & QuincyAtch. System, St. Louis & San FranSee Atchison "System." .St. Louis & San FranSee Atchison "System." .St. Louis & San FranSee Atchison "System." .St. Louis & San FranChicago & North WesternGreat NorthernGreat NorthernGreat NorthernChic. St. Paul Minn. & OmahaBoston & AlbanyJacksonville Tampa & Key WestCentral PacificColumbus Sandusky & HockingChic. St. Paul Minneap. & OmahaCentral of GeorgiaSavannah Florida & WesternSavannah Florida & WesternSaboard & RoanokeOregon ImprovementNorfolk & WesternMissouri Kansas & TexasM. Y. New Haven & HartfordKansas City Fort Scott & MemphisChicago & North WesternSee Miscellaneous CompaniesLong IslandElmira & Lake Ontario, .Atchison Topeka & Santa FeSavannah Florida & WesternSavannah Florida & WesternRome Watertown & OgdensburgWest Shore. |
| Sandusky & Columbus Short Line.   | . Columbus Sandusky & Hocking.   |
| Savannah & Atlantic   | .Cnic. St. Paul Minneap. & Omaha.<br>.Central of Georgia.  |
| Sayannah Albany & Gulf<br>Sayannah & Charleston   | .Savannah Florida & Western.<br>.Charleston & Savannah.  |
| Schuylkill River East Side<br>Scioto Valley & New England.  | .Baltimore & Ohio.<br>.Norfolk & Western   |
| Seaboard Air Line<br>Seattle & Northern.  | Seaboard & Roanoke.  |
| Shenandoah Valley   | Norfolk & Western.   |
| Sherman Shreveport & Southern.  | Missouri Kansas & Texas.   |
| Short Creek & Joplin  | .Kansas City Fort Scott & Memphis.   |
| Sioux City & St. Paul   | .Chicago & North Western.<br>.See Miscellaneous Companies.   |
| Smithtown & Port Jefferson<br>Sodus Bay & Southern  | Long Island.<br>Elmira & Lake Ontario.   |
| Sonora.<br>South Carolina.  | Atchison Topeka & Santa Fe.  |
| South Florida   | Savannah Florida & Western.  |
| South Side (Va.)  | Norfolk & Western.   |
| Southern California.  | Atchison Topeka & Santa Fe.  |
| Southern Minnesota  | . Chicago Milwaukee & St. Paul.  |
| Southern Pennsylvania   | Southern Pacific of California.  Cumberland Valley.  |
| Steubenville & Indiana.   | Northern Pacific.<br>.Pittsburg Cinn. Chic. & St. Louis.   |
| Stockton & Copperopolis<br>Sturgis Goshen & St. Louis   | Southern Pacific of California.<br>Lake Shore & Michigan Southern.   |
| Sugar Trust<br>Sunbury & Erie.  | American Sugar Refining.   |
| Syracuse Northern   | Philadelphia & Erie.<br>Rome Watertown & Ogdensburg.<br>West Shore.  |
| Taylor's Falls & Lake Superior  | West Shore, St. Paul & Duluth, Kan. City St. Jos. & Council Bluffs, Missouri Kansas & Texas. Paducah Tennessee & Alabama. Evansville & Indianapolis, Kansas City Pittsburg & Gulf, Mexican National. St. Louis Southwestern. American Grocery Co. (miscel.), Toledo Ann Arbor & No. Michigan, Toledo St. Lake Erle.  |
| Tarkio Valley<br>Tebo & Neosho  | Kan. City St. Jos. & Council Bluffs.<br>Missouri Kansas & Texas.   |
| Tennessee Midland<br>Terre Haute & Southeastern   | Paducah Tennessee & Alabama.   |
| Texarkana & Ft. Smith   | Kansas City Pittsburg & Gulf.  |
| Texas & St Louis  | St. Louis Southwestern.  |
| Toledo Ann Arbor & Cadillac.  | Toledo Ann Arbor & No. Michigan.   |
| Toledo Ann Arbor & L. Michigan  | Toledo Ann Arbor & No. Michigan.   |
| Toledo Belt   | Wheeling & Lake Erie.  |
| Toledo Columbia & Cincinnoti  | Tolodo & Obio Control  |
| Toronto Grey & Bruce. Troy & Boston. Tunnel Railroad of St. Louis.  | Canadian Pacific.<br>Fitchburg.  |
| Union   | Perminal Ass'n of St. Louis.   |
| Union Union Railway of Chattanooga. Union Elevated Union & Logansport. Union Ter. Ry. of Kansas City, Kan Upper Coos. Utah & Northern Utah Southern. Utica & Black River. Venice & Carondelet | Chattanoga Union.  |
| Union & Logansport.   | Pittsburg Cincin. Chicago & St. L.   |
| Upper Coos.   | Maine Central.   |
| Utah & Northern.  | Oregon Short Line & Utah North'n.<br>Oregon Short Line& Utah North'n.  |
| Venice & Carondelet   | Louisville Evansville & St. Louis  |
| Venice & Carondelet.<br>Verdigris Val. Independ'ce & West.<br>Vicksburg & Meridian<br>Virginia & Tennessee.   | Missouri Pacific.  |
| Virginia & Tennessee  | Norfolk & Western.   |
| Waco & Northwestern.  | . Houston & Texas Central.<br>. Boston & Albany.   |
| Warwick Valley  | Western New York & Pennsylvania.<br>Lehigh & Hudson River.   |
| Waynesburg & Canton   | Baltimore & Ohio.<br>Cleveland Canton & Southern   |
| Western Minnesota<br>Western North Carolina   | Houston & Texas Central. Boston & Albany. Western New York & Pennsylvania. Lehigh & Hudson River. Baltimore & Ohio. Cleveland Canton & Southern. St. Paul & Northern Pacific. Southern Railway. Central Pacific. Chic. St. Paul Minneap. & Omaha. Atchison Topeka & Santa Fe. N. Y. Susquehanna & Western. Great Northern. Chicago & North Western. Wisconsin Central Company. Minneapolis & St. Louis. Chicago Milwaukee & St. Paul. Baltimore & Lehigh.  |
| Western Pacific   | Central Pacific.   |
| Wichita & Western.  | Atchison Topeka & Santa Fe.  |
| Wilmar & Sioux Falls  | Great Northern.  |
| Wisconsin & Minnesota   | Chicago & North Western.<br>Wisconsin Central Company.   |
| Wisconsin Valley  | Minneapolis & St. Louis.<br>Chicago Milwaukee & St. Paul.  |
| Work & Peach Bottom   | Baltimore & Lehigh.  |
| Zanesville Terminal   | Columbus Sandusky & Hocking,   |
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