# STREET RAILWAY SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

FOR INDEX OF RAILROADS

See pages 93, 94 and 95.

August 31, 1895.

WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE STREET, CORNER PEARL STREET, NEW YORK.

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# STREET RAILWAY

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OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

VOLUME LXI.

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August 81, 1895.

# STREET RAILWAY SUPPLEMENT

-OF THE-

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#### NEW YORK, AUGUST 31, 1895.

#### STREET RAILWAY SUPPLEMENT.

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WILLIAM B. DANA COMPANY, PUBLISHERS,
PINE ST., CORNER PEARL ST., NEW YORK.

#### NOTICE.

We have begun the publication of weekly and monthly reports of the earnings of street railways, and an extensive list of these will be found in the Railroad Department of each issue of the COMMERCIAL & FINANCIAL CHRONICLE. This is in addition to the very full intelligence and information respecting street rail ways also given in that Department from week to week.

## RELATIVE RETURNS FROM HORSE AND ELECTRIC ROADS.

No subject bearing on the working of street railways is of greater moment or of wider concern than that relating to the rate of return which can be realized under the new system of traction. The change from horse power to electricity (or to cable traction as the case may be) has been made, and an enormous amount of new mileage has been provided, under the idea that it would be very much easier to earn a high rate of return in this way than by the old method. Are these expectations being fulfilled? Much depends upon the answer which experience shall give to this question. Should the outcome prove unfavorable many contemplated schemes for further new lines will of course be abandoned, while the profits of promoters in existing undertakings will dwindle or disappear. large mass of "water" has been injected with the view to securing such profits, the effort to vitalize it must in that event fail. To the bona fide investor also the question is of the utmost importance, for the standard and character of such investments will be determined by the result. Upon the outcome, too, must depend to a great extent the attitude of the public and of State legislatures towards these roads.

We pointed out in the earliest number of our SUPPLE-MENT that already views were being modified as regards the great saving in operating cost to be effected under the new system of propulsion, and we quoted the remarks of a number of managers to the effect that expenses had latterly increased very materially, where plant and equipment were no longer entirely new and hence were in need of more extensive repairs and renewals. The large numbers of letters we have received endorsing these statements show that we have simply related an experience common to the whole body of roads. How far the movement is likely to go cannot of course be determined, but doubtless it will be well to be prepared for a pretty general increase in operating cost during the next two or three years. We need hardly say that it by no means follows that such increase will necessarily endanger the success of a road. The future growth of traffic will play an important part in the result. It is quite possible that this growth will be sufficient to offset the increase inction nses. The conditions governing in each case will alfitable conbe taken into account. Every road and section of wages country will have to stand by itself. It is easy to see, for instance, that a line in the Pennsylvania coal fields, which can obtain its supply of fuel at \$1 00 a ton, might prove a paying venture even under a great increase in operating cost, when a road situated elsewhere and obliged to pay \$3.00 a ton for its coal might have difficulty in earning a satisfactory return. The amount of fictitious capital in the securities outstanding would also be an element in the problem.

There can be no doubt that in many respects the cost of service has been very materially cheapened by the substitution of electricity for horses. The question is, how far the cheapening may be regarded as permanent, and how far the saving in that way is offset by other items and considerations affecting the return from the operations of the roads. The importance of the matter warrants a study of some of the statistics available for this purpose. The Massachusetts roads furnish special opportunity for such study. In the first place, the change from horses to electric motive power has been going on with great rapidity in that State during the last five years, and in the second place the statistics regarding the operations of the

roads from year to year are given with much fullness and presented with great clearness. Massachusetts had on September 30 1889 523 miles of horse railways and only 50 miles of electric railways; on September 30 1894 she had only 104 miles of horse railways and 825 miles of electric railways. Now what have been the effects of this great change, so far as they are seen reflected in the yearly returns? The result is both interesting and instructive.

As far as the volume of traffic is concerned, there has been no lack of expansion, the number of passengers carried having increased from 100,746,786 in 1885 to 148,189,403 in 1889 and to 220,464,099 in 1894. Passing then to a consideration of the question of operating cost, we get some very striking figures. For instance the following gives the ratio of operating expenses to earnings in each of the last ten years.

RATIO OF EXPENSES TO	EARNINGS OF	MASSACHUSETTS ST	REET RAILWAYS
Tenr. 1894	Per Cent. 1	Year.	Per Cent.
1894	69:51	1889	78.40
1000	71-74	1887	
1991	761361	INNO.	
1890	74.80	1880	

The difference between the first period of five years and the second period of five years is here very marked. Up to and including 1888 the mileage was made up entirely of horse railroads, and in the four years from 1885 to 1888 the ratio of expenses to earn ings averaged each year above 80 per cent, and in 1887 was nearly 83 per cent. In 1889, with 501 miles of electric roads in operation, the ratio dropped to 78.40 per cent; after that, with the increase in the mileage of the trolley lines, the percentage declined very decidedly, and for 1893 and 1894 it was respectively only 69.26 per cent and 69.51 per cent. In other words, in the interval between 1887 and 1894 the percentage has been reduced from 82.81 to 69.51. Considering that in the earlier year the cars were all operated by horse power, and that in the later year the system of traction for nearly nine-tenths the mileage of the State was overhead trolley, this reduction in operating cost is very significant.

Evidence of a lower operating cost is also found in a great r other items. Take the average net earnings road owned. In the five years from 1885 to erage was respectively \$2,933, \$2,838, \$2,341, and \$2,829: in the years from 1890 to 1894.

and \$2,829; in the years from 1890 to 1894, equ jo wher hand, the averages were \$3,435, \$3,146, 01 9ABY 08,810 and \$3,651. The increased net return is thadxe e noteworthy that there has been no increase in the gross earnings per mile in the same time, but on the contrary a very decided decrease. This is due presumably to the fact that the new mileage added has a much lighter traffic than the old mileage. events, while in 1885 the gross earnings per mile were \$14,675 and in 1886 \$14,200, in 1893 the amount was only \$12,392 and in 1894 but \$11,972. The increase in net result, then, has followed from a reduction in the expense of operation per mile, and in that particular the change is very marked. In 1885, 1886 and 1887 the operating expenses per mile were respectively \$11,742, \$11,362 and \$11,229; in 1892, 1893 and 1894 the same item shows \$9,312, \$8,582 and \$8,321.

Indications of the saving resulting from the adoption of the new system of motive power is seen also in the expenses and net earnings per car mile. In the gross earnings per car mile the average has fluctuated considerably during the decade, but in the expenses of running per car mile the tendency has during the last few years been strongly downward. It cost per car

mile to run the roads in 1885 22.50 cents, in 1886 23.56 cents and in 1887 25.62 cents; but in 1892 the cost was only 23.69 cents, in 1893 no more than 21.74 cents and in 1894 but 21.05 cents. The effect of this reduction on the net results is shown in the fact that whereas in 1885 the net earnings per car mile were only 5.62 cents, in 1886 5.87 cents and in 1887 5.32 cents, in 1892 the net was 9:32 cents, in 1893 9:65 cents and in 1894 9.23 cents. The averages per passenger show much the same results. In 1885 the expense of carrying a passenger was 4.06 cents, in 1886 4.13 cents, in 1887 4.23 cents; since the latter year there has been a very considerable decline, the average expense per passenger being 3.62 cents in 1892, 3.51 cents in 1893 and 3:50 cents in 1894. The consequence is that while the net earnings per passenger were 1.01 cents in 1885, 1.03 cents in 1886 and 0.88 cent in 1887, for 1892 the amount was 1.43 cents, for 1893 1.56 cents and for 1894 1.54 cents. These various facts are so interesting and instructive that we present them herewith in tabular form.

GROSS AND NET EARNINGS FROM OPERATION PER MILE OF RAILWAY OWNED, AND PER CAR MILE RUN AND PER PASSENGER.

	Average	per mile	owned	Av. per	car mil	e run.	Av. pe	er pass	enger.
Years.	Gross earn- ings.	Expense of over-	Net earn- ings.	Gross earn- ings.	Exp. of run- ning	Net earn- ings.	Gross earn- ings.	Exp. of car- rying	Net earn- ings.
1885 1886	\$ 14,675 14,200	\$ 11,742 11,362	\$ 2,933 2,838	Cts. 28·12 29·43	Cts. 22:50 23:56	Ots. 5.62 5.87	Ots. 5.07 5.16	Cts. 4.06 4.13	Cts. 1.01 1.03
1887 1888 1889	13,570 12,789 13,103	11,229 10,369 10,274	2,341 2,420 2,829	30·94 29·36 30·98	25.62 23.80 25.71	5·32 5·56 5·27	5·11 5·07 5·07	4·23 4·11 3·98	·88 ·96 1·09
1890 1891. 1892	13,632 13,178	10,197 10,032 9,312	3,435 3,146 3,668	31·48 32·03 33·01	23·87 24·38 23·69	7·61 7·65 9·32	5.06 5.03 5.05	3·79 3·83 3·62	1·27 1·20 1·43
1893 1894 .		8,582 8,321	3,810 3,651	31·39 30·29	21·74 21·05	9·65 9·23	5.07 5.04	3.51	1.56
Ave's	13,047	9,825	3,222	30.86	23.24	7.62	5.07	3.82	1.25

An increase since 1885 of over 50 per cent in the net earnings per car mile and per passenger is conclusive evidence of the superiority of the trolley lines over the old horse-car lines. It also shows that the expectations of a very material saving in operating cost as the result of the introduction of the new form of motive power have not been disappointed. Doubtless great stress will be laid on the fact that in the latest year the net earnings both per car mile and per passenger fell off slightly, while at the same time, as appears by the figures further above, the ratio of expenses to earnings increased a little, rising from 69.26 per cent to 69.51 per cent. The change will be taken as indicative of a reversal of the tendency towards enhanced results which has marked the period since the introduction of the trolley lines.

We think it is as certain as an event of the future can be that the trolley roads must look forward to an increase in the amount of their annual expenses. This view we base not only on the experience of some lead. ing roads and the remarks and statements of those who have made a study of the subject, but also on the known fact that expenses for repairs and renewals are obviously smaller when plant and equipment are new than when they have been in use for a number of years. But whether this increase in the amount of the expenditures will involve any great change in the averages is a question which only the future can determine. It is conceivable that the volume of traffic (and consequently the earnings) might expand sufficiently to offset the tendency of increased expenses to raise the average cost. If our industries were in a state of full activity, as they were before the development of the 1893 panic, such an outcome would not by any means be improbable. As it is, a somewhat

slower rate of growth than that which has recently prevailed will doubtless have to be looked forward to, making caution necessary on the part of the managers in view of the certain increase in the cost of repairs and renewals. But even should the average operating cost rise to some extent, the difference between the present cost and that which obtained under the old system is so great as to still leave a very appreciable margin in favor of the trolley lines. In other words, the new system must retain a considerable advantage over the old.

To say this, however, is not to argue that large or inordinate profits can be looked for from the operation of the electric roads. Quite the reverse. There is another element that has to be taken into consideration, namely the increased cost and capitalization under the new system. The application of electricity makes necessary an extensive plant and costly machinery, equipping the cars alone with motors involving a heavy outlay. And this is true whether an entirely new line is built or an old line is converted from horse car traction to electric power. Hence if on the one hand the operating cost is lower, on the other hand it is necessary to earn a return on a greater investment. Still another circumstance has tended to swell the capital account of the roads. Old horse car lines were in many instances bought up by syndicates, who seeing visions of large profits under a change to electricity have capitalized the properties in excess of their legitimate cost. The effect of all this in the case of the Massachusetts roads is shown by the following table.

AVERAGE COST OF MASSACHUSETTS STREET RAILWAYS PER MILE, 1885 1894.

		AUU	O LUUE.		
			Other	Total Per-	Capital
	Construc-	Equip-	Permanent	manent In-	Stock and
Years-	tion.	ment.	Property.	vestments.	Net Debt.
1885	\$18,582	\$9,240	\$10,528	\$38,350	\$35,008
1886	17,272	8,676	10,072	36,020	32,663
1887	17,618	8,330	9,687	35,635	32,673
1888	16,921	9,317	9,457	33,695	32,304
1889	16,180	7,880	11,116	35,176	33,907
1890	17,335	10,658	11,415	39,408	38,256
1891	17,919	11,614	12,202	41,735	40,890
1892	19,520	15,215	12,558	47,293	46,184
1893	26,792	11,739	15,455	53,986	53,367
1894	. 26,748	11,528	15,356	53,632	52,963

<sup>\*</sup> Chiefly land and buildings.

Since 1888 it will be observed that the cost of permanent investments has increased from \$33,695 per mile to \$53,632 per mile, and capital stock and debt per mile from \$32,304 to \$52,963, thus revealing very clearly the effects of the new conditions. The Massachusetts Commissioners state that in some cases the increase was the result largely of stock watering, but they also state that in many other cases a considerable increase was entirely legitimate as representing the higher cost of new electric railways or the additional cost of equipping with electric power original horse lines. They regard the slight reduction the last year in the average cost and capitalization per mile of railway a hopeful sign, as indicating a change in the right direction. Perhaps, however, the change does not reflect so much the manifestation of a conservative disposition as it does the reduction in the cost of building a line, for it is well known that the cost of equipping electric lines has been very greatly reduced during the last two or three years.

It remains to apply the enlarged net earnings to the increased capitalization in order to arrive at the crucial test of the rate of return that can be earned. This part of the story is very briefly told. It is comprised in the annexed statement, showing the percentage of cash dividends paid to capital stock.

Pl	ERCENTAGE OF DIVIDE	NDS TO CAPITAL	STOCK.
Year.	Per cent.	Year.	Per cent
1894	5.97	1889	6.82
1893	6.63	1888	5.74
1892	6.71	1887	5.26
1891	5.63	1886	5.41
1890	6.47	1885	6.28

There is here no indication of a large or an increased rate of return, but rather the reverse, the per cent of dividends paid in 1894 having been only 5.97, against very much higher rates in most of the years preceding. The highest dividend paid in 1894 was  $10\frac{1}{2}$  per cent and that by only one company, while no less than 38 companies, new and old, paid no dividends at all.

But there is another matter that has a bearing on the profitableness of the roads. It appears that not only has the rate of return diminished, but there has been a great shrinkage in the surplus account of the properties. In 1886 the roads were carrying a surplus of \$1,369,335, equal to 15.01 per cent on their capital; in 1894 the surplus had been reduced to \$621,286, or but 2.30 per cent on the capital. The figures for each year in the decade are given in the following table.

	SURPLUS OF	MASSACHUS	ETTS STREET	RAILWAYS.	
	Surplus.	Per cent		Surplus.	Per cent
Year.	Amount.	to capital.	Year.	Amount.	to capital.
1894	\$621,286	2:30	1889	\$726,740	5.91
1893	540,585	2.09	1888	742,555	6.82
1892		3.55	1887	1,402,901	13.89
1891		2.90	1886	1.369.335	15.01
1000	705 990	4.74	1005	1 169 509	14.41

On the whole the conclusion from this analysis is the same as that at which the Massachusetts Board arrived in 1893—that electric lines offer no greater opportunities for exorbitant and excessive returns than the old horse lines, that much depends upon the special conditions surrounding each particular line, that some will be profitable while others will not, just as in the case of the horse railway; and that in order to ensure financial success it is necessary to keep the cost and capitalization within the lowest practicable limits.

These are important truths, and it is desirable that they should be fully understood. The sooner they are understood the better it will be for all concerned. Much harm has resulted from the cultivation of the opposite view. For instance the strike of the employees of the trolley lines in Brooklyn last January was based on the idea that the Long Island Traction Company, operating most of the lines, was a profitable concern, and could therefore afford to pay the scale of wages demanded. As a matter of fact, the Traction Company was at the time practically bankrupt and has since had to be reorganized. When the public mind has once been disabused of the notion that the trolley lines possess some magic power that places them beyond the pale of influences which control in all other industrial enterprises, the semblance of justification which occurrences like these here enumerated seem to possess will be entirely removed. At the same time those engaged in attempts to float doubtful or speculative ventures will find their task more difficult, while legitimate investors will be impressed with the need for closer scrutiny of street railway securities, and through the exercise of such scrutiny find the field safer and more secure, as well as more inviting and attractive.

#### OTHER STREET RAILWAY TOPICS.

LARGE CURRENT RECEIPTS.—In the Northern States the summer is naturally the harvest time of the trolley road, and this year the returning prosperity in general business, the completion of electrical equipment on some roads and of important extensions on others, have added greatly to the receipts of the street-car companies. The table of earnings in our weekly CHRONICLE

records gains in gross earnings ranging in many cases from 10 per cent to over 100 per cent. The trolley roads not only meet the need for ordinary urban and suburban travel, but they supply the demand for cheap excursions-a demand in summer quite as pressing as that for transit to places of business. In some cities, like Denver, Col., Lincoln, Neb., Rochester, N. Y., etc., good pavements have enabled the bicycle to make temporary inroads into the earning capacity of the street railways, the clerks very generally traveling between home and office morning, noon and night on their wheels. In Brooklyn, too, the great strike on the surface roads in January 1895 not only caused a less of receipts for the time being, but led to a diversion of travel to the elevated roads that has not yet been fully recovered. But both these cases are rather exceptional, and the general experience has been that the people travel more and more freely on wellequipped lines, with the natural result of making the current receipts of the companies constantly larger.

New Enterprises —The building of extensions by established companies and the fostering of projected enterprises by new corporations have been carried on this summer as never before. Almost every large city is the center of operations for sundry companies, which would like, if they can get financial backing, to lay tracks either in the city itself, or, if the franchises and position of existing companies prevent that, out into the suburbs or to neighboring towns more or less distant, sometimes quite regardless of whether the traffic obtainable would justify the outlay. Cleveland, for instance, while containing only two street car companies within its boundaries was chosen as the starting point for the following roads:

Name of Company.	Destination.	Miles of track,
Akron Bedford & Cleveland Ry	Cuyahoga Falls	28
Akton Electric Ry		
Cuyahoga Suburban Ry	.Chagrin Falls	1312
Cleveland & Berea Street Ry*	.Berea	10
Cleveland & Elyria Ry		
Cleveland & Elyria Electric Ry	.Elyria	20
Cleveland Painesville & Eastern Ry		
Cleveland & Painesville Electric Ry		
Euclid Creek & Chardon Ry		
Wooster Medina & Cleveland Street Ry.	Wooster	48

<sup>\*</sup> In operation.

Of course some of these lines will never be built, but the table indicates the activity of railway promoters, which is just as great in other places as it is in Cleveland. Among the inter-urban lines which are projected in various parts of the country some are meant to connect places a considerable distance apart and with little traffic-producing country between them. There is a disposition, however, on the part of bankers to be cautious about endorsing such enterprises, in view partly of the Pennsylvania decision (see v. 60 p. 544) with regard to inter-urban roads and partly because of the uncertainty in some cases as to whether the undertakings will prove profitable when operated. Noteworthy inter-urban enterprises are the Columbia & Maryland Railway now under construction from Baltimore, Md., to Washington, D. C., 36 miles, and the Cincinnati Hamilton Middletown & Dayton Street Railway, projected from Cincinnati to Dayton, O., a distance of about 59 miles. The projectors of this latter line have recently been negotiating in this city for the sale of bonds to raise the funds required for construction. The Columbia Construction Company in Chicago has also begun to build the Northwestern Elevated Road. Clearly with new enterprises of this class so prolific, one must needs exercise no little caution to determine which are worthy of financial support.

CABLE REPLACED BY TROLLEY .- The overhead trolley has been replacing not only the horses but also the cable, and that too in the large cities, where the cable has been supposed the most economical means of propulsion. As stated by us in March last, the S. Louis roads have very generally abandoned the cable for the trolley. Since then Philadelphia has followed St. Louis' example. A Philadelphia paper says: "The slow plodding horses have given way to the trollev service, and now the cable service is relegated to the past, and in its place is substituted the electric service, which means more rapid transit with comforts not heretofore enjoyed." On the other hand in Chicago the sentiment is different, as appears from the following interview with Mr. M. K. Bowen, Superintendent of the City Railway Company of Chicago. Mr. Bowen says:

There is no probability that the cable will ever be replaced with electric cars, at least so lorg as the electric system is anything like it is at present. When there is sufficient traffic to justify twelve cars to the mile of double track the cable becomes the cheapest form of traction per car mile run, and electricity cannot compete with it. On the other hand, when the traffic is not sufficient to justify more than four cars to the mile of double track, horses become the cheapest form of motive power. With traffic anywhere between these two extremes electricity is the most desirable.

The relative economy of cable and electricity is also stated by Captain McCulloch of St. Louis, who estimates that when a road earns \$50 a day per mile of single track it is more economical to operate by electricity, but when the amount reaches \$100 a day the cable is cheaper. Evidently there is still room for difference of opinion in the premises.

CONSOLIDATION OF STREET RAILWAY COMPANIES .-Consolidation under one management of the streetcar companies of a city, other things being equal, is an excellent thing both for the shareholders of the companies and for the public dependent upon the roads for transportation. It permits the establishment of a generous system of transfers, which the public always welcomes, and which most street railway managers believe pays well. It also does away with the unnecessary duplication of railway lines, which reduces net earnings for the stockholders and injures the streets of a city for general traffic. If the consolidation is made on a reasonable basis it is much to be desired. When we were going to press in May last the street railway lines of Kansas City were being merged into the Metropolitan Street Railway Company, a map of whose system appears in this Supplement. The Harrisburg Traction Company was also being formed to control the companies of Harrisburg, Pa. Since then in Pennsylvania a law has been enacted which makes more feasible than before the unit-This law permits the ing of street-car companies. issuance of bonds to an amount equal to the capital stock, as contrasted with one-half that amount according to the old law. Its adoption was followed almost immediately by a proposition to unite the three leading companies of Philadelphia by a new corporation, the Union Traction Company. The consolidation of the Central, Duquesne and Pittsburg Traction companies, and possibly of other companies of Pittsburg, is pending, and the plan regarding it may be announced at any time. Foreign capitalists are engaged in an effort to secure control of the street railways in St. Louis, and it is thought not unlikely that they will succeed, although the companies, most of which are excellent properties, are well appreciated by their owners, who are therefore disposed to stand out for high prices. Some legal difficulties also stand in the way, as the present Missouri laws do not permit the formation of a company with over \$10,000,000 capital. The proposed purchase and consolidation by Eastern parties of the roads of Charleston, S. C., has fallen through. The union of the various companies in Baltimore is talked about from time to time, but at present does not appear likely of immediate realization.

RECEIVERSHIPS AND REORGANIZATIONS. - There have been some additional receiverships among street railway properties, but on the other hand considerable progress has been made in reorganizing embarrassed companies. The Houston Street Railway is one of the new additions to the receivership list. The event in this case was not unexpected as the company has for some time been unable to meet its obligations. Milwaukee Street Railway Company also sought the protection of the courts just before the period during which its coupons had been funded expired. This was June 1, and in anticipation of default receivers were appointed on May 20. A reorganization plan which it is believed curtails fixed charges to within safe limits has been accepted by over 90 per cent of the holders of the stock and bonds of the company, and is on the eve of being carried out. The Lake Street Elevated Company has had its debt readjusted in accordance with the plan proposed by the Slaughter Committee, and the new debentures, guaranteed by the Northwestern Elevated Company, have been issued. Of the \$7,197,000 first mortgage bonds outstanding \$6,462,000 were posited with the committee prior to July 10, and further deposits are received only on payment of penalty. The Long Island Traction Company has had an infusion of new blood. The old management, with its narrow policy of refusing transfers and variously exciting popular disfavor, has been replaced by an active and progressive executive. lease of the Brooklyn City Railroad calls for the payment of a pretty large rental, but the parties now in control are hopeful of making the new corporation, which will be the Brooklyn Rapid Transit Company, pay nevertheless. The shareholders of the Traction Company have almost unanimously agreed to the plan of reorganization, under which close on to \$3,000,000 has been raised by assessments. The Davenport & Rock Island stockholders have agreed on a reorganization which leaves the first mortgage bonds undisturbed; municipal assessments aggregating \$166,000, it is said, caused the company's embarrassment. The project for a through electric line from New York to Philadelphia, about which much was said a few months ago, has met with disaster, and a receiver has taken possession of the few assets of the construction company, which was the Central New Jersey Traction Co. The Knoxville Electric Railway was sold in foreclosure July 20 and will soon be reorganized. The Pueblo Street Railway will be sold Aug. 31 and the Denver City Cable road on Sept. 10.

Underground Trolley. — While the overhead trolley has come into very general use inventors have not ceased from their endeavor to obtain the advantages of electric power without employing the unsightly and in many ways objectionable overhead wires. The Metropolitan Street Railway Company of this city on July 9 opened its Lenox Avenue line with the system of underground trolley previously employed at Buda Pesth, but so doubtful was the company of it proving

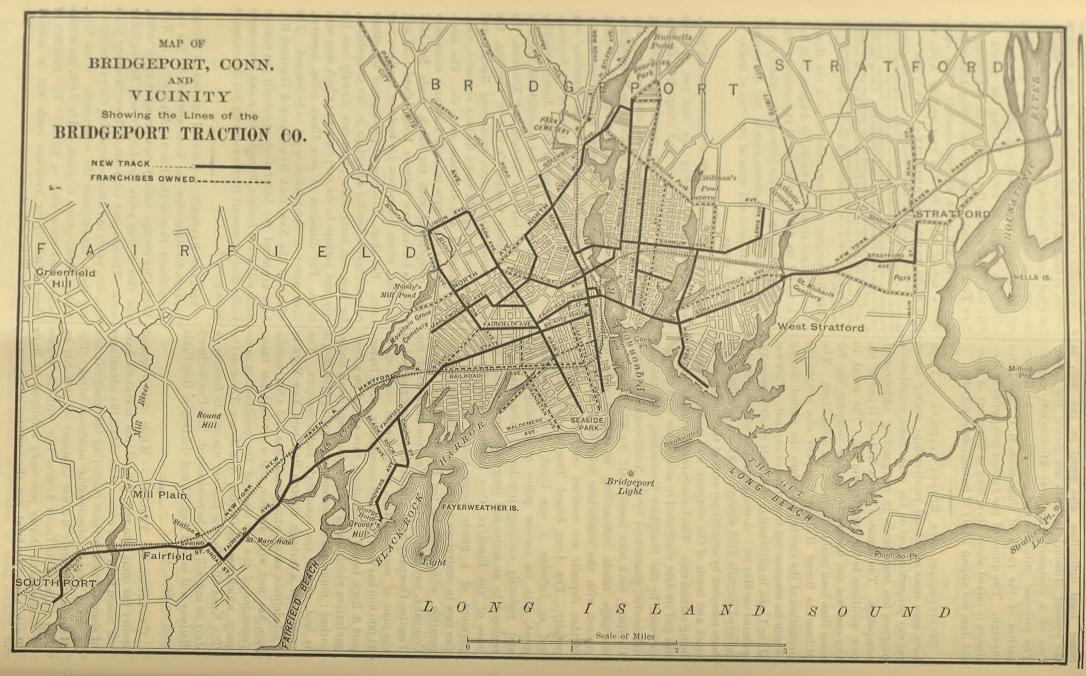
a success that they had the conduit for the electric current so made as to be available for a cable should the other form of traction be a failure. An officer of the company informs us that thus far the system has worked to their satisfaction, and there is no probability of a change to cable. During the month of July the Westinghouse Company had on exhibition in New York a miniature underground trolley road which they believe will meet all requirements. The company's annual report for the year ending April 30 1895 which was in the Chronicle of July 6, said:

"Your company has secured the controlling interest in the stock of the Electro-Magnetic Traction Co. of West Virginia, and through it the control of valuable inventions relating to the operation of street railway cars in large cities by means of underground circuits. This system has been in continuous operation in Washington during the past year, and is now in successful operation on the tracks of your company in and about the buildings at East Pittsburg, where it is to be used for moving freight cars and for general work. This arrangement appears to be a complete solution of the problem of street-car propulsion in all large cities."

The Washington road here referred to is the Metropolitan Railway Company, which in August 1895 had  $9\frac{1}{2}$  miles (of its  $22\frac{1}{2}$  miles of track) in operation with this form of trolley. In the large cities certainly it is most desirable that the streets should not be encumbered with the poles and wires of the style of trolley at present in vogue.

PROGRESS IN OPENING NEW LINES .- Much progress has been made during the last two or three months in the construction and completion of new Among those put in operation by leading companies during this period we may mention the Lenox Avenue line in New York City, the Metropolitan West Side Elevated in Chicago, the first city elevated road to use electricity for motive power, the Nassau Electric Railway in Brooklyn, whose franchise was declared valid by the general term of the Supreme Court on July 26 on appeal from Justice Smith's decision holding it invalid, the Consolidated Traction Company's line between Newark and Elizabeth, the Steinway Railway Company's line to Flushing, the Nashua Street Railway line, connecting Nashua and Lowell, the Springfield Street Railway extension, uniting Springfield and Holyoke, etc., etc. The interurban trolley roads have in some instances come into direct competition with the steam roads for local traffic, as for instance between Long Island City and Flushing, where the contest for business has been very keen. For short distances unquestionably the street railways have a decided advantage in this competition, for they can carry their passengers directly into the city, and perhaps to the very corner to which they wish to go. For distances of over fifteen miles, however. their power of competition is yet to be learned. The officers of the New York New Haven & Hartford RR. have expressed the belief that eventually the electric roads will act as feeders, bringing the steam roads more traffic than at present they take away; but this remains to be proved.

Storage Batteries.—Renewed interest in storage batteries for street cars has been aroused by the announcement that on the Fourth Avenue line in New York City storage battery cars are again to be tested, and that if they prove satisfactory may be regularly used. The company tried cars of this style several years ago, but, owing to a dispute regarding the patents covering them, discontinued the experiment. Since then, both in Birmingham, England, and in Paris, the storage battery cars have been in service. The question of their availability for American roads will be studied with no little interest.



# STREET RAILWAYS.

## SECURITIES AND REPORTS.

This is the third of our series of Supplements. In using the series it is to be remembered that they are inter-dependent publications, complete only as a whole. If utilized together, and with the fresh items of news the Chronicle contains from week to week, the investor will have all the information he needs in seeking a safe and remunerative lodgment for his money.

Street Railways forcibly illustrate this inter-dependence. Such roads obviously rely for their income, and therefore in great part for the value of their securities, upon the population and wealth of the country they serve. Hence constant reference to our STATE AND CITY SUPPLEMENT will be found necessary by those wishing to purchase the stocks and bonds of street roads. Population, assessed valuation, tax rate, total debts of the counties, cities and minor municipalities are given at length in that publication, every one of which items is an essential fact contributing more or less to any correct estimate of the amount of suburban travel a given road commands.

The ABBREVIATIONS used in our Street Railway statements will be found explained in a table immediately following the last statement in this Supplement.

A full INDEX which shows where each railroad will be found is also given on the closing pages.

#### ADRIAN, MICH.

Population 1890 was 8,756; in 1880 was 7,849; and in 1870 was 8,438.

ADRIAN CITY ELECTRIC BELT RY.-A

ORGANIZATION-Chartered Aug. 30, 1888. Interest due Jan. 1, 1893, went to default, and receiver was appointed in January, 1894. In August, 1895, receiver reported that the road had been newly equipped with motors, generators and cars, and was doing well. The entire property will be sold in foreclosure in January, 1896. Stock was \$50,000; first mortgage, \$36,500.

ROAD-Owns line 2.8 miles long; total track, 2.91 miles.

RECEIVERSHIP-Receiver, F. E. Suow.

#### AKRON, OHIO.

POPULATION 1890 WAS 27,601; IN 1880 WAS 16,512; AND IN 1870 WAS 10,006.

AKRON STREET RAILWAY-A trolley road.
ORGANIZATION-Incorporated in April, 1894, to succeed the Akron
Street Railroad, chartered July 7, 1888.

Of the bonds of 1894 sufficient are reserved to retire at maturity the bonds due in 1908.

ROAD-Operates 20 miles of track in the city of Akron, Ohio, and suburbs, its line extending to Cuyahoga and Silver Lake. Rails 52

and 70 lb. girder and T. Walker equipment.

OFFICERS-President, J. F. Seiberling; Vice-President, Ira M. Miller; Secretary and Treasurer, F. A. Seiberling.-V. 60, p. 82.

#### AKRON & CUYA TRANSIT-A trolley road. CUYAHOGA FALLS RAPID

ORGANIZATION-Chartered in 1894. In July, 1895, reported sold to John H. Drake and associates of Philadelphia, who is said to have also acquired for operation in connection therewith the Barbeton electriclight plant for \$30,000.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity. Stock, \$300,000,\$100. \$300,000 f.p. lst M. (no option),gold 1894 6 g. M-8 250,000 Sept. 1,'19

Interest is payable at office of mortgage trustee, the West Ead Trust

& Safe Deposit Company of Philadelphia.

ROAD-On May 1, 1895, had completed and began operating 16 miles of track in city of Akron and suburbs, its lines extend to Cuyahoga Falls and Barberton, O. Rails 66 lb. T.

#### ALAMEDA, CAL.

POPULATION 1890 WAS 11,165; IN 1880 WAS 5,708;

AND IN 1870 WAS 1,557.

ALAMEDA OAKLAND & PIEDMONT ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Chartered October 4, 1870.

STOCK—Capital stock is \$500,000; funded debt unknown.

ROAD-Reported to operate 612 miles of track.

OFFICERS—President, W. M. Rank; Vice-President, E. S. Denison; Secretary and Treasurer, S. H. Bass; General Manager and Purchasing Agent, L. Wheeler.

#### ALBANY, N. Y.

POPULATION 1890 WAS 93,313; IN 1880 WAS 90,758; AND IN 1870 WAS 69,422.

ALBANY RAILWAY-A trolley road.

ORGANIZATION-Chartered in 1863. Operates five lines through principal business streets and residence portion of the city. Has no competition.

STOCK & BONDS- St'k \$1,500,000, par \$100	Date.	Interest. 6 Q -F.	Outstanding. Last div., &c \$1,250,000 May, 1895	
1st Mortgage	1865	5 JJ. 6 MS.	34,000 Jan. 1, 1905	5
5th Mortgage	1888	5 MS.	38,000 Sept. 1, 1913	3
er gold \$1,000) 5	Interest	5 g JJ. at Central	416,500 Jan. 1, 1930 Trust Co., New York.	)
N. & E. Greenb, H.R.Cos.		6 MN. 5 MN.	200,000 Nov. 1, 1901 30,000 May 1, 1911	

Bonds-Debentures are convertible into stock after Nov. 1, 1893.

DIVIDENDS-In 1892, 6 per cent; in 1893, 12 per cent; in 1894 6 per cent; in 1895, February, 112 per cent; May, 112 per cent.

ROAD-Company in November, 1894, operated 35 miles of track in city of Albany and suburbs, extending also to Troy. Operates Watervliet Turnpike & RR. Co. under 999-year lease.

ANNUAL REPORT-Year ending June 30th.

	1895.	1894.		1895.	1894.
Gross earns	\$492,9688	8424,437	Interest	92,713	. 39.247
Net	169,280	175,267	Taxes, etc	-31 FE	\$48.817
Other income	4,837	4,301	Dividends		(12)127,496
Net income	174,117	179,568	Deficit year		0.000

BALANCE SHEET-Balance sheet June 30, 1895 was as follows:

Assets. Liabilities.	
Cost of road. \$1,250,00 Cost of equipment. \$2,054,324   Capital stock. \$1,250,00 Funded debt. 780,00	00
Cost of equipment 5 \$2,004,324 Funded debt 780,00	00
Cash on hand 25,488 Interest on funded debt	
Open accounts 3,747 due and accrued 2,26	63
Supplies on hand 26,871 Bills payable 50,00	00
Profit & loss (deficiency) 16,790   Open accounts 18,67	78
Wages and supplies 26,27	79
\$9.107.000 BO 708.00	-

Officers-President, Robert C. Pruyn; Vice-President, A. N. Brady; Secretary, James McCredie; Treasurer, General Man'r and Purchasing Agent, John W. McNamara. Directors, June 30, 1894, Robert C. Pruyn, Anthony N. Brady, John W. McNamara, James H. Manning, A. Bleecker Banks, James McCredie, James Rooney, Andrew S. Draper, J. Irving Wendell, William McEwan, John G. Myers, Simon W. Rosendale, Elnathan Sweet.—V. 59, p. 967; V. 60, p. 872; V. 61, p. 280.

#### ALBANY RAILWAY SYSTEM-WATERVLIET TURNPIKE & RAILROAD

ORGANIZATION—Opened July 4, 1885. Leased to Albany Railway March 15, 1892, for 999 years. Annual rental, 12 of 1 per cent on \$240,000 stock and 6 per cent interest on bonds.

STOCK & BONDS— Capital stock \$100	Date.	Interest.	Outstanding. \$240,000	Maturity.
1st M. int. guar 2nd M., p. & i. guar	1889 1889	6 M N. 6 M N.	350,000	May 1, 1919
ROAD-Length of road			130,000	May 1, 1919

#### ALEXANDRIA, VA.

POPULATION 1890 WAS 14,339; IN 1880 WAS 13,659; IN 1870 WAS 13,570.

# WASHINGTON ALEXANDRIA & MT. VER-NON ELECTRIC RAILWAY-ORGANIZATION.-Incorporated February 18, 1890.

STOCK & BONDS-Date, Interest, Outstand'g, Maturity, \$500,000

STOCK & BONDS - Factor | S00,000 | Silver | Silver | S00,000 | Silver tion of a road from Alexandria to Washington was begun in August.

OFFICERS -President and General Manager, Griffith E. Abbott; Vice President, F. A. Reed; Secretary, Frank K. Hippie; Treasurer, David C. Leech; Supt. and Purchasing Agent, D. W. Halden. Office, Alexan-

#### ALLEGHENY, PA.

POPULATION 1890 WAS 105,287; IN 1880 WAS 78,682; AND IN 1870 WAS 53,180.

ALLEGHENY TRACTION-

ORGANIZATION—Incorporated July 23, 1889. Owns a controlling interest in the capital stock of the Millvale Etna & Sharpsburg Street Railway Company, and is lessee of the Transverse Passenger Railway Company. Its electric line was completed in the fall of 1894. Cars were first run over the Sharpsburg and Etna branches in July, 1895.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Last div., etc. Stock, \$500,000, par \$50. \$500,000 f.p. \$500,000

EARNINGS-For year ending June 30, 1894, gross earnings from passengers were \$23,151; other income, \$3,831; operating expenses, \$31,100.

87,178 106,140 .\$827,292 Total..... ..\$827,292 OFFICERS-President, G. B. Hill: Secretary and Treasurer, A. M. Neeper; General Manager, G. F. Greenwood.

## ALLEGHENY TRACTION SYSTEM - MILL-VALE ETNA & SHARPSBURG STREET RAILWAY-

ORGANIZATION-Chartered March 8, 1892. The entire capital stock is owned by the Allegheny Traction Company, which guarantees the bonds, principal and interest. Cars were first run over the Etna and Sharpsburg divisions in July, 1895.

STOCK & BONDS - Miles. Date. Interest. Outstand'g. Stock (1)
1st mort., \$750,000, \.... 1893 5 M-N \$544,000 Nov. 1, 1923
currency, guar. p.&l. Int. at Pittsburg Tr. Co., Trustee, Pittsburg, Pa. OFFICERS-President, Frederick Gwinner; Secretary, G. W. Hender son; Treasurer, Geo. B. Hill.

#### NUNNERY HILL INCLINED PLANE COMPANY

ORGANIZATION—Incorporated Sept. 24, 1886. Stock (\$50), \$60,000; 1st mortgage, 1887, 6 A-O. \$30,000, due Oct. 1, 1907. Accounts payable June 30, 1893, \$1,632. Road is built upon trestle and stone wall, rising 250 feet, and is 1,100 feet in length; runs to top of Nunnery Hill-OFFICERS—President and Treasurer, Oliver P. Scaife; Secretary, Arthur Kennedy; Supt. and Purchasing Agent, C. D. Heist.

#### TROY HILL INCLINED PLANE & BRIDGE COMPANY-A cable road. ORGANIZATION—Chartered April 30, 1887. Consolidated July 1, 1888

with Troy Hill Incline Plane Company and Thirtieth Street Bridge Company. Franchise runs for 999 years.

1894. \$13,784 5,747 6,300 1893. \$16,285 8,247 Net earnings. Interest paid.

OFFICERS-President, Jas. D. Callery; Secretary, C. S. Wright; Treas. urer, Wm. V. Callery; General Manager, J. J. Saint.

#### ALLENTOWN, PA.

POPULATION 1890 WAS 25,228; IN 1880 WAS 18,063; AND IN 1870 WAS 13,884.

## ALLENTOWN & LEHIGH VALLEY TRAC

ORGANIZATION-Owns and operates 53 miles of electric road in the Lehigh Valley in Lehigh and Northampton Counties, connecting the city of Allentown with the boroughs of Bethlehem, South Bethlehem, Fountain Hill, West Bethlehem, the Catasauquas and Copley, and the towns of Whitehall, Seigfrieds, Northampton, Aineyville and suburban Allentown. "Franchise runs for 999 years and gives exclusive rights to operate street railways in all said towns, boroughs and city;" company also owns 9 miles private rights of way connecting certain of the above-

mentioned towns. The ownership in the property is held partly through the capital stock of the following companies, which have practically been absorbed, their entire capital stock (except five shares each to qualify directors) having been placed in trust for the benefit security holders. Their corporate existence, however, is preserved for legal reasons, valuable rights being conferred by some of their old charters, including the right of eminent domain.

In June, 1895, as a result of a dispute involving about \$30,000, a suit for foreclosure was brought under the Allentown & Bethlehem Rapid Transit \$200,000 mortgage (see V. 60, p. 1103.) The interest due July 1, 1895, on Allentown & Bethlehem and Allentown & Lehigh bonds

was paid at maturity.

STOCKS OWNED-The capital stocks of the following companies are all owned, viz.:

CAPITAL STOCKS OWNED. 

Bonds-The consolidated mortgage of 1895 for \$2,000,000 was authorized Jan. 17, 1895. The mortgage covers the entire system. Of the \$2,000,000 authorized, \$1,300,000 are held in trust to retire at maturity prior bonds for a like amount, of which \$500,000 can be called July 1, 1896. The remainder, \$750,000, have been or are to be sold for improvements, etc.-V. 60, p. 130.

ROAD-In May, 1895, owned and operated 53 miles of road in the Lehigh Valley, as above described.

EARNINGS—In August, 1895, the receipts were officially stated to be "better than they were a year ago." From June 1 to Dec. 1, 1894 (6: months) earnings were:

 Gross, including RR., hotel and park
 \$120,492
 Net Electric Light Co
 \$13,656

 Total net profits
 73,711

 Interest
 47,843

Balance, surplus.... \$60,055 OFFICERS—President, Albert L. Johnson, Mutual Life Building, New York; Secretary, H. Page; Treasurer, A. F. Walter, Allentown, Pa. DIRECTORS—Albert L. Johnson and J. J. Coleman, of New York;

Tom L. Johnson, of Cleveland, Ohio; R. E. Wright, A. F. Walter, M. L. Kauffman, W. J. Hartzell, all of Allentown, Pa. General office. Allentown, Pa.

INDEX-V. 60, p. 130, 479, 1103.

#### ALTON, ILL.

POPULATION IN 1890 WAS 10,294; IN 1880 WAS 8,975; AND IN 1870 WAS 8,665.

#### ALTON RAILWAY & ILLUMINATING-A trolley road.

ORGANIZATION-Organized July, 1895, to consolidate the Alton Electrie Street RR., Light & Power Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co., which union was perfected August 20, 1895. Franchise runs until 1915.

power plant said to be worth \$200,000. There will be held in rese ve in treasury \$30,000.

ROAD-Owns 9 miles of track, which by Sept. 1, 1895, was to be electrically equipped throughout, so as to serve Alton, Upper Alton, North Alton and East Alton.

EARNINGS-For the year ending July 1, 1895, the gross earnings from operating 6 miles of track by horse and steam power and from the light and power plant were \$44,176 and expenses were about \$30,000.

OFFICERS—President and Treasurer, J. F. Porter; Vice-President, James Duncan; Secretary, H. S. Baker, Jr.

DIRECTORS—C. W. Duncan, C. A. Caldwell, James Duncan, J. F. Porter, H. S. Baker, Jr.

#### ALTOONA, PA.

POPULATION 1890 WAS 30,337; IN 1880 WAS 19,710; AND IN 1870 WAS 10,610.

## ALTOONA & LOGAN VALLEY ELECTRIC

RAILWAY-A trolley road.

ORGANIZATION—Incorporated Dec. 12, 1892, and April 17, 1893, acquired by purchase \$170,000 of the capital stock of the City Passenger Ry. Co.; also owns 1612 miles of road constructed under its own charter. Road opened June 15, 1893. Controls the Lakemont Park Co. whose stock is \$65,000.

whose stock is \$65,000.

STOCK & BONDS— Miles. Date. Interest. Outsta'g. Last Div.. etc.
Stock, \$500,000, \$50 ...............\$500,000 None to Jan., '95
1st M. \$500,000 gold \( \) 16½ 1893 5 g. J-J 495,000 July 1, 1923
\$500 and \$1,000.c. \( \) Sink, fd. 1 p. c. yearly; bds. subject to call at 105
Int. at Cassatt & Co., Phila., and 1st Nat. Bk., Altoona.

July 1, 1893 Jan. 15, 1912 Capital stock of Passenger Railway is \$200,000, of which only \$25,450

is not owned by the Altoona & Logan Valley Electric Ry. Co.

Bonds—Sink. fd. on Altoona & Logan Valley Electric Ry. Co. 1st M. 5s
commencing July 1, 1894; not less 1 p. c. par value of outstanding bonds must be appropriated out of net earnings to retire bonds at or below 105 and accrued interest. In 1894 \$5,000 bonds were redeemed. ROAD—On Jan. 1, 1895, was operating 22½ miles of track, of which 4

miles in Altoona. Lines also extend to Bellwood and Hollidaysburg, its system including:

\*After charging off for sinking fund \$5,000 and loss by fire \$8,829. OFFICERS-President, John Lloyd; Secretary and Treas., C. A. Buch.

# ALTOONA & LOGAN VALLEY ELECTRIC SYSTEM—CITY PASSENGER RAILWAY—A trolley road. ORGANIZATION—Chartered March 10, 1882, and again in 1889. In

April, 1893, the Altoona & Logan Valley Electric Railway Co. acquired a majority of the stock.

Miles. Date. Interest. Outstand'g. Maturity Jan.15,'12

Of the stock about \$174,550 is understood to be owned by the Logan Valley Company

ROAD-Owns 2412 miles of track.

HOAD—Owns 24-9 miles of track.

EARNINGS—For year ending June 30, 1893, earnings were: Gross \$86,214; net, \$36,652; interest paid, \$2,313; rentals, taxes, etc. \$1,307; dividends, \$13,500; balance, surplus, \$19,532.

OFFICERS—President, J. Lloyd; Secretary and Treasurer, C. A. Buch

#### AMSTERDAM, N. Y.

POPULATION 1890 WAS 17,336; IN 1880 WAS 9,466; AND IN 1870 WAS 5,426.

#### AMSTERDAM STREET RAILROAD-A trolley road.

ORGANIZATION-Chartered Feb. 5, 1873.

Feb. 9, 1873.

Date. Interest. Outstand'g. Maturity.
\$250,000
1890 6g. A-O 200,000 Oct. 1, 192
19,972
22,694 Oct. 1, 1920

and both principal and interest are payable without deduction "of any tax or taxes," etc. The bonds are \$1,000 each.

ROAD.—Owns 7½ miles of track in the City of Amsterdam, N. Y.

Rails 48 lbs.

EARNINGS—For year ending June 30, 1894, gross, \$38,398; net, \$4,926; taxes, \$1,020; interest, \$8,396; balance, deficit, \$4,490. For 1892-93, gross, \$44,598; net, \$12,198.

OFFICERS-President, J. H. McClement; Vice-President, John I. Beggs; Secretary and Treasurer, T. D. Mosscrop; Gen. Man'r and Purchasing Agent, G. Morgan. Office, 44 Broad St., N.Y. City.

#### ANDERSON, IND.

POPULATION 1890 WAS 10,741; IN 1880 WAS 4,126; AND IN 1870 WAS 3,126.

#### ANDERSON ELECTRIC STREET RAIL-WAY, -A trolley road. ORGANIZATION—Successor of Anderson Street Railway, incorporated ELECTRIC STREET RAIL

Aug. 12, 1887.

EARNINGS-Fiscal year ends June 30. For the nine months ending Dec. 31 earnings were as follows:

Net. \$16,440 \$6,000 \$1,200 10,759 ..... 

Officers-President, Treasurer and General Manager, C. L. Henry Vice-President, J. F. Wild; Secretary, L. M. Cox.

#### ANN ARBOR, MICH.

Population 1890 was 11,071; in 1880 was 8,061; and in 1870 was 7,363.

ANN ARBOR STREET RY.—A trolley road.

ORGANIZATION—Reorganized by hondholders in 1894. See particulars of reorganization in Supplement for March, 1895.

STOCK & BONDS— Date. Stock, \$100,000 1st mortg., \$100,000.. 1894 Acets. unsettled Jan. 1, 1895 Outstand'g. Maturity \$43,550 paid in 79,500 1914 6,278 Interest. 5 A.O

Interest at Eastern Trust & Banking Co. (mortgage trustee), Bangor, Me. First mortgage bonds for \$20,500 were in the treasury Jan., 1895. Road-Length of railway Jan. 1, 1895,  $6^3$ s miles.

EARNINGS-On 514 miles of road from Sept. 24 to Dec. 31, 1894 (314 months), gross earnings were \$4,230; operating expenses, \$3,638; net earnings, \$592-but see statement in March Supplement.

Officers-President, John Winter, 1354 Woodward Ave., Detroit, Mich.; Secretary, General Manager and Purchasing Agent, H. T. Morton; Treasurer, F. H. C. Reynolds, Bangor, Me.

#### ANNISTON, ALA.

POPULATION 1890 WAS 9,998; AND IN 1880 WAS 942.

ANNISTON CITY ELECTRIC RAILWAY-A trolley road.

ORGANIZATION-Successor to the Anniston City Street RR., chartered in August, 1888, and which had stock, \$100,000; 1st mortgage, 6 per cent, \$50,000. Owns 612 miles or more of road, operated with elec-

OFFICERS.-Trustee of company, Howard W. Sexton

### ASBURY PARK, N. J.

POPULATION OF TOWNSHIP 1890 WAS 8,333; IN 1880 WAS 1,640.

ASBURY PARK & BELMAR STREET RAIL-

ORGANIZATION-Owns 2 miles of track completed in 18 STOCK & BONDS— Date. Interest. Outstanding. Maturity. 

paid in being then \$37,500.

ROAD-Owns 2 miles of track.

OFFICERS-President, H. C. King; Secretary, John Hubbard; Counsel, Arthur Dudley Vinton, 15 Wall Street, New York City. Company's office, Asbury Park, N. J.

## SEASHORE ELECTRIC RAILWAY .- A trolley

ORGANIZATION-Chartered in 1888, and has franchise to operate a double-track street railway in borough of Asbury Park for 50 years, with provisions for renewal at end of that time.

ROAD-Operates 8 miles of track. In February, 1895, owned 25 motor cars, two 330 horse-power Corliss engines, two boilers, one 200 EARNINGS—For year ending Dec. 31, 1894, gross receipts were

\$48,529. Expenditures—Superintendence and management, \$18,880; city tax and interest, \$15,000; repairs, new equipment and bills payable, \$15,500.

OFFICERS-President and Treasurer, J. C. Shaffer; Vice-President Secretary and Purchasing Agent, W. H. Shaffer.

#### ASHEVILLE, N. C.

POPULATION 1890 WAS 10,235; IN 1880 WAS 2,616; AND IN 1870 WAS 1,400.

#### ASHEVILLE & CRAGGY MOUNTAIN RY.-A steam road. ROAD—Said to operate 212 miles of track.

Officers-President and General Manager, W. B. Groyn.

# ASHEVILLE LOAN CONSTRUCTION & IMPROVEMENT—A trolley road. ROAD—Said to operate 1 mile of track.

OFFICERS-President and General Manager, G. S. Powell.

ASHEVILLE STREET RAILWAY—A trolley road ORGANIZATION—Incorporated March 9, 1881. On Jan. 7, 1895, reported sold to satisfy a judgment of \$900, and purchased by Charles A. Moore. Litigation pending in May, 1895.

ROAD-Operates between 6 and 7 miles of track.

EARNINGS.—In year 1894 gross earnings from passengers were \$21,311; other income, \$3,975; net earnings, \$6,084.

OFFICERS—President, L. Maddux; Vice-President, W. T. Penniman

Secretary and Treasurer, B. M. Jones; Superintendent, J. P. Arthur.

#### WEST ASHEVILLE & SULPHUR SPRINGS RAILWAY—A trolley road. ROAD—Said to operate 6 miles of track.

Officers-President, E. G. Carrier; Secretary, Treasurer and Purchasing Agent, J. D. Carrier.

#### ASHLAND, WIS.

POPULATION 1890 WAS 9,956, AND IN 1880 WAS 951.

ASHLAND LIGHTING AND STREET RAIL-WAY .- A trolley road.

ORGANIZATION-Organized in June, 1892, by the consolidation of the Ashland Lighting Co. and the Ashland Street Railway Co., improve ments costing \$130,000 having been made subsequently. The mortgage was executed and the bonds were ready to be floated at the time of the panic, but to January, 1895, no effort had been made to place them. The company has not paid any dividends, surplus earnings going into improvements. "We have a complete plant in all its parts and it includes street railway, electric light and gas. At the present time [Jan. 24, 1895,] the gas is the best paying part of the plant. We have a property that has cost us something like \$400,000 and have an michtedness of about \$160,000, for which we wish to issue bonds."

STOCK & BONDS — Date. Interest. Outstanding. Maturity.
Stock (& BonDS — Date. Interest. Outstanding. Maturity.
Stock (full paid) (par\$100) 8200,000
1st mort. \$230,000 gold. 1893 6 g. See above.
Subject to call after 5 years at 104 per cent.
EASKONDS—The gross earnings of the company for the year ending

ept. 1, 1894, were \$64,446; surplus over all insurance, interest, taxes and current expenses, \$6,788.

ROAD-Operates 6 miles of trolley track; franchise does not give ex-

clusive right to operate in city.

Officers-President and Purchasing Agent, G. W. Harrison; Secretary and Treasurer, Geo. F. Merrill. Directors: G. W. Harrison, Sam. S. Fifield, Geo. H. Hopper, Edwin Effis, Thomas Bardon and H. F. Balch,

#### ASHTABULA, OHIO.

POPULATION 1890 WAS 8,338; IN 1880 WAS 4,445; AND IN 1870 WAS 1,999.

ASHTABULA RAPID TRANSIT-OSCANIZATION-Chartered Oct. 7, 1890. According to company's official statement, population of city in 1895 was 12,240.

STOCK & BONDS- Miles, Dute. Interest. Outstanding, Maturity. 1st M., 875,000, gold. 1... 1891 6 g. J-J \$75,000 July 1, 1911 1,000 6 ar Int. at Central Trust Co., Trustee, N. Y. City. ROAD-February, 1895, operated 5 miles of track on 5 miles of street.

OFFICERS-President, F. B. Wagner; Vice-President, W. H. Hazzard;
Secretary, General Manager and Purchasing Agent, T. Fricker.

#### ASTORIA, OREGON.

POPULATION 1890 WAS 6,184; IN 1880 WAS 2,803; AND IN 1870 WAS 639.

ASTORIA STREET RAILWAY-A trolley road. ORGANIZATION-Chartered Nov. 12, 1887.

(trustee), Portland, Ore.

Sinking Fund-From 1899 to 1906 one bond must be called yearly and paid at par; from 1907 to 1909 three bonds yearly, and in 1910 and 1911 four bonds yearly.

ROAD-Operates 3 miles of track.

OFFICERS-President, J. W. Conn; Vice-President, W. A. Sherman; Secretary and Superintendent, F. W. Newell; Trea urer, F. R. Stokes.

#### ATCHISON, KANSAS.

Population 1890 was 13,963; in 1880 was 15,105; in 1870 was 7,054.

ATCHISON RAILWAY, LIGHT & POWER-ORDANIZATION—Successor in 1895 to the Atchison Railway, Electric Light & Power Company.

Light & Power Company.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. \$150,000 to \$150 Maturity. tock. \$150,000 st M., gold. 1895 6 g. (I) July 1, 1915 Trustee, Mercantile Trust Co., N. Y. ROAD-Operates 8 ½ miles of track on 8 miles of road. OFFICERS-President, R. L. Pease; Vice-President, C. M. Rathburn, July 1, 1915

scretary, James W. Orr, Treasurer, R. B. Morris; Superintendent and Purchasing Agent, J. A. Rendure.

#### ATHOL, MASS.

Population 1890 was 6,319; in 1880 was 4,307; and in 1870 was 3,517.

ATHOL & ORANGE STREET RAILWAY-

ORGANIZATION-This company May 1, 1895, owned 7 miles of electric railway, extending from town of Athol to centre of Orange, Mass.

Completed Oct. 1, 1894. Its securities, etc., are shown below.

Stock (par \$100)....\$60,000 f. p.

Ist mortgage, gold, 1894. \$60,000 Gross.....\$14,074

Stock (par \$100)....\$10,000 Gross......\$14,074

Stock (par \$100)....\$60,000 Gross.....\$14,074

Stock (par \$100)....\$14,074

Stock (par \$100)....\$14,074

Net....\$15,665

OFFICERS—W. B. Ferguson, President, Boston, Mass.; E. R. McPherson, Treasurer; N. Summer Myrick, Corporation Clerk, Boston, Mass.

DIRECTORS—W. B. Ferguson, Boston, Mass.; N. Summer Myrick, Boston, Mass.; Galen C. Moses, Bath, Me.; F. H. Twitchell, Bath, Me.; J. H. Cunningham, Chelsea, Mass.; E. R. McPherson, Eoston, Mass.

#### ATLANTA, GA.

POPULATION 1890 WAS 65,533; IN 1880 WAS 37,409; AND IN 1870 WAS 21,789.

ATLANTA CONSOLIDATED STREET RAIL-

ROAD-Is mostly trolley.
ORGANIZATION-Incorporated in 1891 and acquired and built an exnsive system of street railway in Atlanta, Ga., and suburbs. Operates 65 miles of track.

Bonds of 1891-In November, 1893, the company proposed to its bondholders to scale the coupons due in 1894 and 1895 from 6 per cent to 3 per cent per annum, and for subsequent years to 5 per cent; also to defer the sinking fund clause of the mortgage so as to make it begin in 1901 instead of 1895, and to reduce the authorized limit of the mort gage from \$2,500,000 to \$2,250,000, including \$225,000 held by trus tee to retire Atlanta Street Railroad bonds. In consideration of the bondholders assenting the stockholders agreed to pay off the floating debt, aggregating some \$300,000, and to take on account of said payment certain treasury bonds at an agreed price and income bonds for the remainder. All but about \$70,000 of the bonds have come into the arrangement. Interest due July 1, 1895, on all assented bonds was

The sinking fund begins July 1, 1901, and must retire the bonds of 1891 at 106 and interest, when drawn by lot, at the following rate: July 1, 1901, to July 1, 1906, twenty bonds yearly; July 1, 1906, to July 1, 1911, thirty bonds yearly; July 1, 1911, to July 1, 1916, forty bonds yearly; July 1, 1916, to July 1, 1921, fifty bonds yearly.

ANNUAL REPORT-For the years ending April 30 earnings were as

1895. 1894.

Gross. ....\$292,467 \$299,311
Other Income. 2,378 463
Interest. 92,520 97,524
Taxes. 9,708 14,066
Balance. su.23,588 df.24,909 Total.....\$294,845 \$299,774 Total.....\$294,845 \$299,774

BALANCE SHEET-On April 30, 1895, the balance sheet showed:

Total.....\$4,502,141 Total.....\$4,502,141

OFFICERS-President, J. Hurt; Vice-President, E. Woodruff; Secretary, T. K. Glenn; Treasurer, R. J. Lowry; Purchasing Agent, W. H Glenn.

#### ATLANTA ELECTRIC RAILWAY.

ORGANIZATION-This company in May, 1895, reported its electric railway under construction; total mileage to be 434, on Capitol Avenue Georgia Avenue, Woodward Avenue, etc., and along Piedmont Avenue to city line. Capital stock authorized, \$500,000; par, \$100; outstanding, \$100,000, ten per cent paid. No bonds issued to May, 1895.

OFFICERS—President, Dayton Hale; Secretary and Treasurer, D. H.

Livermore.

ATLANTA RAILWAY.—A trolley road.

ORGANIZATION—This company is a reorganization July 1, 1895, of the Atlanta Traction Co., sold in foreclosure on May 21, 1895.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$300,000, par \$100. \$300,000

1st mortgage, \$350,000, \$1895 5 g. M-S 300,000 Sept. 1, 1925 gold, \$500. \$7 ustee, Baltimore Tr.. & Gu. Co., Balt., Md.
BONDS—Of the \$350,000 of bonds, \$50,000 will be held by the Trus-

tee in escrow for future improvements. ROAD-Owns about 18 miles of track in city of Atlanta, Ga., and environs. Also owns two power houses and lots, 23 acres of unimproved real estate, 23 motor cars and 10 trailers.

EARNINGS—For the 13 months to July 1, 1895, during the receivership, the gross earnings were about \$65,000.

Officers-President, M. F. Amourous; Vice-President, Jacob Haas;

Treasurer, S. H. Bennett; General Manager, E. L. Coolahan.
DIRECTORS—M. F. Amorous, G. W. Parrott, A. C. King, W. C. Shaw
Baltimore, Md.; L. Z. Rosser, S. Haas, Washington, D. C.; L. Warfield, Detroit, Mich.-V. 60, p. 927, 1143.

#### COLLINS PARK & BELT RAILROAD. -A trolley road.

ROAD-Said to include 15 miles of track. OFFICERS-Receiver, J. W. Dan.

LITHIA SPRINGS RAILWAY.—A trolley road. ROAD—Said to include 6 miles of track on 6 miles of street. OFFICERS-President, H. Camp.

#### AUBURN, N. Y.

Population 1890 was 25,858; in 1880 was 21,924; AND IN 1870 was 17,225.

AUBURN CITY RAILROAD—A trolley, etc., road.
ORGANIZATION—Chartered Oct. 1, 1886. June 30, 1894, the balance sheet showed over a year's interest on the bonds to be overdue. See below.

30, 1894. Street June 30, 1894, also showed other current liabilities as follows: Interest on funded debt, \$14,520; interest due and accrued, \$5,000; open accounts. \$10,227; current assets, \$1,752.

ROAD-Operates 512 miles of track extending along Seward Avenue to foot of Wall Street and from Genessee Street to foot of Lake.

EARNINGS—For year ending June 30, 1894, gross, \$30,718; net, \$2,512; taxes, \$1,292; interest, 12,009; balance deficit, \$10,789; total deficit to June 30, 1894, \$40,308. For year 1892-93 gross, \$36,729; net, \$10,495; deficit, \$2,265.

OFFICERS-President, Charles E. Eddy, Boston; Vice-President, G. Underwood; Treasurer, Jay E. Storke, Auburn, N. Y.; Secretary, General Manager and Purchasing Agent, A. H. Underwood.

AUGUSTA, GA.
POPULATION IN 1890 WAS 33,300; IN 1880 WAS 21,891; AND IN 1870 WAS 15,389.

AUGUSTA RAILWAY—A trolley road.

ORGANIZATION—Chartered Nov. 13, 1889, and constructed 15 miles of street railway and purchased the Augusta & Summerville RR., 9 miles, but did not assume its bonded indebtedness, of which there was \$86,500. Franchises granted by State and city expire Nov. 13, 1939. and give rights to all principal streets.

On Jan. 13, 1895, the company found it impossible to meet its coupons. July, 1895, coupons also went unpaid. A majority of the bonds have assented to a proposition to authorize the acceptance for three years of three per cent instead of six per cent, but in August, 1895, it was understood that reorganization upon different lines was under consideration.

G. H. Conklin; Superintendent and Purchasing Agent, W. E. Moore. INDEX-V. 60, p. 391.

#### AUGUSTA, ME.

POPULATION 1890 WAS 10,527; IN 1880 WAS 8,665; AND IN 1870 WAS 7,808.

HALLOWELL & GARDINER AUGUSTA RAILROAD-An electric road.

ANNUAL REPORT-For year ending June 30th earnings were as fol-

OFFICERS—President, J. Manchester Haynes, Augusta, Me.; Secretary, H. G. Staples; Treasurer and Pur. Agent, G. E. Macomber.

AURORA, ILL.
POPULATION 1890 WAS 19,688; IN 1880 WAS 11,873; AND IN 1870 WAS 11,162.

AURORA STREET RAILWAY.—A trolley road.
ORGANIZATION—Chartered in September, 1890, and has franchise

running till 1910 without exclusive rights. Bonds-The trustee holds 1,188 shares of Aurora City Ry. stock for

benefit of the bonds. ROAD -Owned Jan. 1, 1895, 16 miles of track and 2 miles of sidings OFFICERS—President & Treasurer, R. B. Dodson; Vice-President, H. C. Tinker; General Manager and Purchasing Agent, D. A. Belden.

#### AUSTIN, TEX.

POPULATION 1890 WAS 14,575; IN 1880 WAS 11,013; AND IN 1870 WAS 4,428.

AUSTIN RAPID TRANSIT RY .- A trolley road. ORGANIZATION-Chartered in 1890.

Interest is payable at the International Trust Co., the mortgage

ROAD-Said to operate 13:34 miles of track on 10:268 miles of road. OFFICERS—President, F. H. Watris; Vice-President, I. H. Evans; Secretary, General Manager, Superintendent, Purchasing Agent and Electrician, F. D. Rusling; Treasurer, E. P. Wilmott,

#### BALTIMORE, MD.

POPULATION 1890 WAS 434,439; IN 1880 WAS 332,313; AND IN 1870 WAS 267,954.

BALTIMORE CITY PASSENGER RY.-Electric and cable road.

ORGANIZATION-Incorporated Feb. 13, 1862. The cable was in opera. tion for about five months in 1893

STOCK & BONDS-
 STOCK & BONDS—
 Interest. Outstanding. Last div, etc.

 Stock, \$25
 Text.
 \$2,500,000 July 1,1895, 6%

 1st mortgage
 .0\* { 5 g.M.-N.
 2,000,000 Nov. 2,1911

 \$1,000 gold
 { Interest at Nat. Mechanics' B'k, Baltimore.

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; in 1895, Jan., 6 p. c.; July, 6 p. c. Dividends have usually been paid in January, July and October, but from January, 1895, will be paid January and July.

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. In August, 1895, the company declined to give out any later figures.

Gross earnings.
1893. \$794,450 24
1892. 780,388 29
1891. 835,400 48 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.

OFFICERS-President, Walter S. Franklin; Secretary, Henry P. Smith; Treasurer, A. B. Clark; General Manager, F. L. Hart.

#### BALTIMORE MIDDLE RIVER & SPARROWS POINT ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION-Incorporated in 1894 and in 1895 was engaged in constructing its road.

Outstanding. July 1, 1925

ROAD-Projected from Baltimore to Sparrows Point, 19 miles, of which in August, 1895, 7½ miles from Fifteenth Street, Highlandtown, along Eastern Avenue to Back River, completed. Double track; 60pound rails; cross-ties Georgia pine; ballasted with gravel. Extension of 112 miles to connect with Edmonson Ave. line was under construction, and from Back River to Middle River, 4 miles, will soon be built.

OFFICERS-President, James Young; Vice-President, Jacob W. Hook; Secretary, L. M. Morris; Board of Directors, August Wehr, George R. Willis, Daniel Crook, Thomas B. Gatch, J. Theodore Oster and James Gilmore, with the officers.

#### BALTIMORE TRACTION-

ORGANIZATION-Incorporated April 5, 1888, and began operations in 1889. The company pays 9 per cent of gross receipts ("Park Tax") in consideration for franchise, and is required to pave the streets between and two feet outside its tracks.

The Baltimore Traction Co. purchased the Citizens' Ry., the People's Ry., the No. Baltimore Passenger Ry., the Baltimore & Curtis Bay St. Ry., the Baltimore & Powhatau Ry., the Pimlico & Pikesville Ry., and in November, 1894, acquired the Walbrook Gwynn Oak & Powhatan Ry. and Park.

hatan Ry, and Park.

STOCK & BONDS—
Stock, \$10,000,000 (par \$25)

1st M.(\$1,000), Trustee Mer-1889 5 M-N 1,500,000 Nov. 1, 1929 eantile Tr. & Dep. Co...c Int. at Hambleton & Co., Balt.

Exten. & imp. (\$1,000) 6s, 2 1891 6g. M-S 1,250,000 Sept. 1, 1901

Trustee, Mer. Tr. & D. Co...c Int. at Hambleton & Co., Balt.

Balt. Div. 1st (\$1,000) 6s, 2 1892 5g. J-D 1,750,000 June 1, 1942

g. Trus., Mer. Tr. & Dep. Co...c Int. at Hambleton & Co., Balt.

Balt. Trac. coll. trust 1st M., 1895 5g. J-D 1,750,000 June 1, 1900

\$750,000, \$1,000, tax free, Int. at Alex. Brown & Sons, Baltimore.

gold, subject to call at 105. Trustee, Maryland Trust Co., Baltimore.

The bonds of 1895 are a direct obligation of the Traction Co., and are

secured by deposit in trust of stocks and bonds of various street railway

secured by deposit in trust of stocks and bonds of various street railway companies owned. Proceeds used to liquidate the floating debt. See V. 60, p. 82. Registrar of stock, Merc. Trust & Deposit Co., Balt.

DIVIDENDS-The company has paid 2 dividends; October, 1891, 1 per cent; January, 1892, 1 per cent.

ROAD—Company's tracks August 15, 1895, were as follows: Gauge, 4 feet 4.5 inches; laid with 66, 78 and 80 lb. girder and T rails, aggregating 95 miles:

Miles. Miles. Miles. 10 Electric (Westinghouse Sys.). 85

EQUIPMENT-On August 15, 1895, owned 281 cable and electric cars, with trailers, and a full complement of sweepers and salt cars.

ANNUAL REPORT—Fiscal year ends Dec. 31. Annual meeting first Wednesday in February. Report for 1894 in V 60, p. 258, shows the following earnings, 24 miles of road having been bought and constructed during the year. The system was completed and electrically equipped in July, 1895.

1894. 1893. 1894. 1893. 1893. 1893. 973. 1894. 1893. 1893. 1894. 1893. 1

Paying passengers in 1894, 24,463,980; in 1893, 21,123,916. Cars in 1894 ran 6,234,771 miles.

OFFICERS-President, Hon. Frank Brown; Vice-President, Jas. S. Hagerty; Treasurer, F. S. Hambleton; Secretary, J. C. Bowerman; General Manager, Wm. A. House.

Directors (elected Feb. 6, 1895.)—Hon. Frank Brown, James S. Hagerty, T. Edward Hambleton, H. Munnikhuysen, John A. Hambleton, Henry A. Parr, Baltimore, Md.; W. L. Elkins, P. A. B. Widener, and Sidney F. Tyler, Philadelphia, Pa.

INDEX-V. 58, p. 429; V. 60, p. 82, 258.

BALTIMORE & WASHINGTON BOU VARD ELECTRIC-See COLUMBIA & MARYLAND.

## CENTRAL RY, OF BALTIMORE CITY- An

OMGANIZATION-Incorporated May 6, 1881; amended by Act of 1892. President, Gee. Blakistone; Secretary, Peter Thompson. Completed as electric line in October, 1892. Dividend of 3 p. c. was paid June 20, 1894, 3 p. c. Dec. 20, 1894, and 3 p. c. June 20, 1895.

STOCK & BONDS — Miles. Date. Interest. Outstand'y. Last die., Stock & BONDS — Miles. Date. Interest. Outstand'y. Last die., J-D \$300,000 June 20,'95, lst mart., \$250,000 ; 1882 6 J - J 125,000 July 1, 1882 6 J - J 125,000 July 1, 1882 6 J - J 1882 6 J

EARNINGS have been as follows: Pixed charges 1894......\$36,250 |
Fixed charges 1894......\$36,250 |
Foar 1894.....\$218,951 |
Foar 1893.....214,475 |
Foar 1893.....214,475 |
Foar 1893.....

ROAD-Route is from Druid Hill Park to Broadway Ferry, 13 miles

OFFICERS-President, G. Blakistone; Secretary, P. Thompson; Treasurer and Purchasing Agent, N. H. Bell.

## CITY & SUBURBAN RAILWAY-A trolley and

ORGANIZATION-A Baltimore company, incorporated under laws of Maryland June 7, 1892, by consolidation of the Union Passenger Railway Co., the Hampdon Passenger Railway Co. and the Highlandtown & Point Breeze Railway Co., for purpose of constructing, leasing and operating street passenger railways in Baltimore City and County. In January, 1895, acquired the Lake Roland Elevated road of Baltimore. Contemplates some expensive improvements, including the building of the Catensville electric road.

Tock & Bonds— Date. Interest. Outstand'g. Last div., &c. (\$5.0) Text. J.- J \$4,000,000 Jan. 8, 1895 mort'ge, \$3,000,000, { 1892 5 g. J - D 3,000,000 June 1, 1922 sid (\$1,000) (Interest at Alex. Brown & Sons, Baltimore; STOCK & BONDS-

TRUSTEE-Safe Deposit & Trust Co., Baltimore.

DIVIDENDS—In 1893, 1 per cent; in 1894, January, 1 per cent; July, 1 per cent; in 1895, January. 1 per cent.

STOCK-The stockholders in February, 1895, authorized \$1,000,000 additional stock for improvements, etc., making total stock \$4,000,000 On this new issue 10 per cent was called for payment in March, 1895.

ROAD.-Operates track from Point Breeze to Woodberry, Cantonsville 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).

Miles. | Contemplated extension.... Single track.... 

ANNUAL REPORT-

BALANCE SHEET of Sept. 1, 1894. 

86,272,797

OFFICERS President, Nelson Perin; Secretary, Leon Fender; Treasser, E. J. D. Cross; General Manager, J. F. Heyward; Purchasing Agent, F. D. Shaffer.

INDEX-V. 58, pp. 457, 476, 1096; V. 60, p. 131.

## CITY & SUBURBAN RAILWAY SYSTEM-LAKE BOLAND ELEVATED BAILWAY-

ORGANIZATION-Road completed in summer of 1893, and in January, 1895, sold to City & Suburban Railway Company, which it is said assumed the mortgage and paid \$250,000 for the stock.

STOCK & BONDS—

Miles. Date. Interest. Outstand'g. Maturity.

BY'K, \$1,000,000 (\$100).

S1,000,000.

\$1,000,000.

Sp. M.-S 1,000,000 Sep. 1, 1942

gold (\$1,000)...c'&r | Int'st at Alex. Brown & Sons, Balto.

TRUSTEE is Balt. Tr. & Guar. Co., Balt. ROAD—Owns 9½ miles double track, 1½ miles single track, road in Baltimore, part of which is an elevated steel structure. The road extends from the corner of Fayette and North streets and from the corner of Lexington and Charles streets to Roland Park and Walbrook From Roland Park there is a branch line to Lakeside Park, which park is owned by the Lake Roland Elevated Co. and used as a pienic ground.

OFFICERS-President, J. L. McLane; Secretary, E. H. Bouton; Treas. arer, W. C. McHenry; Superintendent and Purchasing Agent, L. W. Frederick.

COLUMBIA & MARYLAND-A trolley road.

ORGANIZATION, ETC.-Incorporated in June, 1895, to build a trolley road from Baltimore to Washington, 36 miles. On August 7, 1895, contract for building entire road was awarded .- V. 61, p. 239. Control of the Eckington & Soldiers' Home and Belt roads, affording entrance into Washington, is reported to have been acquired.-V. 60, p. 1105.

Date. Interest or Outstand- Maturity, or last divided. STOCK & BONDS-Stock (?)... 1st mort'ge (\$6,000,000) gold ....

ROAD-The road will be 36 miles long, and extend from Howard and Saratoga streets, in Baltimore, to a point on North Capitol Street, in Washington. It will be double-tracked, with eighty-pound T rails laid on oak ties and stone ballast. Construction had begun Aug. 26, 1895.

Officers-President, Thomas M. Lanahan; Vice-President, Bernard N. Baker; Treasurer, Ernest McElroy; Secretary, R. Stanley Carswell; General Manager, W. Kelsey Schoepf. See item—Maryland & Columbia—V. 60, p. 1105. Baltimore & Washington Boulevard Electric, V. 60, p. 1057, and V. 61, p. 151, 239.

# PIKESVILLE REISTERSTOWN & EMORY GROVE RAILROAD— ORGANIZATION—Incorporated in 1894.

STOCK & BONDS-Stock, \$250,000; par, \$100. 1st M., \$250,000, gold. ROAD—Has constructed 12 miles of track upon 10<sup>1</sup>2 miles of road, connecting with the Baltimore Traction system at Pikesville, and

extending thence to Owing's Mills, Reisterstown, Glyndon and the Emory Grove Camp Grounds.

OFFICERS-President, Henry A. Parr; Vice-President and General Manager, George R. Webb.

#### BANGOR, ME.

POPULATION 1890 WAS 19,103; IN 1880 WAS 16,856; AND IN 1870 WAS 18,289.

BANGOR STREET RAILWAY.—An electric road.
ORGANIZATION—Organized October, 1889. The Public Works Company was formed by the union of the Street Railway Company and the Bangor Electric Light & Power, Penobscot Water & Power and Brewer Water companies. The Public Works Company got into financial straits and at a meeting held July 25, 1894, of the bondholders of each of the aforesaid companies a committee was appointed to investigate its business, and accounts, resources and property, and to recommend a plan of reorganization. The committee consists of T. A. Wilson, of Bangor; Hon. A. P. Wiswell, of Ellsworth, and Charles A. Stone, of Boston. This committee has recommended a plan of reorganization which provides for the consolidation of the several companies above named into a new corporation with \$600,000 stock and \$600,000 bonds. Under the plan the bonds of the Bangor Street Railway would receive 75 per cent of their par value in new 5 per cent 20 or 30-year bonds and 75 per cent in new stock. The question of reorganization was still pending in Aug. 1895.

The bonds have been in default since 1893. Of the total issue of \$200,000, \$42,000 were exchanged for 5 per cent bonds of the Public Works Company. Mortgage trustee International Trust Co. of Boston.

ROAD-Owns road in Bangor, extending also to Brewer, 8 miles in all.

ANNUAL REPORT-For year ending Sept. 30 earnings were:

| 1894. | 1893. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894

OFFICERS-President, F. M. Laughton, Bangor, Me.; Secretary, Treasurer and General Manager, J. H. Cutler; Superintendent and Purchasing Agent, J. H. Green.

#### BATH, ME.

POPULATION 1890 WAS 8,723; IN 1880 WAS 7,874; AND IN 1870 WAS 7,371.

#### BATH STREET RAILWAY.-A trolley road.

ORGANIZATION—Chartered May 5, 1891. Franchise perpetual.

STOCK & BONDS—

Miles. Date. Interest. Outst'd'y Matur'y

Stock au.\$300,000,par,\$100.

1st mort., \$300,000, gold... { 4\d 1893 5g. J-J 68,000 J'y1,'13 \$1,000.

Subject to call July, 1898.

Interest is payable at American Loan & Trust Co., Trustee, Boston. Dividends-In 1894 3 per cent.

ROAD-Bath to Winnegance 414 miles; rails 48 lb T. Cars, 8.

EARNINGS—For years ending June 30 earnings were as follows:

1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1894. | 1895. 1895. | 1895. 1894. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895.

Agent, F. H. Twitchell, all of Bath.

BAY CITY, MICH, POPULATION 1890 WAS 27,839; IN 1880 WAS 20,693; AND IN 1870 WAS 7,064.

BAY CITIES CONSOLIDATED RAILWAY-A horse and trolley road.

ORGANIZATION-Organized in 1892 to own all the street railways of Bay City and West Bay City, occupying "all the main streets and running to all the principal suburbs, railroad stations, parks, cemeteries, public places, hotels and fair grounds."

Of the consol. mortgage sufficient bonds are reserved for all under

EARNINGS-For the 12 months ending Dec. 31, 1894, gross earnings were \$81,648; operating expenses, \$49,380; net, \$32,268; other in come, \$744.

ROAD-Owns 23 miles of track (length of line 17 miles), of which 19 miles are trolley and 4 miles sidings.

OFFICERS-President, W. B. McKinley, Chicago, Ill.; Vice President. S. Hunter; Treasurer, W. G. MacFarland; Secretary, W. S. Hood; General Manager and Purchasing Agent, C. C. Rush.

#### BEATRICE, NEB.

POPULATION 1890 WAS 13,836; IN 1880 WAS 2,447.

#### BEATRICE RAPID TRANSIT & POWER.

ORGANIZATION-Absorbed the Beatrice Street Railway, chartered in 1985. Property and franchises sold at auction July 26 and purchased by Victor G. Langtry of Omaha, Neb., for \$22,050.—V. 61, p. 195.

Mortgage trustee, Farmer's Loan & Trust Company of New York City.

ROAD-Said to operate 712 miles of road.

OFFICERS-Receiver was M. C. Steele.-V. 61, p. 195.

#### BEAVER FALLS, PA.

POPULATION 1890 WAS 9,735; IN 1880 WAS 5,104; AND IN 1870 WAS 3,112.

BEAVER VALLEY TRACTION—A trolley road.
ORGANIZATION—Incorporated in perpetuity June 29, 1891, and owns entire capital stock of Beaver Valley St. Pass. Ry. Co. and of Central Elect. St. Ry. Co., purchased Aug. 8, 1891, operating them as one road under 999-year lease.

Stock-No dividends paid to February, 1895, net earnings being applied to debt decrease and improvements.

ROAD-Through ownership of capital stock of companies above named owns 612 miles of road and 9 miles of track in Beaver Falls and

extending to Beaver, Pa. Rail 45 to 72 lbs. girder and T.

EARNINGS—Earnings in 1894 showed net gain of \$11,415, with decreased passenger receipts \$5,000. Total operating expenses 56 per

cent, or 53 per cent actual operation.

OFFICERS—Annual meeting is held the first Monday in February. President, J. M. Buchanan; Vice-President, H. S. McConnel; Secretary, A. D. Long; Treasurer, S. P. Stone.

#### BELLEVILLE, ILL.

Population 1890 was 15,361; in 1880 was 10,683; AND in 1870 was 8,146.

#### BELLEVILLE ELECTRIC RAILWAY-

ORGANIZATION—Successor of the Citizens' Horse Railway Company, which was incorporated in 1884 and which owned 4½ miles of track.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity.
Stock. (1)

M., \$300,000, gold. 1894 6 g J - J \$100,000 Jan. 1, 1909
Other securities. (3)

Interest is payable at the American Trust & Savings Bank.

ROAD -Not reported.

OFFICE-East St. Louis, Ill.

#### BIDDEFORD, ME.

POPULATION 1890 WAS 14,443; IN 1880 WAS 12,651; AND IN 1870 WAS 10,282.

BIDDEFORD & SACO RAILROAD-An electric

ORGANIZATION-Incorporated Feb. 19, 1887. Operates about 6 miles of track from Biddeford to Old Orchard Beach.

Date. Int'st. Outstand'g. Maturity.
\$40,000
1888 6 J - J 90,000 1908 STOCK & BONDS-Stock (par \$50) (\$100,000 auth.).. 

EARNINGS-For years ending June 30, 1895, 1894, and 1893.

| Gross.                | Net.            | Int. & Sk.Fd. | Bal.,sur. |
|-----------------------|-----------------|---------------|-----------|
| 1894-5 \$24,359       |                 | \$7,515       | \$4,236   |
| 1893-4 24,219         | 9,406           | 6,391         | 3.015     |
| 1892-3 28,213         | 8,742           | 7,079         | 1,663     |
| Organia Deceldant D T | T Danker Con an | 3 m CIL       | TT TO     |

H. Banks; Sec. and Treas., Chas. H. Pres cott. Office, 154 Main St.

#### BINGHAMTON, N. Y.

POPULATION 1890 WAS 35,005; IN 1880 WAS 17,317; AND IN 1870 WAS 12,692.

BINGHAMTON RAILROAD—A trolley road.

ORGANIZATION—Chartered April 11, 1892. Formed in 1893 by consolidation of all the street railways in the city.

STOCK & BONDS— Stock, \$900,000, par \$100 Bing, Street RR. 1st M. Binghamton RR. Co. M., \$900,000, g. \$1,000...e\* Interest payable at At-lantic Trust Co., N. Y., Trustee. Date. Interest. Outstanding. Maturity\$325,370

1890 6 A-O 200,000 Apr. 1, 1910
50,000 1908-1917
(\$5,000 due yearly Mar. 1.)
450,000 1918-1922
(\$10,000 due yearly Mar. 1.)
\$400,000 due yearly Mar. 1.)

Of the bonds of 1893, \$100,000 mature in installments as indicated in the table, and the remaining \$800,000 mature Mar. 1, 1923. Of the \$900,000 authorized \$200,000 are reserved to retire the 6s of 1910 at maturity, and \$200,000 additional are held for construction and equipment to be issued at not exceeding 85 per cent of the cost thereof. These last, moreover, cannot be delivered by the trustee until the road shows net earnings equal to twice the interest on the bonds outstand-

ing, including those which it is proposed to issue. On July 1, 1895 there were \$129,243 loans and bills payable, for which \$110,000 of the bonds given in the table as outstanding were reserved.

ROAD-Operates 27 miles of track.

LATEST EARNINGS— 1895, gross, \$14,209; net, \$7,790. 1 month, July. 1894, gross, 14,094; net, 8,584. ANNUAL REPORT—Fiscal year ends June 30. Report for 1894-95 was in V. 61, p. 151, showing;

|      | Gross      | Net       | Interest   | Balance. |
|------|------------|-----------|------------|----------|
|      | earnings.  | earnings. | and taxes. | surplus. |
| 1895 | .\$127,483 | \$53,767  | \$34,747   | \$19,020 |
| 1894 | . 108,710  | 44,125    | 21,002     | 23,123   |
| 1893 | 90,217     | 39,942    | 14,079     | 25,863   |

OFFICERS—President, G. T. Rogers; First Vice-President, J. Evans; Second Vice-President, J. L. Landfield; Secretary, C. O. Root; Treasurer, John B. Rogers; General Manager and Purchasing Agent, J. P. E. Clark. Office, Binghamton, N. Y. (V. 61, p. 151.)

#### BIRMINGHAM, ALA.

POPULATION 1890 WAS 26,178; AND IN 1880 WAS 3,086.

BIRMINGHAM & FOREST CITY DUMMY STREET RAILOAD.—A dummy road.
ROAD—Said to comprise 4 miles of track.

Officers-President, E. Eastman.

BIRMINGHAM RAILWAY & ELECTRIC—ORGANIZATION—A consolidation in 1890 of the Birmingham Union Ry., Bessemer & Birmingham RR. and Ensley Ry. The franchise has no time limit.

STOCK-Total stock authorized is \$3,000,000.

BONDS—All underlying bonds of the old companies have been retired and canceled, and \$80,000 of the \$1,250,000 firsts given as out. standing are in the treasury subject to the disposal of the directors.

Loans and bills payable Jan. 1, 1895, \$30,907.

ROAD—In December, 1894, was operating 58 miles of track in city of Birmingham and extending also to Bessemer, Pratt City, Ensley and East Lake, including:

| Road. | Miles. |       | Miles |
|-------|--------|-------|-------|
| Steam | 4112   | Horse | 112   |
|       | 10     | Total | 58    |

Rails 40-56 lb. T and 58 lb. girder.

OFFICERS—President, A. M. Shook; Secretary and Treasurer, J. A. Stratton; 1st Vice-President and General Manager, R. Jemison; 2d Vice-President, W. A. Walker; Superintendent and Purchasing Agent, J. B McLary.

#### EAST BIRMINGHAM LAND & RAILROAD -A steam road.

ORGANIZATION-Incorporated Feb. 25, 1889. Stock, \$1,022,800; bonds, 8 per et., \$50,000. Operates 7 miles of road; 10 miles of track. General Manager, J. Douglas.

#### HIGHLAND AVENUE & BELT RAILROAD A steam road.

ORGANIZATION-Chartered May 5, 1887. This company and the East Birmingham & Gate City RR. acquired Jan. 1, 1895, by the Columbian Equipment Co., Wayland Trask, President, 66 Broadway, N. Y. City. STOCK-Issued and outstanding, \$1,000,000.

OFFICERS-Treasurer, C. O. Locke; Superintendent, John Douglas.

### BIRMINGHAM STREET RAIL-ROAD-A steam road. ORGANIZATION-Chartered Dec. 6, 1886. Operates 4 miles of road,

5.30 miles of track.

STOCK-Capital stock, \$65,000.

OFFICERS-President, E. M. Tutwiler; Secretary and Treasurer, M. F.

#### BLOOMFIELD, N. J.

NEWARK & BLOOMFIELD RAILWAY-See Newark, N. J.

#### BLOOMINGTON, ILL.

POPULATION 1890 WAS 20,484; IN 1880 WAS 17,180; AND IN 1870 WAS 14,590.

BLOOMINGTON CITY RAILWAY.-A trolley road.

ORGANIZATION-Chartered in 1888. STOCK & BONDS-Maturity. Date. Interest. Outst'd'g. \$600,000 

that none of the bonds are payable in gold and that none are subject to call before maturity.

ROAD—In February, 1895, was operating 11, miles of track.

OFFICERS—President, John J. Patterson; Vice-President, Secretary, Treasurer, General Manager and Purchasing Agent, W. H. Patterson.

#### BOSTON, MASS.

POSULATION 1890 WAS 448,477; IN 1880 WAS 362,839; AND IN 1870 WAS 250,526.

LYNN & BOSTON RAILROAD—(See Map on ad-siming page.)—All but about 8 miles electric road. Omnanization—Owns read in and about Boston, Mass. Incorporated

under laws of Massachusetts, April 6, 1859, and controlled through awarrship of stock by the North Shore Traction Co.

215,000 726,000 100,000 100,000 5 J.-D. 5 J.-J. 5 M.-N. 6 J.-J. July May Jan. Lynn Belt 1st.
Essex Electric 1st.
Finin Bonds secured by
Lynn & Bon mort. of 1804—
Lynn & Boston.

5 M.-N. 5 A.-O. 5 M.-S. 5 A.-O. 6 M.-S. 6 J.-J. Apr. 1, Meh. 1, Apr. 1, 1907 Sept. 1, 1910 July 1, 1911

STOCK - n 1805 the stock was \$1,000,000, on June 30, 1890, \$500,000 miles, and en June 30, 1885, \$300,000 on 30 miles. In July, 1895, \$100,000 additional stock was authorized to be issued at par for improvements .- V. 61, p. 112.

Prest Merigage Bonds of 1854.—In October, 1894, the Lynn & Boston B. Company authorized \$5,379,000 First Mortgage bonds, of which \$2,711,000 were to pay the company's debt to the North Shore Traction Co. and the balance to be used to take up debentures and other bonds of the Lynn & Boston, the Naumkeag, the Essex and the Lynn Belt

DIVIDENDS-From 1880 to April, 1895, inclusive, dividends were 8

per cent yearly. ROAD—Sept. SO, 1894. Miles. wmed, measured as single 115 track
Leased lines—
Leased lines—
Winnishnet Street RR. 2-2
Boston & Chelsea RR. 4-5
East Middlesex Street RR. 20-2
Boston a Revere El. St. Ry 4-2
Boston a Revere El. St. Ry 4-2

Francisco-For June and 9 months ending Jun
—Oct. 1 Horse and electric... LATEST EARNINGS-For June and 9 months ending June 30:

— Oct. 1 to June 30.— Gross. Net. \$888,328 \$289,42 801,711 263,9 ## Oross Net. Net. Net. 158,384 67,559 Net. \$289,438 263,977

ANNUAL REPORT-Fiscal year ends September 30. Annual report for 1893-94 in V. 59, p. 1004, showed earnings as follows:

| 1894 | 1893 | 1894 | 1893 | 1894 | 1893 | 1894 | 1893 | 1894 | 1893 | 1894 | 1893 | 1894 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 |

BALANCE SHEET Sept. 30, 1894, showed:

| Liabilities |

Total \$6,702,315 Total \$6,702,315 OFFICERS—President, Amos F. Breed: Treasurer, Charles Williams; Purchasing Agent, H. Grover. Office, Lynn, Mass.-V. 59, p. 1004, 1007; V. 60, p. 749, 929; V. 61, p. 112, 152.

LYNN & BOSTON RAILROAD-WINNISIMMET (STREET) RAILROAD-

ORGANIZATION—Owns 2-2 miles of track. Leased to the Lynn & Boston, which operates the property.

STOCK-Capital stock is \$50,000, par \$50.

LYNN & BOSTON RAILROAD-BOSTON & CHEL-SEA RAILROAD.

ORGANIZATION—Incorporated April 29, 1854, and owns 4.5 miles of railway measured as single track. Leased to Lynn & Boston Street Ry. Co. at \$7,260 per annum, equal to 6 per cent on \$121,000 stock.

LYNN & BOSTON RAILROAD-BOSTON & RE-VERE ELECTRIC STREET RAILWAY.

ORGANIZATION-Incorporated June 24, 1889. Owns 4.2 miles of main track, operated by the Lynn & Boston under a verbal agreement. STOCK & BONDS — Date. Interest. Outstand'g. Maturity.

Stock (par \$100) ... \$50,000 Feb. 1, 1910

Interest at American Loan & Trust, Boston.

GENERAL BALANCE SHEET SEPT. 30, 1894.

Assets. \$73.815 Stock ... \$50,000

urer, Ellery I. Garfield.

LYNN & BOSTON RAILROAD—EAST MIDDLESEX STREET RAILWAY—An electric road.

ORGANIZATION—Owns 18'4 miles of track; sidings, switches, etc., 1-81; total, 20'2 miles. Leased May 1, 1893, to Lynn & Boston for 99 years at a rental till May 1, 1896, of \$18,000 yearly; then till May 1, 1901, \$24,000 yearly; and for remainder of lease, \$30,000 yearly. Date. Interest. Outstana'g. Maturity.

\$300,000

1888 6 M-S 125,000 Sept. 1, 1898
1892 5 J-J 100,000 Jan. 1, 1902 STOCK & BONDS-Block (\$100) Stock (\$100).

Plain bonds, Int. gn. (end.). 1888 6 M-S

Plain bonds, Int. gn. (end.)... 1892 5 J-J Interest at Nat. Hide & Leather Bank., Boston.

The lessee in the lease agrees to stamp the bonds with a guaranty of

Profit and loss ..... 17,054

Officers-President, Amos F. Breed; Secretary, L. F. Arnold; Treasurer, D. F. Sweetser; Superintendent, J. E. Sewell. Office, 35 Congress St., Boston, Mass.

NORTH SHORE TRACTION-

ORGANIZATION—Incorporated under laws of New Jersey.

STOCK—
Par. Dividends. Outstand'y Last div., &c.

Common. 100 \$4,000,000

Pref. 6% cum., red. at 105... 100 Text A. - O. 2,000,000 May 18, 1895

DEST-In April, 1895, the last of the entire floating debt was paid off. See Lynn & Boston bonds of 1894 above.

DIVIDENDS-The accumulated dividends on the preferred stock,

DIVIDENDS—The accumulated dividends on the preferred stock, amounting to 12 per cent, were paid May 18, 1895.

OFFICERS—President, C. M. Wicker; Secretary, Wm. Stiles; Treasurer, F. W. Luttgen. Directors—J. P. Ilsley, John McNeill, Frederick Strauss, C. M. Wicker, F. W. Luttgen. Offices—New Jersey office, Camden, N. J.; New York office, 15 Wall Street.—(V. 60, p. 795.)

METROPOLITAN ELEVATED-

ORGANIZATION-Incorporated February, 1895. Capital stock from \$15,000,000 to \$25,000,000. V. 60, p. 302.

WEST END STREET RAILWAY-A trolley and horse road.

ORGANIZATION-Chartered in 1886; a consolidation of various companies, as is seen by bond table below.

Outstand'y Last div., &c. \$9,085,000 Oct. 1,1895 6,400,000 July 1,1895 3,000,000 Nev. 1,1902 2,000,000 Mch. 1,1914 925,000 500,000 July 1,1897 500,000 July 1,1897 200,000 July 1,1904 100,000 Jan. 1,1898 300,000 May 1,1902 500,000 July 1,1907 200,000 July 1,1907 270,000 Jan. 1,1907 210,000 Jan. 1,1907 1,1908 1,1909 1 Interest. Gold bonds of 1894. 1894 4 ½g.M.-S.
Mortgage notes. ...

Metropolitan RR. (plain) 1877 6 J.15-D.
do do 1883 5 J.-D.
Middlesex RR. (plain) 1877 6 J.-J.
do 1884 5 J.-J.
High. St., plain. 1876 6 J.-J.
Plain. 1882 5 M.-N.
Plain. 1882 5 M.-N.
Counth Boston, plain. 1883 5 J.-J.
Cambridge 1st M.\* 1883 5 A.-O.
Charles River 1st M. 1884 5 A.-O.

\* Cambridge bonds are redeemable \$30,000 yearly at 105.

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. The application made in February, 1895, to the State RR. Commission for permission to issue refunding bonds was withdrawn, as the first bonds due will not mature till 1897.

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.) 112 p. c.; April, 1895, 3 p. c.; Oct., 1895, 319 p. c.

p. c.; Oct., 1895, 3 ½ p. c.

ROAD—Sept. 30, 1894. Miles. | Trackage (2 m.) & lease (9 m.) 11 |
single track. 234 | Total operated. 273 |
dings. 28 | Of which with electricity. 212

ANNUAL REPORT—Annual report for year ending Sept. 30, 1894, with general balance sheet, was given in V. 59, p. 918, showing earnings as follows:

Taxes.....\$280,167 \$321,502
Rentals.....11,897 11,989
Dividends.(7½)681,375 817,650
do pref....512,000 512,000
Bal. surplus. 98,357 122,414
Tot. sur. Sept. 30 .....29,356 170,000 | Near ending | Sept. 30. | 1894. | 1893. | 254 | 254 | 254 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267 | 267

BALANCE SHEET SEPTEMBER 30, 1894.

Assets—

Road, equipment and real estate. \$22,882,430 (Cash. 1,449,375 Materials and supplies Notes and accounts receivable. 185,915 Miscellaneous items. 697,122 185,915 697,122 Total.....\$25,579,850 Total..... .\$25,579,850

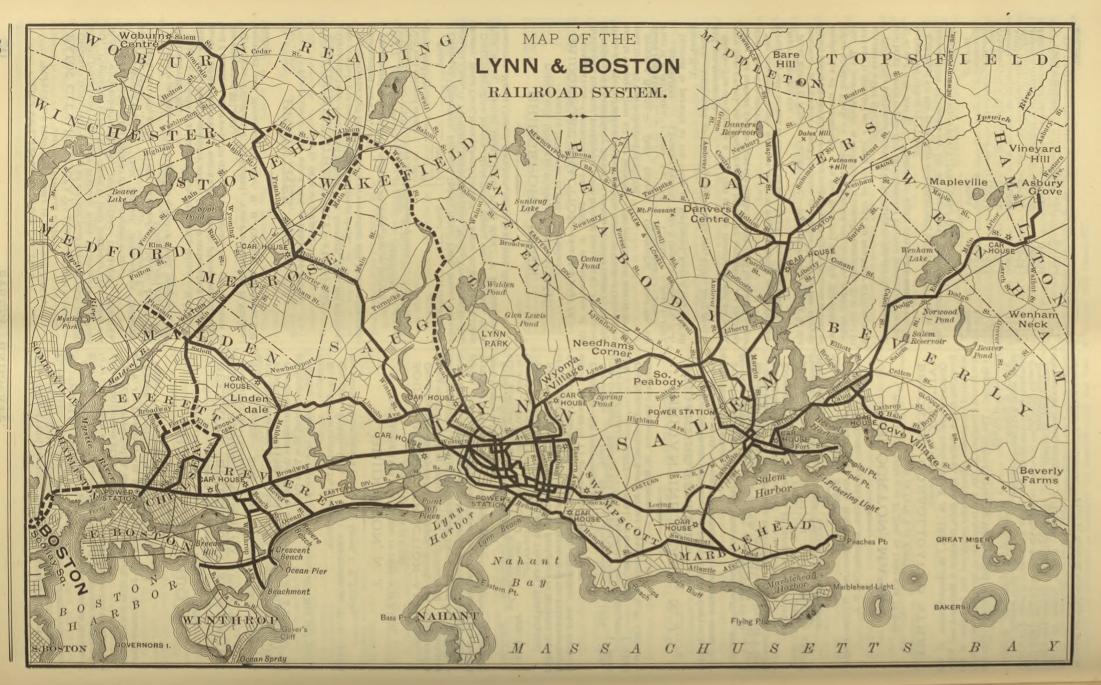
Officers—President, Samuel Little; Vice-President, Prentiss Cummings; Treasurer, Joseph H. Goodspeed; Purch'g Agent, H. F. Woods. DIRECTORS-The following directors were elected in 1894: Alfred Bowditch, G. T. W. Braman, H. L. Higginson, William Hooper, Albert C. Houghton, Walter Hunnewell, Henry D. Hyde, Eben D. Jordan, Samuel Little, Theophilus Parsons, Samuel Spencer, Walter S. Swan, B. Rodman Weld, Henry M. Whitney and Alfred Winsor.

OFFICE—81 Milk Street, Boston, Mass. INDEX—V. 59, p. 918; V. 60, p. 303.

Dividends are payable in Boston.

WEST END SYSTEM-SOMERVILLE HORSE RR.-

ORGANIZATION—Incorporated May 29, 1857, and owns 49 miles of railway, measured as single track, and ½ mile of switch, etc. Leased to West End Street Railway for \$9,180 yearly, equal to 6 per cent on stock. Dividends. Payable. Outstand'g. M-N \$153,000 Stock & DIVIDENDS-Stock (par \$50).....



#### BOWLING GREEN, KY.

POPULATION 1890 WAS 7,803; IN 1880 WAS 5,114; AND IN 1870 WAS 4,574.

PARK CITY RAILWAY-A trolley road.
ORGANIZATION—Completed as an electric road Sept. 1, 1895, and will do both freight and passenger business since it connects river and Population of Bowling Green in 1895 (company's estimate) was 10,000, with suburbs 12,000. Indebtedness in August, 1895, was "covered entirely by the \$50,000 first mortgage bonds."

STOCK, BONDS, ETC- Date. Interest. Outstanding. Maturity.

Stock, par (850.

Stock par

Interest is payable at Fidelity Trust & Safety Vault (mortgage trus

tee) Louisville, Ky.

ROAD, ETC.—Owns 4 miles of track, including sidings. Rails on 2.6 miles 54-lb. steel, remainder 30-lb. Owns 4 sixteen-foot passenger motors, 30 horse power; 1 one hundred horse power freight motor and 7 trailers. Also owns 60 city and suburban lots and bonuses to the amount of \$21,000.

Officers-President, J. B. Wilford; Vice-President, W. R. Vaughn; Secretary and Managing Director, M. H. Crump; Treasurer, T. J.

#### BRAINTREE, MASS.

POPULATION 1890 WAS 4,848; IN 1880 WAS 3,855; AND IN 1870 WAS 3,948.

BRAINTREE STREET RY.-A trolley road.
ORGANIZATION-Chartered in 1893. In January, 1895, the company
was proposing to issue \$40,000 additional stock.

ROAD-Owns 3.87 miles of track in operation and had 2 miles under construction Sept. 30, 1894.

The general balance sheet of Sept. 30, 1894, was as follows:

..... \$73,617

Total.....\$73,617 Total.....\$73,617 OFFICERS-President, Edmund Davis, Hyde Park, Mass.; Superintendent, Chas. O. Farnham, South Braintree, Mass.; Treasurer, Geo. A.

Beatey, Hyde Park, Mass.; Corp. Clerk, W. A. Kane, So. Braintree, Mass. Directors—John Beatey, Hyde Park, Mass.; Geo. A. Beatey, Hyde Park, Mass.; Geo. A. Beatey, Hyde Park, Mass.; W. A. Kane, South Braintree, Mass.; Chas. O. Farnham, South Braintree, Mass.

#### BRIDGEPORT, CONN.

POPULATION 1890 WAS 48,856; IN 1880 WAS 29,148; AND IN 1870 WAS 18,969. (See below.)

BRIDGEPORT TRACTION-(See Map page 10.)-ORGANIZATION-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. The population served by the road in 1894 was estimated at 80,000.

Interest is payable at the office of Redmond, Kerr & Co., 41 Wall

Street, N. Y Slock.-Authorized and issued, \$2,000,000; par, \$100; fully paid in

and non-assessable.

Bonds-The mortgage is a first lien on the franchises and all property now owned, or which may be hereafter acquired. As required under the laws of Connecticut the bonds are certified by State Auditor when issued as above.

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.

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 two large compound Corliss engines, one large Green engine and three general electric generators, one 200 k. w. and two 300 k. w. There are eight horizontal return tubular bollers, 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 monthly returns since Nov. 1, 1894, being as follows:

| * * * *                                | 189       | 1893-4.  |          |
|--|-----------|----------|----------|
| Month of                               | Gross.    | Net.     | Gross.   |
| November                               | \$17,698  | \$8,319  | \$10,939 |
| December                               | 20,041    | 8,253    | 11,214   |
| January                                | 18,775    | 5.374    |          |
| February                               | 16,658    | 3,121    | 10,173   |
| March                                  | 20,228    |          | 9,649    |
| April                                  |           | 5,906    | 11,442   |
| Mas                                    | 21,587    | 11,345   | 12,549   |
| May                                    | 25,524    | 13,173   |          |
| June                                   | 28,602    | 16,654   |          |
| July                                   | 32,311    | 19,431   | *****    |
| Total 9 months                         | 0003 101  | mor was  |          |
| MANAGE OF SECURE SECTION AND ASSESSED. | TAUL, 424 | \$91.586 |          |

The total proportionate interest charges for the same period were

\$56,250.

ROAD-In August, 1895, owned 47 miles of track, laid with 70 to 90-pound steel rails, extending to Stratford, Fairfield and Southport.

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.

ANNUAL REPORT—In year 1894 gross earnings were at the rate of

\$292,462, against \$163,848 in 1893. Operating expenses are reported to be 53 per cent, at which rate the net earnings would be \$137,457 per annum; interest on \$1,500,000 bonds, \$75,000.

OFFICERS-President, A. Radel; Vice-President, Elias S. Ward (Newark, N. J.); Treasurer, Wm. Scheerer (Newark, N. J.); Secretary, Thos. General Office, Bridgeport, Conn. L. Watson.

INDEX-Vol. 59, p. 1057.

#### BRIDGEPORT, OHIO.

POPULATION 1890 WAS 3,369; IN 1880 WAS 2,395; AND IN 1870 WAS 1,178.

# BELLAIRE BRIDGEPORT & MARTIN'S FERRY STREET RAILWAY—A trolley road. ORGANIZATION—Chartered.

mortgage trustee, New York City.

Sinking fund is to receive \$3,000 in December, 1900, and yearly thereafter.

ROAD-Said to operate 1112 miles of track. OFFICERS-President, J. K. Jolly; Vice-President, F. L. Jolly; Secretary, Treasurer and Purchasing Agent, J. W. Fowler.

#### BRIDGETON, N. J.

POPULATION 1890 WAS 11,424; IN 1880 WAS 8,722; AND IN 1870 WAS 6,830.

SOUTH JERSEY TRACTION—A trolley road.

ORGANIZATION—Incorporated in April, 1893, and constructed a trolley road connecting Bridgeton and Millville, N. J. It purchased the entire capital stock of the Bridgeton Rapid Transit and the Bridgeton & Millville Turnpike and the Bridgeton & Deerfield Turnpike companies. Franchises perpetual and give "practically exclusive" right to operate street railways. The population of Bridgeton by the 1895 State Census is 13,292.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$400,000, par \$100 \$360,000 full pd.
1st mort., \$400,000 gold. 1893 5g. J-J 190,000 July 1, 1913
Other debts July 1, 1895. abt.43,427
Interest is payable at Solicitors' Loan & Trust Co., Philadelphia.

ROAD—In August, 1895, owned in fee Bridgeton to Millville, 11 miles of track, and also owned the entire capital stock of the Bridgeton Rapid Transit Co., which had 5 miles of track in Bridgeton; total track 16miles. Rails 48-lb. T; general electric equipment. EARNINGS—For year ending Dec. 31:

retary and Treasurer, W. H. Bacon.

#### BRIGANTINE BEACH, N. J. BRIGANTINE TRANSIT-

ORGANIZATION-Runs steamers from Inlet (Atlantic City) to Brigantine, connecting with its electric trolley road, extending along Brigantine Beach 64 miles.

| STOCK BONDS, &C.- | Date. Interest. Outstanding. Maturity. | Stock, par \$100. | \$250,000 pd. in | 1st mort. \$250,000, gold. | 1893 6 g. M-N 148,500 May 1, 1913 | Redeemable after 5 years from date. | Subject to call on May 1, 1895 | Trustee, Solicitors L. & Tr., Phila., pays int. | Floating debt Jan. 1, 1895 | 124,654 |

EARNINGS-For year ending Dec. 31 earnings were as follows:

Passengers ... \$12,235 Steamers ... 15,976 Other income ... 346 15,976 }

Total gross.....\$28,557 \$4,835 OFFICERS—President, J. Rush Ritter; Treasurer, William Hacker; Secretary, G. H. Cook. General office, Atlantic City, N. J.

#### BROCKTON, MASS.

POPULATION 1890 WAS 27,294; IN 1880 WAS 13,608; AND IN 1870 WAS 8,007.

BROCKTON CONSOLIDATED STREET RAILWAY-A trolley road.
ORGANIZATION-Incorporated in 1894. A consolidation of the

Brockton Street Railway, East Side, Brockton & Holbrook and Whit man street companies. Has recently purchased the franchise of the Brockton & Stoughton St. Ry. and is well along upon the construction The district served by the company is said to contain a of the road. population of 59,932.

| STOCK & BONDS—<br>Stock auth. \$514,000 (par \$100) |         |             |            | Maturity.    |
|---|---------|-------------|------------|--------------|
|   | 22.50   |             |            | f.p          |
| Brockton St.Ry. bonds, \$50,000                     |         | 412 A - O   |            | Apr.1,1905   |
| Bonds, \$50,000                                     | 1886    | 410 A - O   | 44,000     | Apr.1.1906   |
| Bonds, \$50,000                                     | 1890    | 412 A - O   | 42,000     | Apr.1.1910   |
| Bonds, gold, \$150,000                              | 1892    | 5g. J - J   |            | Jan. 1,1912  |
| Whitman St. bonds, \$25,000                         | 1892    | 5 A - O     | 13,000     | Apr.1,1912   |
| Brockt. Consol. Street Railway.                     | (1894   | 5 g.A - O   | 598,000    | Oct. 1,1924  |
| 1st M. \$750,000 g., \$1,000e*                      | Subje   | ect to call | at 105 and | interest.    |
|   | (Int. a | t State St  | Safe Denos | sit & Tr. Co |

Bonds-The first mort. of 1894 covers all property, revenue and franchises now owned or hereafter acquired. It was issued to retire a like amount of bonds of the old companies, and it has an absolutely first lien, all the prior mortgage bonds having been retired. The other bonds in the table were merely debentures until secured, equally with the new bonds, by the mortgage of 1894. They are the unexchanged remnants of the old debenture loans, and an equal amount of the new firsts are held to retire them at or before maturity. The State Street Safe Deposit & Trust Co. is trustee for the bonds of 1894 and Registrar of the stock.

Dividends-The road in 1895 had paid dividends uninterruptedly since 1882, and during the three years of depression-1892, 1893 and 1894-dividends were paid at the rate of 6 per cent.

ROAD-Operates 33 miles of track in Brockton, and extending to Avon, Randolph, Holbrook and Whitman; sidings, 1.7 miles; total track, 34.7 miles.

LATEST EARNINGS, 7 months, { 1895, gross, \$145, \$92; net, \$60,140. Jan. 1 to July 31. } { 1894, gross, 119,420; net, 35,952. For the 7 months ending April 30, 1895, gross earnings were \$130,342; net, \$53.868; charges, \$35,327; dividends, \$17,630; balance \$911; total surplus May 1, 1895, \$17,516.

EARNINGS-For the years ending Sept. 30 earnings have been as follows, the cost of operating in 1894 having been extraordinarily heavy, owing to disturbance of streets for new sewers:

| 1894.  | 1893.           |
|--|-----------------|
| Track operated, miles 3312   | 3312            |
| Passengers carried4,575,66   | 4 4,428,062     |
| Gross earnings \$210,32  |                 |
| Net earnings \$76,99   | 4 \$62,576      |
| Other income   |                 |
| From subsidiary companies  |                 |
| Total net income \$94,45   | 3               |
| Interest, rents, taxes   |                 |
| Dividends paid   |                 |
| The state of the s |                 |
| Balance for yearsur. \$2,14  | 0               |
| Total surplus Sept. 30 \$16,60   | 5 \$18,310      |
| In year 1891-92 operated 20 miles of track and ca  | rried 3.010.831 |

passengers.

| O MATERIAL A            | NIEDZELION DE | ament arraces only account |            |
|-------------------------|---------------|----------------------------|------------|
| Assets.                 |               | Liabilities.               |            |
| Construction            |               | Capital stock              |            |
| Equipment               |               | Funded debt                |            |
| Other property          | 287,896       | Unfunded debt              |            |
| Cash and current assets | 102,973       | Profit and loss            | 17,517     |
| Total d                 | 1 974 997     | Total .                    | 21 074 007 |

Officers-President, G. H. Campbell; Treasurer, C. A. Stone; Asst. Treasurer, H. E. Reynolds General Manager and Purchasing Agent, H. B. Rogers.

#### BROCKTON & BRIDGEWATER STREET RAILWAY

ORGANIZATION-This company has obtained a certificate of incor poration, but to May 15, 1895, construction had not been begun.

STOCK-Capital stock is \$20,000.

Officers-President, George H. Campbell, Lawrence, Mass.; Treasurer and Corporation Clerk, Alfred A. Glasier, Boston, Mass.

DIRECTORS-Hosea Kingman, Bridgewater, Mass.; James C. Leach, Bridgewater, Mass.; Horace B. Rogers, Brockton, Mass.; John P. Morse, Brockton, Mass.; Alfred A. Glasier, Boston, Mass.; George H. Campbell, Lawrence, Mass.; Allston Burr, Newton, Mass.

#### BROCKTON EAST BRIDGEWATER STREET RAILWAY. ORGANIZATION-This company has obtained a certificate of incor-

poration, but to May 15, 1895, construction had not been begun.

STOCK-Capital stock is \$10,000.

Officers-George H. Campbell, President, Lawrence, Mass.; Alfred A. Glasier, Treasurer and Corporation Clerk, Boston, Mass.

Directors—Allston Burr, Newton, Mass.; George H. Campbell, Lawrence, Mass.; Alfred A. Glasier, Boston, Mass.; Robert O. Harris, East Bridgewater, Mass.; Aaron Hobart, East Bridgewater, Mass.; John P. Morse, Brockton, Mass.; Horace B. Rogers, Brockton, Mass.

#### ROCKLAND & ABINGTON STREET RAIL-WAY-A trolley road.

ORGANIZATION, ETC.—Owns 12<sup>1</sup>2 miles of track and operates 7<sub>10</sub> mile additional; total operated, 13<sup>2</sup>2 miles. Stock, \$120,000; par, \$100. Unfunded debt Sept. 30, 1894, \$69,375. Cash and current assets, \$15,193

EARNINGS—For year ending Sept. 30, 1894, gross, \$52,762; net, \$13,926; interest, taxes, etc., \$5,282; balance, surplus for year, \$8,644. In 1892-93 gross, \$6,487; net, \$3,142. Total surplus Sept. 30, 1894, \$11,279.

OFFICERS-Vice-President and Acting President, M. N. Arnold; Secretary, G. W. Kelley; Treasurer, C. N. Cobb.

#### BROOKLYN, N. Y.

POPULATION 1890 WAS 806,343; IN 1880 WAS 566,653; AND IN 1870 WAS 396,099

#### BROOKLYN CABLE COMPANY

ORGANIZATION.—Chartered November 10, 1886, and constructed a double-track cable road along Park Avenue from Washington Avenue to Bushwick Avenue, etc.. 17g miles, being 334 miles of track. The Atantic Avenue Railroad Co., it is claimed, agreed to acquire the permits which would enable the cable company to build an extension to Ever green Cemetery. The right to build the extension was never obtained, and the section of road constructed proving unprofitable to operate, the cable company after a short time turned over its road to the Atlantic Avenue Company and brought suit for alleged breach of contract, and demanded as damages the amount which had been ex-

pended in construction. The road has been equipped with trolley by the Atlantic Avenue Co. and is operated as a part of its system Litigation was still pending in May, 1895, and the question of damages was before Hamilton Odell, 120 Broadway, New York City, as referee Whatever damages are recovered will ultimately accrue to benefit of bondholders. Though without income the company met its coupons till March, 1894 (when default occurred), by assessments on stock. In December, 1894, Jacob Friedman and other bondholders brought suit to foreclose the mortgage. This is understood to be a proceeding to collect whatever assets there are, including those arising by way of damages in the suit, and apply them in paying off the bonds. There is said to be substantially nothing else to foreclose. Mr. Clarke, of Messrs. Root & Clarke, represents Mr. Friedman in the foreclosure suita STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock. about \$300,000
1st mortgage. 1886 6 M - S about 150,000
1906
Coupon September, 1893, last paid. Mortgage trustee is the Central

Trust Company. Floating debt in June, 1894, was about \$30,000.

#### BROOKLYN CITY & NEWTOWN RAIL-ROAD-

ORGANIZATION-Chartered May 22, 1860. Known as De Kalb-Avenue line.

STOCK & BONDS. Date. Stock (\$100 shares) ..... 1st M., \$2,000,000.. 1889 Interest. Text.Q.-F. 5 J. - J. 0utstand'g. \$1,000,000 1,960,000 Last dir. Aug. 1, 1895 July 1, 1939 Interest paid at Mercantile Trust Co., N. Y. City. Dividends paid at Mercantile Trust Co., N. Y., are now 10 p. c. per annum (212 p. c. quar.) 

Total owned June 30, 1893....2112

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 Mar. 31, 1895) were \$191.605.

ANNUAL REPORT,-Results for the fiscal years ending June 30 are

| Gross\$610,909 \$592,355                 |  |  |  |  |
|--|--|--|--|--|
| Net 234,353 256,391 Other income 364 434 | Rental, etc 17,603 13,490<br>Rental, etc 10,565 10,703   |  |  |  |
| Net income\$234,717 \$256,825            | Bal., surplus\$109,799 \$141,904<br>Dividends(!) 100,000 |  |  |  |
| GENERAL BALANCE SHEET JUNE 30, 1895.     |  |  |  |  |

 Assets—

 Road and equipment...\$3,256,555

 Permanent investm'ts...
 10,556

 Supplies on hand....
 9,834

 Accrued interest...
 96,711

 Due on open accounts...
 14,612

 Cash on hand...
 66,507

 \$1,000,000 1,960,000 0t.... 49,000 3,725 27,405 191,605 223,040

Total... ..\$3,454,775 .\$3,454,775 OFFICERS-President, J. N. Partridge; Secretary and Treasurer, Duncan B. Cannon; Supt. and Pur. Agent, John L. Heins. Office, DeKalb and Central avenues, Brooklyn

INDEX-V. 57, p. 595; V. 59, p. 1057; V. 60, p. 301, 794.

#### BROOKLYN ELEVATED RAILROAD-A steam road

ORGANIZATION-Chartered May 26, 1874, and in October, 1890, con solidated with the Union Elevated.

The Seaside & Brooklyn Bridge road was built under a separate charter and its bonds guaranteed. The strike on the surface roads in January, 1595, caused a heavy increase in traffic, a part of which appears to be permanent.

| STOCK, BONDS, ETC.—<br>Stock \$13,283,600, \$100                              |      | Interest. | Outstand'g.<br>\$13,283,600 | Maturity, etc. |
|---|------|-----------|-----------------------------|----------------|
| 1st M., gold, sink. fund, not drawn (\$1,000)e*                               | 1884 | 6g. A-O   |                             | Oct. 1, 1924   |
| 2d M., gold, sink, fund not drawn (\$1,000)e*                                 | 1885 | 5g. J-J   | 1,250,000                   | July 1, 1915.  |
| Union El. 1st mort., gold (\$1,000) \$550,000 per                             | 1887 | 6g.M-N    | 6,150,000                   | May 1, 1937    |
| Union El. 2d M. income,   |      |           |                             | Denough .      |
| non cum., \$185,000 per<br>mile, gold (\$1,000)c*                             | 1887 | 5g. J-J   | 2,068,000                   | Jan. 1, 1927   |
| Guaranteed bonds—<br>Seaside & Brooklyn Bridge<br>1st M., gold, guar. p. & i. | 1892 | 5g. J-J   | See text.                   | July 1, 1942   |
| (\$1,000) c&r   |      |           |                             |                |

All interest is payable at Central Trust Company, New York,

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 mortgage trustee is Central Trust Co. Abstracts in V. 49, p. 583. See also V. 48, p. 129; V. 49, p. 471. bonds drawn.

The Seaside Company's mortgage is for \$4,000,000, of which \$3,000,-000 for the construction and equipment of the roads north of Sixty-fifth Street and \$1,000,000 for those south of it; the amount outstanding in June, 1895, was \$1,365,000. There are additional bonds out as collateral for loans.-V. 60, p. 479.

ROAD-Owns from Fulton Ferry 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 miles; branch to Greenwood, 3:58 miles; Seaside & B. B. E. RR. to Cypress Hills, 1:4 miles, and to 65th Street, 1:8 miles; total, 20:11 miles. Cars are run (since Aug. 5, 1895,) from Brooklyn Bridge via Union Station at 36th Street and 5th Avenue, thence over the old Prospect Park & Coney Island and the New York Brooklyn & Manhattan Beach roads, to Manhattan Beach.—V. 61, p. 195.

EQUIPMENT-Locomotives owned, 76; leased, 19; passenger cars. owned, 230; leased, 60.

ROAD-Company operates 42% miles of track in City of Brooklyn. Annual Repost-Piscal year ends June 30. Annual statement for Roads owned in fee— Miles.

Main line and brehs. (trolley) 20
Second track 1812
Sidings 12

Total operated 1894..... 1894 05, with balance sheet, was in V. 61, p. 279, showing: 
 Net.
 Oth. income.
 Int... (nxes.de.

 8814.911
 84.462
 8846.933

 678.600
 5,917
 811,135

 843.970
 11,447
 744.309 so

 794,799
 9,327
 661,375 st
 Total operated 1894 ..... 4234 Weight of rails on road owned, 47-90 lb. In addition owns in fee the double-track steam road from Jamaica to Flatbush Avenue Station in Brooklyn 9½ miles (19 miles of track, which is leased for 99 years from June 1, 1877, to the Long Island RR. Co., affording that company entrance into the City of Brooklyn—rental GENERAL BALANCE SHEET JUNE 30, 1895. Liabilities \$13,283,600 12,968,00 Road and equipment .826,508,414 Stock Liabilities
Supplies on hand 59,528 Funded debt Leans & bills payable. Int. due and accrued ...
Cash on hand 97,930 Sundries ... in 1894 \$52,400 and increasing yearly. The Brooklyn Cable Co.'s road is operated with trolley put in by the Atlantic Avenue Co. The Brooklyn Bath & West End is leased but operated separately. LATEST EARNINGS-For nine months ending Mar, 31 earnings were as Open accounts Profit and loss, surpl's Early in 1995 a strike lasting three weeks caused a heavy Total liabilities..... \$27,053,605 Tetal assets ...... \$27,053,605 loss in income. OFFICERS-President, F. Uhlmann; Vice-President, G. W. Wingate: 9 mos.— Grossearns, Net earns, Other inc. Charges, Bal., surp., 1894-5......\$624,063 net \$104,265 \$54,884 \$207,744 det. \$48,595 1893-4...... 656,228 net 198,521 54,227 163,040 sur. \$9,708 Secretary and Treasurer, E. Dyer, Jr. -(V. 57, p. 342, 594, 595; V. 58, p. 42, 307, 864; V. 59, p. 115, 370; Loans and bills payable March 31, 1895, were \$246,687, against V. 60, p. 419, 605, 927, 1144; V. 61, p. 195, 279, 280.) \$135,000 on Dec. 31, 1894. BROOKLYN QUEENS COUNTY & SUBUR-ANNUAL REPORT—Fiscal year ends June 30. Last report V. 59, p 50, 735. For six months only of the fiscal year 1893-94 was the BAN RAILROAD.-A trolley road. 650, 735. ORGANIZATION-A consolidation in January, 1894-see V. 58, p. 126. entire system operated by electricity. The gain in earnings, however, Tae Long Island fraction Co. owns practically the entire capital stock, for this year was 14 per cent over the previous year, when for nine but the read is operated separately. In 1894 the trolley was intro-duced. The Jamaica & Brooklyn was previously electric, but the other months the entire system was worked with horses. divisions were opened as trolley roads as follows: First section May 1, 1894; Broadway division Aug. 1, 1894; Ralph Av. in September, 1894; Summer and Reed Avs. in November, 1894. STOCK & BONDS-Date. Interest. Outstand'g. Meturity. \$2,000,000 None. BALANCE SHEET June 30, 1894, in V. 59, p. 650; see also p. 737. OFFICERS-President, Harvey M. Littell (on July 1, 1895); Secretary 5 g. J. - J. 240,000 Jan. 1, 1930 and Treasurer, Benj. Frick. Office, Atlantic and Third Avenues.

INDEX.—V. 59, p. 192, 650, 737; V. 60, p. 479, 794, 834, 873, 1144. BROOKLYN TRACTION SYSTEM-BROOKLYN BATH & WEST END RAILROAD -A trolley road. Of the \$3,500,000 first mortgage bonds of 1894 \$350,000 were used ORGANIZATION-Chartered Jan. 27, 1879. May 1, 1893, leased for 41 July, 1895, to retire Broadway Co. bonds and remainder to "trolley" system. The Jamaica & Brooklyn bonds have certain property which years to the Atlantic Avenue RR. Co., which purchased entire capital will provide for them at maturity. Consolidated morigage bonds (of stock, and which in May, 1894, owned all the outstanding consols which \$1,750,000 are reserved for extensions) are a first lien on all (\$448,000). Formerly a steam road. Trolley from Jan. 1, 1894. STOCKS AND BONDS— Date. Interest. Outstand'g. Maturity. Stock.
Stock. \$1,000,000

1st M., A, red. Jan. 1, '97. 1887 5 J.-J. 250,000 Jan. 1, 1907

1st M., B, red. Jan. 1, '97. 1887 5 J.-D. 52,000 Jan. 1, 1916

2d M.\$100,000,re.J'y1,'96 1891 5 J.-D. 52,000 June 1, 1911

Gen. M., \$1,000,000, gold. 1893 5 g. A.-O. 448,000 Oct. 1, 1933

Interest payable at Seligman & Co., Mills Building, New York City. extensions of the system and a second lien on the line now in operation LATEST EARNINGS-The trolley line strike in January and February, 1895, practically cut off all earnings for about three weeks of the 1895 quarter. The increase in interest charges is for bonds issued to trolley the line. Other Interest. earning\*, carnings. .....\$01,722 \$1,461 .....90,863 7,793 \$3,099 265 taxes, etc. \$82,949 58,990 EARNINGS-7 months. \ 1895. Gross, \$79,822; net, \$27,205 Jan. 1 to July 31-\ 1894. Gross, 73,734; net, 22,956 def. \$78,389 def. 50,932 | Road-From 36th St., Brooklyn, via Bensonhurst, to Coney Island. | Miles. | EARNINGS.-Last report in V. 59, 514, showed. | Far June 30 - 1894. | 1893. | 1894. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895 Loans and bills payable March 31, 1895, were \$115,500; profit and loss, deficiency, \$199,397. The company had \$250,000 of its consols in the treasury .- V. 59, p. 1059. To allowned June 30, 1894. 16·50 Weight of steel per yard 50 56 lbs. Has trackage to 39th St. Ferry. Bal. df. for year. \$14,830 \$49,697 Tot. df. June 30. \$120,286 \$96.930 CONEY ISLAND & BROOKLYN RAIL-Total operated Nov., 1894 . 45 Total, includ's projected, 124 miles. ROAD-ORGANIZATION-Chartered Dec. 10, 1860. Jan. 1, 1893, capital stock Def. for yr. \$52,911 \$49.981 was increased from \$500,000 to \$1,000,000, to introduce trolley, \$500,-INDEX-Vol. 58, p. 126; V. 59, p. 1057; V. 60, p. 1057. 000 of 6 per cent debt certificates being also issued. Stockholders of BROOKLYN TRACTION.-A trolley road. May 14, 1895, were entitled to subscribe at par to \$350,000 of 5 per cent debt certificates, part of an issue of \$400,000, of which \$200,000 used ORGANIZATION-Chartered in Jan., 1893, under laws of N. Y., and to retire the remainder of the 6 per cent certificates July 1, 1895, and purchased entire capital stock of Atlantic Avenue RR. Co. of Brooklyn, the balance for 90-pound rails, new equipment, etc. N. Y.—also controls the Brooklyn Bath & West End road, whose stock is all held by the Atlantic Avenue Company. See title of each. Last Divid'd. None paid. July, 1893 ANNUAL REPORT - Last report, showing business of lines controlled as in V. 59, p. 735. See Atlantic Avenue RR. Co. below. OFFICERS-President, J. P. Ilsley; Secretary and Treasurer, U. F. Stavens. Office, Brooklyn, N. Y. INDEX-V. 57, p. 978; V. 58, p. 733; V. 59, p. 735, 737. DIVIDENDS-In 1893 4 per cent on \$500,000 and 3 per cent on \$1,000,000; in 1894, 5 per cent; in 1895, April, 2 per cent. BROOKLYN TRACTION SYSTEM-ATLANTIC AVENUE RAILROAD—A trolley road.
ORGANIZATION—Chartered in 1872. The entire capital stock is LATEST EARNINGS-Month of July, 1895, gross \$48,856, against 847,442 in 1894. ANNUAL REPORT-Fiscal year ends June 30. Earnings have been as owned by the Brooklyn Traction Co., which see, 1894 \$50,421 60,000 Bends.—The consolidated mortgage of 1891 is for \$3,000,000, of GENERAL BALANCE SHEET MARCH 31, 1895. which balance unissued is reserved for prior liens. The improvement saorigage (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.

Total.....\$1,629,688

Total.....\$1,629,688

OFFICERS—President, H. W. Slocum; Secretary, Willis Brower; Treasurer, W. Vanderhof. Office, Smith and Ninth streets, Brooklyn.
INDEX—V. 59, p. 1058; V. 60, p. 301, 835, 1104; V. 61, p. 195.

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

Dividends-In 1891, 6 per cent; in 1892, 6 p c.; for year 1893-94

in Brooklyn.

KINGS COUNTY ELEVATED-A steam road.

ORGANIZATION-Chartered Jan. 6, 1879, and road opened in April. 1888. Company was reorganized without foreclosure in 1895. 

000, in exchange for like amount of Fulton stock.

Bonds-In August, 1895, the second mortgage debt had mostly been readjusted per plan of June, 1894, in V. 58, p. 1034. By this plan second mortgage collateral trust cumulative income bonds were issued, \$1,000,000 series "A" being authorized for floating debt and future needs and \$448,950 series "B" for old funded coupon scrip of 1890. These collateral trust bonds are secured by deposit in trust of the old second mortgage 5 per cent bonds (the total issue of which was \$3,377,-000, most of which were turned in) and have a second lien on the Fu ton Elevated (now merged) as well as the rest of the property. By this plan the company was freed from fixed interest charges amounting to about \$195,887 per annum and secured means for improvements and to pay floating debt.

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,

ROAD-Owns double-track road through Fulton Street, Brooklyn, to former city line, 6.14 miles; 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 of the Brooklyn & Brighto : Beach RR. from its present terminus to Fulton Street and Franklin Avenue to connect with the Kings County Elevated Ry. was under construction in April, 1895.

EQUIPMENT-Locomotives owned, 43; leased, 1; passenger cars owned, 130; leased, 15; other cars, 8.

ANNUAL REPORT-Fiscal year ends June 30. Results for 1894-95, with balance sheet, were given in V. 61, p. 323, showing as follows:

1894-95. 1893-94. Gross. \$804.507 \$742,228 Net. 299,790 233,256 Other income. 13,806 202 1894-95. Iut. on bonds, \$192,040 Rnts.&gu.int 113,322 Taxes...... 49,911

Net income. \$313,596 \$233,458 Balance.def.\$41,677df.\$102,221 Loans and bills payable on June 30, 1895, were \$185,819, against \$230,968 in 1894.

OFFICERS-President, James Jourdan; Vice-President, August Bel-OFFICERS—President, James Johnan; vice-Fresident, August Bermont; Secretary, Henry J. Robinson; Treasurer, James H. Frothingham; General Manager and Purchasing Agent, W. T. Goundie. Office, 303 Washington St., Brooklyn, N. Y.- (V. 57, p. 510, 1040; V. 58, p. 430, 773, 774, 1034; V. 59, p. 421, 835; V. 60, p. 795, 873; V. 61, p. 323.)

LONG ISLAND ELECTRIC RAILWAY—ORGANIZATION—Chartered March 5, 1894, with \$600,000 authorized capital stock, to construct 20 miles of trolley road on Long Island. In the spring of 1895 company was securing the rights to build a road from Hempstead to Far Rockaway, etc. President, A. R. Hart; Vice-President, Charles H. Mullin, of Mount Holly Springs, Pa.; Treasurer, Clarence Wolf.

LONG ISLAND TRACTION—ORGANIZATION.—Chartered under the laws of Virginia in March, 1893, in order to operate the Brooklyn City RR. Co., and in June, 1893, took possession of that property under a 999-year lease, guaranteeing 10 per cent dividends on \$12,000,000 of stock. The lease is nominally to the Brooklyn Heights RR. Co. but practically to the Long Island Traction Co., since that company owns the entire capital stock of the Brooklyn Heights Company and guaranteed payment of dividends to lessor by special fund in hands of trustees. The original amount was \$4,000,000 but in July, 1894, \$250,000 was used as per-mitted by lease to pay Brooklyn City rental.

In January, 1894, the Long Island Traction acquired the entire cap ital stock (\$2,000,000) of the Brooklyn Queens County & Suburban RR.

RECEIVERSHIP-On March 20, 1895, Horace J. Morse was appointed receiver, as owing to strike and other causes the company was embarrassed. See V. 60, p. 522.

REORGANIZATION—Frederick P. Olcott, Roswell P. Flower, Anthony N. Brady, George W. Young, John G. Jenkins, Marshall S. Driggs and Alfred J. Pouch, as a committee, on June 25, 1895, issued a reorganization plan (see V. 60, p. 1145), which in August, 1895, was being successfully carried out. It provides for the formation under the laws of New York of a new company entitled the Brooklyn Rapid Transit Company, to assume the liabilities and acquire the assets of the Long Island Traction Company. The Rapid Transit Company will create:

Capital stock \$20,000,000, to be held in a voting trust for five years,

the trustees to be ex-Governor Flower, F. P. Olcott and A. N. Brady. Of the new stock the old stock receives \$15,000,000 and \$2,250,000 as the bonus for the assessment, the collateral trust note holders get \$1,406,250, or 75 per cent, and holders of the first participation certificates get \$167,000, or about 50 per cent, leaving in the treasury

Fifty-year 5 per cent gold bonds, \$7,000,000, will also be issued, of which \$1,875,000 will take up collateral trust notes, \$3,000,000 go to stockholders for the assessment, and there will be left in the treasury

\$2,125,000 for future requirements of the road.

Exchange of Stock.—The old stock is to be surrendered and the holder of each \$100 share will pay the following assessment (which includes the \$2 already levied) and receive the following amounts at their face value of the new securities:

Total Assessment. For Stock. \$10 \$50 stock. Old Stock. -New Securities .-For Assessment. \$10 bonds and \$7.50 stock. \$100 share.

Assessment payable \$5 by July 15 and \$5 by September 4.

Assessment payable \$5 by July 15 and \$5 by september 4.

Application of Cash.—The \$3,000,000 of cash obtained by assessments, it is said, is to be applied as follows: To pay Brooklyn City RR notes, \$619,000; to pay receiver's expenses to July 1, \$600,000; to pay damage claims, estimated, \$500,000; for betterments and other purposes, \$1,281,000; total, \$3,000,000.

Practically all the stockholders agreed to the plan, which was underwritten by a syndicate.

STOCK & BONDS— Par. Interest, Outstanding. Maturity.
Capital stock. \$100 None. \$30,000,000
Collateral trust 1894? 1,000 6 g. F.-A. 1,875,000 Aug., 1895-97
\$3,000,000, gold.e\* Interest due August 1, 1895, was not paid.

ASSETS-The company's assets include the following:

LATEST EARNINGS-The revenue of the Long Island Traction Co. is derived from the profits, if any, from operating the Brooklyn Heights (including the Brooklyn City) and the Brooklyn Queens County & Suburban.

ANNUAL REPORT-For years ending June 30 earnings, etc., have been as follows:

been as follows: Receipts. 1895. 1894. 1895. 1895. 1894. 1895. 1895. 1896. 1896. 1897. 1897. 1898. 1899. 18 Total.....\$1,413,258 \$1,819,064 Total .....\$1,413,258 \$1,819,064

\*The decrease in gross earnings during the year 1894 95 and the consequent large deficit was due, it is said, to the strike in January, 1895.

Officers.—President, D. F. Lewis; Secretary and Treasurer, T. S. Williams. Office: Montague and Clinton streets, Brooklyn.

DIRECTORS—Cornelius N. Hoagland, Felix Campbell, Silas B. Dutcher,

John Englis, Crowell Hadden, Theodore F. Jackson, Seth L. Keeney, Daniel F. Lewis, Henry Seibert, D. H. Valentine, Charles T. Young, INDEX-V. 58, p. 126, 178, 345; V. 59, p. 27, 371, 514, 737; V. 60, p. 349, 432, 480, 522, 562, 748, 795, 1009, 1145; V. 61, p. 69, 112, 281.

## LONG ISLAND TRACTION SYSTEM-BROOKLYN CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered in 1853 under laws of New York, and began operating in July, 1854. In 1890 consolidated with its leased lines. Possession under lease to Brooklyn Heights RR. Co. was given June 6, 1893.

LEASE AND RENTAL—Leased Feb. 14, 1893 to the *Brooklyn Heights* RR. Co. for 999 years at 10 per cent on stock, all charges, etc. The *Long Island Traction* owns the stock of the Brooklyn Heights Company and deposited \$4,000,000 as a guaranty fund out of which to meet any deficiency for dividends on Brooklyn City RR. stock. This guaranty fund was drawn upon to the extent of \$250,000 in July, 1894. The Brooklyn City RR. Co. is required to re-pay any money expended by the lessee for betterments if at any time the lease is ter-

minated. See V. 59, p. 27.

ROAD—Company owns 201 miles of track in city of Brooklyn, extending to East New York and Queens County.

Jan., 1894, to \$12,000,000.

DIVIDENDS—For many years 8 per cent; in 1893 guaranteed 10 per cent under the lease. Extra dividend of 2 per cent in 1894. In 1895, Jan., 2<sup>1</sup><sub>2</sub> p. c.; April, 2<sup>1</sup><sub>2</sub> p. c.; July, 5 p. c., of which 2<sup>1</sup><sub>2</sub> p. c. extra.— V. 61, p. 68.

BONDS-The mortgage of 1891 is for \$6,000,000 and is a first lien on the old Brooklyn City road and a consol. lien on the lines acquired by consolidation in 1890. Of the \$6,000,000 issued, \$4,373,000 are in the hands of the public and the balance are held in the guaranty fund. The balance sheet of the lessee company, the Brooklyn Heights RR., on June 30, 1895, showed \$2,012,826 due from the Brooklyn City RR. for betterments and construction on the Brooklyn City Co's. roads. Under the lease this amount is payable to the lessee if, for any reason, the lease is terminated.

LATEST EARNINGS—See Long Island Traction Co.
ANNUAL REPORT—The last annual statement was in V. 59, p. 423. The earnings are included in the report of the Brooklyn Heights RR. Co. given under Long Island Traction. They are not reported separately

| 24   | STREET I   | (AI         |
|--|--|-------------|
|  | HEET JUNE 30, 1895.  | wer         |
|  | Timbilities.   | den         |
| Assett. 210 702 147  | Capital stock\$12,000,000<br>Funded dobt   | 0           |
| Cost road & equipms 1. \$10, 102.481   | Funded dobt 6,925,000  | 1000        |
| KNESSES SECTION IN THREATER BY A TELEFOLIS   | Pens Co's & individ'ls. 2,288  | Vio         |
| Due by Co's and indix. 3.816   | Front & loss, surplus. 713,975   | -           |
| Clash on hand  |  | E           |
| Accounts receivable 200,000  |  | 0           |
|  | \$10.641.963   | But         |
| Tutal \$19,041,263   | Total \$19,641,263   | pan         |
| President, Edward M  | [SLAIF] AICO-LLOSIGERS THREE TO  | of t        |
| STREET, SHOWS AND TWO SHIPE, T   | homas P. Swill.  |             |
| 1 200 Val 58 m for 866 V 50  | , p. 27, 423, coo; V. 60, p. 349, 480,   | int         |
|  |  | elty        |
| 1103; V. 61, p. 68.  | comment  | S           |
| LONG ISLAND TR.  | ACTION SYSTEM-   | But         |
| SECOND OF STREET, STREET, BALLEO.  | A D A cable read.  | 1st         |
| Chartered In 18  | 187. Entire stock owned by Long  | for         |
| ORGANIZATION CONTROL Interest  | it in 1893 took a 999-year lease of  | 0           |
| Legand Traction, in whose interess   | 14 MW WOLD SAGE IN LAND 3 AMERICAN   | But         |
| the Brooklyn City RR which see.  | Autotom Po Materilla   |             |
| STOCK & BONDS- Date, In  | terest. Outstand'g Maturity.<br>\$200,000  | 1000        |
| Stock & Book 1891 5%   | AO. 250,000 Apr. 1, 1941   | But         |
| Callateral trust notes—See Long Isl  | and Traction.  | Bui         |
|  |  | 1           |
| ROAD.  | tion Co. The cable road itself had<br>in year 1892-93 gross earnings of  | -           |
| Cità man to sam or acci  | in year 1894-93 gross carnings of  | Rea         |
| Research to receive house  | 831,404.   | 1st         |
| Total and the same and an arrange and arrange arrange and arrange arrange arrange arrange and arrange arra | \$31,404.<br>Cable cars owned8   | 00          |
| Total word awned   |  | S           |
| Appears Dypony-Fiscal year or  | nds June 30. Report for 1894-95  |             |
| - strong with balance shoet in   | V. 61, p. 322, showing earnings as   | 500         |
|  | 1,000  | D           |
| follows: 1894-5. 1893-4.   | 1894-5. 1893-4.  | B           |
| Gross\$4,052,189 \$4,303,117   | Int. rents.  | 1,1         |
| No. 1 100 NAM 1 102M 720   | tax's,&c.\$2,075,865 \$1,764,513   | ors'        |
| Other Inc. 220,875 189,339   | SECURE LA COMPANION DE LA COMP   | TI          |
|  | W 11 24 2222 227 \$51 552  | The same of |
| Tetal \$1,413,258 \$1,819,065  | Bal'nee.df.\$662,607 sur.\$54,552  | bon         |
| GENERAL BALANCE SI   | HEET JUNE 30, 1895.  | cert        |
| Assets.  | Liabilities.   | R           |
| Cost road and equipm't. \$456,876  | Capital stock \$200,000  | R           |
| Brooklyn City RR, acct. 2,012,826  | Fund ed debt 250,000   | Mai         |
| Supplies on hand 153,716   | Loans and bills payable 3,098,695  | Mai         |
| Miscellaneous 3,375  | Int'st, due and accrued. 66,979<br>Open accounts. 71,854   | Sidi        |
| Due by agents, etc 47,588<br>Descount and interest 430,689   | 101000   | Wei         |
| ACCOUNT OF A STATE OF  | B'kyn City RR. Co.rent'l 10,583  | LAT         |
| Profit and loss, defic'y. 547,086  | Day a Coly and Content . Tojoco  | J           |
| Trust and tone, done ) - 041/000   | The second secon | A           |
| Total\$3,859,780   | Total\$3,859,780   | enti        |
| OFFICERS-President, Clinton L.   | Rossiter (from June 27th, 1895);   | Yr.t        |

Secretary, T. S. Williams; Purchasing Agent, H. F. Taylor. Office,

Clinton and Montague Streets, Brooklyn.

Directors—Clinton L. Rossiter, C. N. Hoagland, Felix Campbell,
Silas B. Dutcher, John Englis, Crowell Hadden, Theodore F. Jackson, Seth L. Keeney, Daniel F. Lewis, D. H. Valentine, Charles T. Young,

Henry Seibert and T. S. Williams. INDEX-Vol 58, pp. 307, 866; V. 59, pp. 423, 737; V. 60, p. 480, 795, 1145; V. 61, p. 322, 323.

NASSAU ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Chartered March 13, 1893, under the laws of New
York. Opened in July, 1895. This company has obtained the franchises granted to Kings County Electric, Coney Island Fort Hamilton & Brooklyn and Union Street roads. Regarding the Supreme Court decision of July in favor of this company's franchise, see V. 61, p. 152.

STOCK & BONDS— Date, Interest, Outstand'g. Maturity. STOCK & BONDS— Date, Interest, 6 Stock (\$6,000,000). 1st mortgage (\$6,000,000). Apr., 1894 5g.A.-O. Apr. 1, 1944

Trusies,-Hamilton Trust Company.

ROAD-Owns road first from Broadway Ferry through South 8th St., to Marcy Ave., to South 5th St., to Union Ave., to Johnson Ave., to Morgan Ave., to Hamburg Ave., to Cooper Ave., to Rockaway Ave., to Canarsie landing. Second—From Broadway and Marcy Ave. to Fulton St., to Nostrand Ave., to Bergen St., to Rogers Ave., to East Broadway and Church Ave., to 13th Ave., to 39th St., to the Ferry. The Manhatian Beach Branch runs through Rogers Ave., to Avenue F, to Ocean Ave., through to Sheepshead Bay, to Manhattan Beach. from Flatbush to Canarsie and to Sheepshead Bay are also under construction.

Officers.-President, P. H. Flynn; Secretary, F. C. Cochen; Treasurer, Geo. S. Studwell.-V. 60, p. 836; V. 61, p. 152.

## VAN BRUNT ST. & ERIE BASIN RAIL-ROAD-A horse road.

ORGANIZATION-Incorporated Feb. 15, 1861.

Earnings, stock, etc., as follows:

....\$200,000

#### BUFFALO, N. Y.

POPULATION 1890 WAS 255,664; IN 1880 WAS 155,134; AND IN 1870 WAS 117,714.

BELLEVUE & LANCASTER BUFFALO RAILWAY-See Lancaster, N. Y

#### BUFFALO NORTH MAIN STREET & TONA-WANDA ELECTRIC RAILROAD— ORGANIZATION—Incorporated March 17, 1892, and operates 5% miles

of road, extending from North Main Street, Buffalo, to Tonawanda 45-lb. rails. Stock authorized, \$60,000; outstanding, \$44,000; par, \$100; bonds, 6s., \$44,000. Bills payable June 30, 1894, \$5.304; open accounts, net, \$20,673. For year ending June 30, 1894, gross earnings re \$8,236; net deficit, \$4,051; taxes and interest, \$1,538; balance leit, \$5,589.

OFFICERS-President, L. F. W. Arend, 170 Franklin Street, Buffalo; e-President, D. Gordon; Secretary, E. G. Hoag; Treas., B. A. Cook.

BUFFALO RAILWAY— DRANIZATION.—Chartered Nov. 22, 1890. A consolidation of the ffalo Street RR., Buffalo East Side St. Ry. and West Side St. Ry. Com-Franchise runs 955 years. It also owns the entire capital stock he Crosstown Street Ry., whose bonds, earnings, etc., are included this statement. Buffalo police census of 1895 gave population of

TOCK & BONDS— Date. Miles. Interest. Outstand'g. Last div., &c. flato Ry.St'k (\$100) ...... See text. \$5,370,500 Sept.10,1895 Con. M. (\$1,000) ( 1891 67 5 g. F.-A. 3,543,000 Feb. 1, 1931 \$5,000,000 gld.c' ) Int. is payable by Cuyler, Morgan & Co., N.Y.City. Int. is payable by Cuyler, Morgan & Co., N.Y.City. Int. is payable by Cuyler, Morgan & Co., N.Y.City.

old divisional bonds—

affalo St. Ry. 1st M. \ 1869 \ 7 M.-N. 150,000 May 1, 1899

Int. is payable at Nat. Bank of Commerce, N. Y. 60,000 do 2d M. \ 1875 \ 667.1.-J. 650,000 July 1, 1905

Int. is payable at Nat. Bank of Commerce, N. Y. 1874 \ 7 J.-D. 300,000 June 1, 1904

Int. is payable at Company's office, Buffalo. do do 2d M. \ 1882 \ 6 M.-S. 293,500 Sept. 1, 1912

Int. is payable at Company's office, Buffalo. all estate mtges. (5). \ 6 Various. 233,756 Various.

al estate mtges. (5). . . . . . 6 Various. 233,756 Various.

nuaranteed bonds—Crosstown Railway.

M. gold (\$3,000, \cdot 1892 \cdot 73 \cdot 5\mu.N. 2,277,000 1932

00), guar. p.&f.e\* { Int. is payable at Metropolitan Trust, N. Y. City.

lock-Stock of Buffalo Ry. authorized is \$6,000,000, of which \$629,-) is in company's treasury. DIVIDENDS—In 1895, Sept., 1 per cent.

tonds.—1st. consol. mortgage of 1651 is for \$5,000,000, of which May LS95, \$1,457,000 reserved for prior liens. Mortgage trustee, Solicit-Loan & Trust Co., Philadelphia.

he Crosstown Street Railway mortgage is for \$3,000,000, and the ids unsold can be issued at \$30,000 per mile for new construction tifled by President and Secretary.

OAD.—Company on July 1, 1895, was operating road as follows: 

TEST EARNINGS—7 mos. {1895, gross, \$947,063; net, \$448,770. January 1 to July 31. {1894, gross, \$866,964; net, \$367,806. INNUAL REPORT—Fiscal year ends June 30. The reports for the

ire system including the Crosstown Street Railway have shown:

Tr.to. J'ne 30. 1895. 1894. Taxes......

Av.miles op. 130 125 | Taxes......

Gross earn. \$1,602,103 \$1,498,107 | Bal.,sur.,yr.

Net ..... 753,178 623,802 | Tot. surplus Interest pd. 414,497 350,685 | July 1,'95. 1895. \$88,288 250,393

GENERAL BALANCE SHEET—The balance sheet of the Buffalo Railway Company June 30, 1895, was as below.

GENERAL BALANCE SHEET JUNE 30, 1895.

| Liabilities. | Capital stock | \$5,370,500 |
| Funded debt | 5,170,256 |
| Interest on funded debt | due and accrued | 85,458 |
| Bills payable | 502,615 |
| Open accounts | 373,579 |
| Sundries | 44,269 |
| Profit and loss (surplus) | 562,767 | \$12,109,444 \$12,109,444

OFFICERS-President, Henry M. Watson; Vice-President and Gen. Manager, H. Littell; Secretary and Treasurer, Joseph S. Baecher; Superintendent, F. O. Rusling. Directors (May, 1895): H. Sellers McKee, Cornelius C. Cuyler, T. De Witt Cuyler, Horace Magee, Henry M. Watson, Hardin H. Littell, Samuel S. Spaulding, Robert L. Fryer, George Urban, Jr., John L. Williams, John N. Scatcherd, Daniel O'Day, James B. Speed.

INDEX-V. 59, p. 919; V. 60, p. 218, 873; V. 61, p. 239.

#### BUFFALO & NIAGARA FALLS ELECTRIC RAILWAY,—A trolley road. ORGANIZATION—A consolidation in 1895 of the Buffalo & Niagara

Falls and the Buffalo & Tonawanda Electric, which were chartered in and 1893 respectively to construct and operate a trolley road between Buffalo and Niagara Falls via Tonawanda. Road about completed in August, 1895. Company has traffic agreements with the Buffalo Railway and Niagara Falls & Suspension Bridge Railway companies, enabling it to run its cars over their lines.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
Stock \$1,250,000. (1)
1st M.,\$750,000, gold.c ... 1895 5 g. J-J (2) July 1, 1945

ROAD—Under construction; 30 miles of track on 15 miles of road.

OFFICERS—President, W. Caryl Ely; Vice-President and General
Manager, Burt Van Horn, Jr., Niagara Falls, N. Y.; Secretary and Treasurer, George H. Dunbar, Buffalo, N. Y.

DIRECTORS—W. Caryl Ely, Charles B. Gaskell and Burt Van Horn, Jr., of Niagara Falls; Robert L. Fryer, Henry H. Pierce, George H. Dunbar and John J McWilliams, of Buffalo; Frank A. Dudley, of Niagara Falls, and Willard P. Whitlock, of Elizabeth, N. J.-V. 60, p. 873, 1007.

#### BUFFALO & WILLIAMSVILLE ELECTRIC RAILWAY-

ORGANIZATION-Chartered Aug. 10, 1891. On July 1, 1895, stock, \$75,000; surplus, \$8,373; total liabilities, \$83,373; cost of road \$79,910; cash, \$3,463; total assets, \$83,373. Operates 4½ miles of track, Buffalo to Williamsville. 56-lb. rails. For year ending June 30, 1895, gross earnings, \$12,908; operating expenses, including taxes, \$8,795; net earnings, \$4,113, against \$3,487 for previous year.

Officers-President, General Manager and Superintendent, J. Blocher; Vice-President, E. C. Longnecker; Secretary, A. C. Rinewalt; Treasurer and Purchasing Agent, L. L. Grove.

#### BURLINGTON, IOWA.

Population 1890 was 22,565; in 1880 was 19,450; and in 1870 was 14,930.

#### BURLINGTON ELECTRIC RAILWAY-A trolley road.

ORGANIZATION-A consolidation June 13, 1891, of four horse roads. Has exclusive franchises for electric railway for 30 years to July 1, 1920

Date. Interest. Outstand'g. Maturity. (1890 6g J - J \$300,000 July 1, 1910 (Sink'g fund 3 p. c, on and after July 1, 1895 1891 4 M-S 125,000 Mch. 1, 1911 2d mortgage.....

Interest on both loans is payable in Boston at American Loan & Trust Company, trustee.

ROAD-Total track 12 miles-40 and 66 lb. T rail.

ROAD—Total track 12 miles—40 and 66 lb. T rail.

EARNINGS—For first year to June 11, 1892, as a horse road gross earnings were \$61,728; net, \$25,377.

OFFICERS—President, F. G. Jones; Vice-President, H. C. Garrett; Secretary, E. G. McInnes; Treasurer, J. M. Jones; Superintendent and Purchasing Agent, C. D. Jones.

#### BURLINGTON, VT.

POPULATION 1894 (LOCAL EST.) 17,000; IN 1890 WAS 14,590; AND IN 1880 WAS 11,365.

## WINOOSKI & BURLINGTON HORSE RAILROAD-A trolley road.

ORGANIZATION-Successor to the Winooski & Burlington Horse RR. incorporated Oct. 31, 1872.

STOCK & BONDS— Miles. Date. Int'rest. Outstand'g. Last Div., dc. Stock \$200,000, par \$100. \$160,000 Jan., '94, 2% 1st M., \$150,000, gold., '6:38 1894 6 g. J-J 120,000 Jan., 1924 \$500 and \$1,000 each. \ Not subject to call before maturity. Interest is payable at office of trustee, Burlington Trust Company,

Burlington, Vt.

ROAD-Owns 6:38 miles of track in city of Burlington. Rails 50-lb Owns 6 box cars, 6 open cars, 1 snow plow.

OFFICERS-President, Elias Lyman; Vice-President, Jos. A. Powers; Treasurer, W. F. Hendee; Secretary, B. H. Eagan.

#### BUTTE, MONT.

POPULATION 1890 WAS 10,723; IN 1880 WAS 3,363; AND IN 1870 WAS 241.

BUTTE CONSOLIDATED RAILWAY-Trolley, steam and cable.

ORGANIZATION-Incorporated in April, 1887, and absorbed the Metropolitan Electric and Butte City Street Railway companies.

ROAD-Said to operate 15 miles of track, of which 112 cable and 1312

OFFICERS—President, W. A. Clark; Vice-President, J. S. Wethey; Secretary and Treasurer, A. H. Wethey; General Manager, J. R. Wharton; Superintendent, J. S. Wethey.

#### CAIRO, ILL.

POPULATION 1890 WAS 10,324; IN 1880 WAS 9,011; AND IN 1870 WAS 6,267.

CAIRO ELECTRIC RAILWAY— ORGANIZATION—Chartered in May, 1890. This is a distinct corpora-tion from the Delta Electric Railway.

STOCK & BONDS—
Stock, \$75,000; par, \$100

Stock, \$75,000; par, \$100

Stock, \$75,000; par, \$100

Stock, \$75,000; par, \$100

Stock & Bonds—
Sto

ROAD—Operates 4.3 miles of single track.

OFFICERS—President and Treasurer, E. W. Halliday; Secretary, C. Cunningham.

DELTA ELECTRIC COMPANY—A trolley road.
ORGANIZATION—Successor to Cairo Street Railway, which was chartered Sept. 4, 1880. In March, 1895, the company was in receiver's hands.

but is reported to have resigned.

ROAD-It is said to operate 4 miles of track.

OFFICERS—President, W. Kluge; Vice-President, A. Miller; Secretary and General Manager, H. Schulze; Treasurer, H. Hasenjaeger. Office 1010 Washington Ave.—V. 60, p. 480.

#### CAMDEN, N. J.

POPULATION 1890 WAS 58,313; IN 1880 WAS 41,659; AND IN 1870 WAS 20,045.

#### CAMDEN GLOUCESTER & WOODBURY RAILWAY

STOCK & BONDS — Miles. Date. Interest. Outstand'g. Maturity.

Stock paid in \$600,000

Funded debt. 22 400,000

Other debts Jan., '95. 157,571

ROAD - Jan. 1, 1895, owned 21.81 miles of track. Total cost of road and equipment to Jan. 1, 1895, \$1,156,344.

EARNINGS-In year 1894 gross earnings from passengers, \$76,256; other income, \$3,000; total, \$79,456; expenditures for repairs, \$8,881; for superintendence and management, \$4.813. Track operated Jan. 1. 1895, 21.8 miles, against 14 miles Jan. 1, 1894.

OFFICERS - President, J. Willard Morgan.

#### CAMDEN HORSE RAILROAD - A trolley and horse road.

ORGANIZATION-Incorporated March 23, 1866. Operates and owns fee 32 miles of track in Camden, N. J., extending also into Camden County

Interest. See text. Outstand'g. Last div., etc \$250,000 See text. 250,000 1909 5 M-N

250,000 May 1, 1912 Other debts Jan. 1, '95 Interest payable at New Jersey Trust Company, Camden, N. J.

Dividends-In 1892, 1893 and 1894 were 8 per cent per annum.

ROAD.—Jan. 1, 1895, operated 32 miles of track. Cost of road and equipment to that date, \$1,012,383.

EARNINGS-For years ending Dec. 31-

Dividends, \$20,000.

OFFICERS—President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, Morris W. Hall; Treasurer, G. G. Browning.

#### CANTON, O.

POPULATION 1890 WAS 26,189; IN 1880 WAS 12,258; AND IN 1870 WAS 8,660.

#### CANTON-MASSILLON ELECTRIC RAIL-WAY .- A trolley road.

ORGANIZATION—Chartered in 1892, and absorbed the Canton Street Railway and the Lake Side Street Railroad companies incorporated in June, 1885.

urban and the Massilon divisions. Neither issue of bonds is subject to call before maturity.

ROAD-Company on Jan. 28, 1895, owned street railway in the cities of Canton and Massillon and an Inter-urban line between, connecting them. Mileage 18<sup>1</sup>2 miles single track. Rails 40 to 60 lb., being girder in the cities and T rails on the Inter-urban division.

OFFICERS—President and Treasurer, Wm. A. Lynch, Canton, O. First Vice-President, C. A. Gates, Massillon, O.; Second Vice-President, Robert A. Miller, Canton, O.; Secretary A. J. Underhill, Canton, O.; Superintendent and Purchasing Agent, T. R. Catlin.

CAPE MAY, N. J.
POPULATION 1890 WAS 2,136; IN 1880 WAS 1,699; AND IN 1870 WAS 1,248.

# CAPE MAY DELAWARE BAY & SEWELL'S POINT ELECTRIC RAILWAY—A trolley road. ORGANIZATION—A consolidation in 1892. The road is operated only

from May 15 to Sept. 15 of each year

ROAD-Operates 614 miles of track in city of Cape May and extending to Cape May Point and Sewell's Point.

EARNINGS—For year ending Dec. 31, 1894, earnings were as follows: From passengers, \$18,183; freight, \$27; other sources, \$4,240; tota income, \$22,450; operating expenses and contingencies, \$19,880; balance, \$2,570,

OFFICERS-President, G.G. Browning; Vice-President, David Baird; Secretary, John J. Burleigh; Treasurer, Benj. C. Reeve. Office, Camden, N. J.

#### CARBONDALE, PA.

POPULATION 1890 WAS 10,833; IN 1880 WAS 7,714: AND IN 1870 WAS 6,393.

#### LACKAWANNA VALLEY RAPID TRANSIT A trolley road.

ORGANIZATION—This company was incorporated June 18, 1894, and "owns by lease" for 999 years the Carbondale Traction Company and the Carbondale & Forest City Passenger Railway.

STOCK-Stock is \$800,000.

ROAD-Road will consist of 30 miles of track laid with 60-lb. rails, and distributed as follows:

Total ...

Both roads are in process of construction and extensions and will not

be completed until February, 1896.

Officers—President, H. B. Jadwin; Treasurer and General Manager, John W. Aitken; Superintendent, D. J. Duncan.

LACKAWANNA VALLEY RAPID TRANSIT SYSTEM — CARBONDALE & FOREST CITY PASSENGER RAILWAY—

ORGANIZATION-Leased for 999 years to the Lackawanna Valley Rapid Transit Company, which owns entire capital stock.

Strock & Bonds — Dale, Interest, Outsfd'g, Stock 98300,000; par 850 — 8300,000 c 1894 6g J-J 300,000 Lp. Interest at Real Estate Trust Co. (trustee), Philadelphia. Last Div. etc.

ROAD-Owns 17 miles of track on 15 miles of road, but is now in

LACKAWANNA VALLEY RAPID TRAN-IT SYSTEM.-CARBONDALE TRACTION CO.-A trolley

1892. Leased for 999 erporated March 4,

ROAD-Owns about 11 miles of track under construction connecting the towns of Simpson, Mayfield, Jermyn, Pekville and Archbald with

OFFICERS - President, H. B. Jadwin; Treasurer and General Manager, Jno. W. Altkin.

#### CARTHAGE, MO.

POPULATION 1890 WAS 7,981; IN 1880 WAS 4,167;

CARTHAGE HORSE RAILWAY.
ORGANIZATION-Chartered in August, 1883. St. Louis Trust Co. has
had possession of the road in the interest of the first mortgage bond holders, and has operated it at a loss since 1893.

Maturity.

Frasice-St. Louis Trust Co., St. Louis, Mo.

ROAD-Owns 43g miles of track.

OFFICERS-President, J. A. Guinney; Secretary, J. W. Halliburton; General Manager, E. A. Sexton.

JASPER COUNTY ELECTRIC RAILWAY— ORGANIZATION—In August, 1895, this company was reported to be t work on a line about 11 miles in length between Carthage, Webb

City and Carterville: expected to be completed in September, 1895.

OFFICERS—President, W. W. Calhoon; Vice-President, C. F. McElroy;
Secretary, J. A. Banks; Treasurer, D. R. Goucher; Superintendent,

#### CEDAR RAPIDS, IOWA.

Population in 1890 was 18,020; in 1880 was 10,104; and in 1870 was 5,940.

CEDAR RAPIDS & MARION CITY RAIL-WAY-A trolley road.

ROAD—On January 1, 1895, owned road in operation 12.04 miles in eagth, extending from Cedar Rapids, Iowa, to Marion; second track, 146; sidings, 34; total of all, 13.84 miles. Rails 45 and 58-lb. T

Officeas-President, P. E. Hall; Vice-President, W. D. Douglass; ecretary and Treasurer, C. H. Clark; General Manager and Purchasing Agent, F. L. Diserens.

#### CHAMPAIGN, ILL.

POPULATION 1890 WAS 6,619; IN 1880 WAS 5,103; AND IN 1870 WAS 4,625.

URBANA & CHAMPAIGN ELECTRIC ST. RAILWAY-

ORGANIZATION-A consolidation in 1894 of the Urbana & Champaign Street Rallway (in operation since 1866) and the Champaign Rapid Transit, whose bonds had previously been guaranteed, principal and interest. Owns 10 motor and 10 trailer cars, operated by Westinghouse system.

EARNINGS.-In 1893 net annual revenue, after deducting expenses was said to be \$17,000.

OFFICERS-President, Treasurer, General Manager and Purchasing Agent, B. F. Harris, Jr.; Vice-President, H. H. Harris; Secretary, N. M. Harris.

#### CHARLESTON, S. C.

POPULATION 1890 WAS 54,955; IN 1880 WAS 49,984; AND IN 1870 WAS 48,956.

CHARLESTON CITY RY.—A horse rallway.
ORGANIZATION—Incorporated Jan. 28, 1861. Charter was renewed in December, 1893, for 30 years. In December, 1894, owned 13 miles of track, laid with 38 and 42 lb. ralls The proposed purchase of the

1895, were at rate of 8 per cent per annum.

OFFICERS—President and Purchasing Agent, Jnc. S. Riggs; Secretary and Treasurer, Frank F. Whilden. V. 60, p. 928; V. 61, p. 151

ENTERPRISE RAILROAD—A horse railroad.
ORGANIZATION—Incorporated March 1, 1870, and owns 14 miles of
track laid with 40-lb. C. B. and 42-lb. G. rails. Reported to be controlled by Cuyler, Morgan & Co. of New York City. Option of chase was secured by Brooklyn parties in May, 1895, but not availed of. Interest. Outstanding. Maturity. \$250,000 47,000 5 J - J 1906

Interest due January, 1895, was paid at company's office, Charleston. EARNINGS-In December, 1894, gross earnings were reported to be about \$60,000 per annum.

Officers-President and General Manager, T. W. Passailaigue; Secretary and Treasury, P. J. Balaguer,-V. 60, p. 928.

MIDDLE STREET SULLIVAN'S ISLAND RAILWAY,—A horse road.

ORGANIZATION—Chartered March 9, 1875, and operates 2 miles of

track. Capital stock, \$25,000; par, \$50. No other securities in May, 1895. President, B. Callaghan; Secretary and Treasurer, Frank F. Whilden.

#### CHARLOTTE, N. C.

POPULATION 1890 WAS 11,557; IN 1880 WAS 7,094; AND IN 1870 WAS 4,473.

Interest is payable at the office of the Mercantile Trust & Deposit Co.

of Baltimore, Md. The bonds are not subject to call before maturity. ROAD-In February, 1895, was operating 478 miles of track in Charlotte and suburbs.

ANNUAL REPORT.-For year 1894 gross earnings were \$20,553; net, \$13,439; interest paid, \$6,000. Surplus for year after other charges, \$1,115. Total surplus, \$8,106.

OFFICERS-President and Treasurer, E. D. Latta; Superintendent and Purchasing Agent, L. O. Williams; Auditor, F. A. Savin.

#### CHATTANOOGA, TENN.

POPULATION 1890 WAS 29,100; in 1880 WAS 12,892;

AND IN 1870 WAS 6.093.
CHATTANOOGA ELECTRIC RAILWAY-ORGANIZATION-A consolidation in 1891 of the Chattanooga Electric Street RR. (chartered Oct. 21, 1887) and the City Street RR., chartered in 1877. Company is in default and reorganization pending.

REORGANIZATION—In August, 1895, no reorganization plan had been prepared, but of the \$300,000 City Street RR. of Chattanooga and \$250,000 Chattanooga Electric Street RR. first mortgage bonds, which are prior liens on the Chattanooga Electric Railway, a majority had been pooled in each case, under the agreement proposed by the committees below named. The coupons for the former loan (January and July) and for the latter (February and Angust) had in August, 1895, been regularly paid since the road went into receiver's hands. There are understood to be no receiver's certificates.

The City Street RR. committee consists of William C. Shaw (Fisher & Shaw), Baltimore, Md.; William G. McAdoo, Jr. (Pemberton & McAdoo), 15 Wall St., New York, and H. L. Evans (H. L. Evans & Co.), Wilmington, Del. Depositary, State Trust Co., New York. Chatta-nooga Electric Street RR. first mortgage committee consists of R. D. Fisher (of Fisher & Shaw, Baltimore), William Winchester and Clinton A. Wright. Depositary, Maryland Trust Co., Baltimore, The Chattanooga Electric Railway consol. mortgage is being foreclosed.

ROAD-Said to consist of 32 miles of track on 25 miles of street. RECEIVER-S. W. Divine.

# CHATTANOGA & LOOKOUT MOUNTAIN RAILWAY-A steam road. ORGANIZATION—Said to operate 9 miles of track. Superintendent, W.

CHATTANOOGA & NORTH SIDE ST. RY. ORGANIZATION—Opened in February, 1891. In January, 1895, no coupon had been paid since Nov. 1, 1893; but no receiver had been appointed, and the company hoped to adjust matters with the bondholders.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
Stock (\$40,000), par \$100. \$35,000
1st mort., \$60,000, gold, \( \) 1891 6 g M-N 60,000 May 1, 1911
\$1,000, not subj. to call. \( \) 1n default. Trustee is N. Y. Security &
Trust Co., N. Y. City.

ROAD-Said to operate 612 miles of track (3 miles of road), including North Chattanooga Street Railway.

Officers—President and General Manager, S. R. Read; Vice-Presi-

dent, N. E. Barker; Secretary and Treasurer, W. H. Hart; Superintendent and Purchasing Agent, W. C. Teas.

CHATTANOGA UNION RY.—A dummy road.
ORGANIZATION, ETC.—Line connects all the steamrailroads entering
the city. It comprises 43 miles of track. Sold in foreclosure June 17, 1895. For particulars see Investors' Supplement.

INCLINE & NARROW GAUGE RAILWAY ROAD-Said to embrace 234 miles of track, of which 4 mile incline cable and 3 miles steam.

Officers-President, D. Woodworth.

#### CHESTER, PA.

POPULATION IN 1890 WAS 20,226; IN 1880 WAS 14,997; AND IN 1870 WAS 9.485.

#### CHESTER TRACTION-A trolley road.

ORGANIZATION—Operates about 30 miles of track in fee and controls all the street railway lines in Chester, being a consolidation of the Union Ry. Co., Chester St. Ry. Co., Chester & Media Elect. Ry. Co. and the Chester Darby & Philadelphia Ry. Co.

Date. Interest. Outstanding. Maturity 

interest upon all subsidiary securities guaranteed by the Chester Traction Co.

August 1, 1895, the Chester Traction Co. held all the stock (\$100,000) of the Union Ry. Co., Chester & Media stock (\$35,000), Chester Darby & Phila. st ck (\$65,000); total, \$200,000.

ROAD-Company in August, 1895, operated 30 miles of track, as

Miles. | Chester Darby & Phila. Co... 

Have expended since Jan. 1, 1895, about \$60,000 for new engine and generator, improvements and extensions.

LATEST EARNINGS—Month of July, 1895, gross, \$24,891; net, \$14,-736; fixed charges, \$5,142. Year ending June 30, 1895, first year of

existence.

Miles of Roa
1894-'95.....About 30 Gross. Oper. Expens \$198,872 \$105,911 \$92,961 OFFICERS-President, George B. Lindsay; Secretary and Treasurer, H. T. Walter.

#### CHICAGO, ILL.

POPULATION 1890 WAS 1,099,850; IN 1880 WAS 503,185;

AND IN 1870 WAS 306,605.

ELECTRIC STREET RAIL-WAY .- A trolley road.

ORGANIZATION-Incorporated 1890 under laws of Illinois for purpose constructing and operating an electric-street railway between Chicago and South Chicago.

Date. Interest. Outstand'g. Last div., &c. \$500,000

and after Sept. 1, 1903, 1-10 total issue to be bought or called yearly at

par, before payment of dividends, the lowest numbers to be paid first.

ROAD—The company operates 54 miles of electric road, connecting with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central express trains. Weight of rails is 78 pounds.

OFFICERS-President, Robert Berger; Secretary and Treasurer, H.

B. White.

#### CHICAGO CITY RAILWAY.-Horse, cable and electric road

ORGANIZATION-Incorporated under laws of Illinois in February. 1859, to construct, maintain and operate street car lines in the city of Chicago. By the franchises granted from time to time it has extensive surface road privileges in the south division of Chicago.

each, with right to increase the same at pleasure of the company; amount issued up to Dec. 31, 1890, was \$5,000,000. Jan. 2, 1891, increased to \$6,000,000; July 13, 1891, to \$7,000,000, and in January, 1893, to \$9,000,000. An increase of \$1,000,000 to defray expenses of electrical equipment was made July 1, 1895, making total stock \$10,000,000. In August, 1895, it was stated that a proposition to increase the capital stock from \$10,000,000 to \$14,000,000 for the purpose of retiring the company's outstanding bonds, of which the total issue is now \$4,619,000, would be submitted to the stockholders at the next annual meeting, on January 15, 1896.—V. 61, p. 324;

BONDS-The bonds outstanding are of the denomination of \$100, \$500 and \$1,000 each and are secured by a general mortgage executed in 1887. By provision of the mortgage total issue is limited to \$6,000,000 and the right is reserved to the company to redeem the bonds at any time on 60 days' notice.

Dividends:—Usually 12 per cent, were in 1893, 24 per cent; 1895, Jan., 3 per cent; March, 3 per cent; June, 3 per cent.

ROAD-In February, 1895, company operated 162 miles of track on

| or miles of serece, as follows. |                         |
|---------------------------------|-------------------------|
| Miles.                          |                         |
| Cable road35                    | Horse 53                |
| Electric74                      | Total track operated162 |

ANNUAL REPORT-Fiscal year ends Dec. 31. Report for 1894 was in V. 60, p. 129, and gave earnings, etc., as follows:

| Year ending Dec. 31—<br>Passenger earnings<br>From other sources | 1894.<br>\$4,239,749<br>24,869            | 1893.<br>\$6,029,814<br>30,176                | 1892.<br>\$4,400,944                     |
|--|---|---|--|
| Op. expen. and taxes.<br>P. c. op. ex. to earns                  | \$4,264,618<br>2,838,684<br>(66.56)       | \$6,059,990<br>3,422,041<br>(56.75)           | \$4,400,944<br>2,809,434<br>(63.80)      |
| Net earnings<br>Interest on bonds<br>Dividends(12 p              | \$1,425,934<br>207,877<br>.c.)1,080,000(2 | \$2,637,949<br>199,238<br>4p.c.)2,100,000 (12 | \$1,591,510<br>230,873<br>2 p.c.)840,000 |
| Balance, surplus   | \$138,057                                 | \$338,711                                     | \$520,637                                |

NET EARNINGS FOR 9 YEARS.

NET EARNINGS FOR 9 YEARS.

1894. \$1,425,934 | 1891. \$1,338,882 | 1888. \$683,336
1893. 2,637,949 | 1890. 1,139,897 | 1887. 686,259
1892. 1,591,510 | 1889. \$445,339 | 1886. 619,253

OFFICERS—President, George H. Wheeler; First Vice-President, James C. King; Second Vice-President, Erskine M. Phelps; Treasurer, T. C. Penington; Secretary, F. R. Greene; Purch'g Agent, R. L. Grath DIRECTORS—Samuel W. Allerton, James C. King, L. Z. Leiter, D. K. Pearsons, Erskine M. Phelps, William B. Walker, George H. Wheeler. INDEX - V. 59, p. 129, 919; V. 60, p. 1008; V. 61, p. 324.

## CHICAGO GENERAL RAILWAY-An electric

ORGANIZATION — Incorporated October 24, 1893, for 50 years Organized to construct and operate electric street railroads in Chicago. At present operates a line on West 22d St., etc., but plans to construct electric railways on a large number of West Side and North Side streets. The stockholders on Nov. 26, 1894, authorized 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, but up to May 1, 1895, the mortgage had not been executed.

the mortgage had not been executed.

STOCK & BONDS—

St'k, \$10,000,000 (par \$100)

1st mort., \$10,000,000.

LEASE—The company has leased the property and franchises of the

at West & South Towns Street Railway Company. See that company, EARNINGS—From May 1, 1894, to Dec. 31, 1894 (8 months), earnings with only a portion of the road in operation, were:

| Income.  | Disbursements.   |
|--|--|
| Cash fares\$27,538   |  |
| Ticket sales 13,010  |  |
| Miscellaneous 320  |  |
| The state of the s | Suspense account 4,714   |
| Total\$40,868  |  |
| Suspense account 4,679   | The second secon |
|  | Total\$27,867  |
| Q45 547  | Polongo not comings \$17 690   |

OFFICERS.-President, Lawrence E. McGann; Secretary & Treasurer, Lawton C. Bonney; Purchasing Agent, C. L. Hull. Directors—L. E. McGann, J. H. Whilbeck, C. L. Bonney, D. B. Scully, J. P. Black, Lawton C. Bonney, Lyman M. Paine.—V. 59, p. 968.

# CHICAGO GENERAL RAILWAY SYSTEM -WEST & SOUTH TOWNS STREET RAILWAY.—An electric road. ORGANIZATION—Leased May 1, 1894, for 99 years to Chicago General

Railway, which "assumes" the bonds due in 1912, and, beginning November 1, 1896, will pay dividends on the stock as below stated.

The mortgage trustee is the Northern Trust Company of Chicago. LEASE-Under the lease the General Company assumes the bonds and will pay rent coupons on the stock, beginning Nov. 1, 1896-6 per cent to be paid each Nov. 1 from Nov. 1, 1896, to Nov. 1, 1900, both

inclusive; thereafter 12 per cent per annum, payable May 1 and Nov. 1. ROAD-In May, 1895, owned 15.85 miles of track on 919 miles of street, within 512 miles of the City Hall, the nearest point being within 2 miles. Operation from the new power plant began Jan. 3, 1895.
EARNINGS—See Chicago General Railway.

## CHICAGO & JEFFERSON URBAN TRAN-

SIT.—A trolley road.

ORGANIZATION—Obtained a franchise in April, 1892, for an electric road from Monroe and Canal streets along Monroe, Morgan, Fulton, Ashland Avenue, Fulton Street, Western Avenue, etc. In 1895 company, which was said to be controlled by Mr. Yerkes, was planning construction. Stock \$2,000,000; bonds not known. In May, 1895, had 2.85 miles of track on Fulton, Morgan and Monroe streets. President, Le Grand W. Perce.

# CHICAGO & SOUTH SIDE RAPID TRANSIT RAILROAD—("ALLEY ELEVATED")—A steam road. ORGANIZATION—Owns elevated road in operation in Chicago upon a

purchased right of way from Congress Street to Jackson Park, about 834 miles of double and triple track.

REORGANIZATION-In August, 1895, in view of default, L. Z. Leiter, 81 South Clark St., and William B. Walker, 225 La Salle St., Chicago, requested addresses of holders of the extension bonds. V. 61, p. 280.

A meeting of stockholders will be held September 3 for the purpose

considering measures to be taken to discharge the interest

p. 656. July, 1895, interest on the extension bonds was not paid.

Merigage of 1880 covers road from Congress Street to Sixty-third Street, and the bonds are subject to call for payment after Oct. 1, 1890, at 110 and interest on any coupon day. The mortgage of 1893 is a first tion on extensions south of Sixty-third Street. In February, 1895, \$2,000,000 extension bonds were unissued. Trustee of both mortgages is the Northern Trust Company of Illinois.

| 6 menths - Greek. | Net.    | Tures.  | Interest, |
|-------------------|---------|---------|-----------|
|                   | 897,389 | 825,005 | \$162,500 |
| 1995              | 44,526  | (1)     | (1)       |

ANNUAL REPORT-The annual report for 1894 with balance sheet was

| in V. 60, p. 175, abowing:<br>Eurnings.                                | Oper. exp. and taxes\$568,561                             |
|--|---|
| Passenger 8679,381 Other careings 20,773 Miscellaneous receipts 11,529 | Net receipts\$143,123<br>Interest on bonds 525,000        |
| Gress receipts   | Balance, deficit\$381,876<br>656; V. 61, p. 26, 240, 280. |

## CICERO & PROVISO STREET RAILWAY

OBGANIZATION-Understood to be controlled by Mr. Yerkes.

| STOCK & BONDS.            | Interest. | Outstanding.                   | Maturity.                   |
|---------------------------|-----------|--------------------------------|-----------------------------|
| Capital stock (par \$100) | 344446    | \$2,500,000                    | 25-27 7007                  |
| lat mortgage              | 6 MAN     | 740,000                        | Nov. 1, 1904<br>May 1, 1915 |
| Connol. M., 82,500,000,   | og.M & N  | Tillmale Treast & Say          |                             |
| 1895, gold, \$1,000       | A STREET, | THE PERSON AND PERSON OF COMP. | anylote materials           |

Interest on 1st mortgage at Farmers' Loan & Trust Co., N. Y. City Bands-Of the consols of 1895 \$871,000 are reserved to retire the outstanding firsts. Of the remainder, it is said \$500,000 will be held in the treasury, and the rest will be sold now and the proceeds used in extending and improving the lines. See V. 61, p. 280.

Increase in capital stock from \$1,000,000 to \$2,500,000 authorized

in Feb., 1895, and in Aug., 1895, about to be made. See V. 61, p. 280.

ROAD.-Operates 31 miles of track. It starts at West 40th St. and W. Madison St. in the City of Chicago, and passes through the suburban s of Moreland, Austin, Maywood, etc. Extension proposed.

| Double track14 | Equipment. No. of cars. |
|----------------|-------------------------|
| Double track   | Motor42                 |
| Single 3       | Trailers30              |

OFFICERS-President and General Manager, Geo. Butters; Secretary Henry G. Foreman, Equitable Building, Chicago; Treasurer, H. Coombs; Purchasing Agent, D. W. Coan.—V. 60, p. 259; V. 61, p. 280.

#### INTER-URBAN ELECTRIC RAILWAY-

ORGANIZATION-In January, 1895, this company was reported to be securing the right of way for an electric railway from Cook County line north through Highland Park and Highland to Fort Sheridan. To connect with North Shore Electric System, which ends at Evanston.

LAKE STREET ELEVATED RAILROAD.— ORGANIZATION—Chartered August 24, 1892. In August, 1895, debt had been mostly readjusted under plan of February, 1895 (in V. 60, p. 391), by which the Northwestern Elevated RR. Co. guarantees new debenture bonds issued for 60 per control of the control of benture bonds issued for 60 per cent of the face value of the old first mortgage bonds. The old firsts also received 15 per cent in new incomes. To July 10, 1895, \$6,462,000 of the old bonds had assented. Interest was paid July 1, 1895, on the new debentures.

The reorganization committee was John R. Walsh, A. O. Slaughter and George H. Webster, and they will receive further deposits of old bonds up to Oct. 1, 1895, upon payment of \$20 per bond.

Electricity will be introduced as motive power, greatly, it is thought, lessening operating expenses.

In addition \$477,000 were pledged to secure floating debt.

Bonds-The gold debentures bear interest at 5 per cent from Jan. 1, 1895, and are secured by deposit of the old bonds with the Northern Tr. Co.; their principal and interest are guaranteed by the Northwestern Elevated RR. Co. The trust deed securing the mortgage bonds is to be modified so that no bonds shall hereafter be issued for purpose of paying interest, and no bonds shall hereafter be issued for construc tion, except at par, and only for actual cost of the construction.

ROAD-Owns in Chicago a double-track elevated railway, Market Street from Madison Street to Lake Street, thence to the Western city limits, being 6 2-5 miles, equal to 1414 miles of single track. Road turned over to the company by the contractor March 1, 1894.

EARNINGS-Net earns, for 5 months ending March 31, 1895, \$87,350. ASNUAL REPORT—Fiscal year ends December 31. Report for 1894 (10 months) was in V. 60, p. 81. The deficit noted below does not cover the \$178,750 of interest which became due Jan. 1, 1895.
TEN MONTHS ENDING DECEMBER 31.

| T. HOLD MINISTER B. 1 \$15.57                          | the state of the state of | 100 DE 10 A 10 |           |
|--|---------------------------|--|-----------|
| Gross earn, from pass's \$410<br>From miscellaneous 17 | 825   Interes             | st on bonds                                  | 070.050   |
| Total  | 005 Interes               | st on miscel                                 | 7,436     |
| Oper.exp. (67-76 p. ct.) 290                           | 090 Total                 |  | \$284,730 |
| Net revenue 10 mos \$139                               | oo4 Deficit               | ************                                 | \$146,725 |

Officers-President and Treasurer, D. H. Louderback; Secretary and Purchasing Agent, W. L. Garey. Office 1137 West Lake Street,

DIRECTORS-D. H. Louderback, R. Laughlin, John B. Parsons, W. F. Furbeck, S. Sturges, A. S. Littleffeld, George A. Yuille.-V. 60, pp. 43, 81, 131, 391, 480, 522, 656, 711, 795, 836, 1009, 1105, 1145; V. 61,

## METROPOLITAN WEST SIDE ELEVATED RAILROAD—An electric road.

ORGANIZATION-Organized to build an elevated railway in Chicago, running from the Board of Trade Building westerly about 6 miles, with branches; the total length, 16:15 miles; the first 1:81 miles are four tracks, the rest two tracks, making total double track miles 17:96, The road is operated by electricity. Sec. V. 58, p. 866. Right of way is owned in fee and mortgaged to secure the bonds. The West Side Construction Co., which is building this road, in June, 1895, increased its capital stock from \$3,000,000 to \$6,000,000.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity, etc. \$12,810,000 (\$100). \$12,810,900 (\$15,000,000 (par \$100). \$15,000,000 (par \$100). \$15 mort., gold (see text). \$1892 5 g. F-A 10,000,000 Aug. 1, 1942 \$1,000 ......\$1,1000 ......\$1,1000 ......\$1,1000,000 Aug. 1, 1942

ROAD—Early in May, 1895, 8.1 miles of double-track road were opened, including the main line and Logan Square line; on June 19 the Garfield Park line, 4 miles, and on July 29 the Humboldt Park line, 2·1 miles; making a total of 14<sup>1</sup>4 miles of double track. The remaining 3·9 miles (Douglas Park line) is now under construction.

Stock—Authorized, common, \$15,000,000; preferred (authorized July 6, 1895), \$15,000,000. There was issued to subscribers to bonds on final payment of subscription June 15, 1894, \$2,500,000 common, and the balance outstanding is owned by the Construction Company. For the preferred see "bonds" below.

Bonds—The mortgage is for \$15,000,000, but the issue of bonds has been limited to \$10,000,000 and \$15,000,000 of preferred stock was authorized July 6, 1895, of which part is to be given in lieu of the \$5,000,000 bonds, which are to be canceled, and the balance of preferred to be available for extensions, etc.—V. 60, p. 836; V. 55, p. 1035; V. 56, p. 206; V. 58, p. 866; V. 60, p. 711. 836; V. 61, p. 69.

#### NORTH CHICAGO STREET RAILROAD-

ORGANIZATION-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. In 1886 it purchased a majority of the shares of capital stock of the North Chicago City Railway Com-An operating agreement was entered into between the 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 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 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 trustee) of additional bonds for permanent improvements, in amount equal to 75 per cent of such improvements.

In Feb., 1895, guaranteed \$150,000 North Chicago Electric Ry. bonds -which see under West Chicago "System"—and also issued \$500,000

six per cent certificates. V. 60, p. 260. Stock — The North Ohicago 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.

1894. 1895. 12 See below. Dividends, for 1890. 1891. 1892. 1893. In 1895, January, 3 p. c.; July, 3 p. c.

ROAD-The company on Nov. 15, '94, was operating 84 miles of road. of which 514 with horses. In May, 1895, the mileage was divided or was soon to be divided as follows:

Miles. Electric trolley......60.25 Total track operated ......84

REPORT-Fiscal year ends December 31. Report for 1894 ANNUAL REPORT—Issai year ends December 31. Report for 1894 was in V. 60, p. 129, and gave earnings as follows (1893 was the year of the World's Fair):

1893. \$3,101,148 1,412,756 \$2,611,259 Net earnings......\$1,218,292 Int., rental, taxes, etc.... 465,648 \$1,688,392 533,882 \$1,858,713 Balance for dividends \$752,644 Dividends paid. .....(12%) 659,913 \$1,154,510 (111<sub>2</sub>%) 618,574 \$752,546 Balance, surplus ..... \$92,731 \$535,936 Total surplus Dec. 31....\$1,357,076 \$1,264,345

In 1894 the gross earnings included other income as follows: Rental, \$75,030; advertising, \$10,775; total, \$85,805.

OFFICERS—President, C. T. Yerkes; Vice-President, W. F. Furbeck;

Vice President, John M. Roach; Secretary and Treasurer, J. Wm. Helm; General Manager and Purchasing Agent, J. M. Roach .- V. 60, p. 129, 260.

NORTHSIDE ELECTRIC RAILWAY-A trolley road.

ORGANIZATION—Stock was authorized to be increased from \$500,000 to \$1,500,000 in April, 1895. In May, 1895, had in all 1.82 miles of track in several detached pieces on Franklin, Erie, Kingsbury, Crosby, Rees, Dayton, Weed and Sheffield streets.

NORTHWESTERN ELEVATED— ORGANIZATION—Organized in 1894 to construct an elevated road in Chicago, Ill.

Maturity. Aug. 1, 1944 Interest at Ill. Trust & Savings Bank, trustee.

In May, 1895, stockholders of the Columbian Construction Co. (which is to build the road) were offered \$2,000,000 of Northwestern Elevated bonds at 90 and a bonus of 100 per cent in Elevated stock. In July, 1895, the Construction Co. stockholders voted to increase its capital stock from \$2,000,000 to \$5,000,000. The issue was said to be practi cally underwritten. The first instalment of 10 per cent was payable Aug. 22. V. 61, p. 241, 325.

The Northwestern Elevated proposes to guarantee the debenture

bonds of the Lake Street Elevated when reorganized .- V. 60, p. 836.

ROAD—The road starts at the intersection of Wilson and Evanston avenues, seven miles from the Court House, and will have 5% miles of four-track and 14 miles double-track. It is said strong financial men in Chicago are interested in the company, and contracts are all let for the structure. A good portion of the right of way has been secured. OFFICERS—President, D. H. Louderback; Vice-President, E. W.

Sherman; Secretary and Treasurer, Howard Abel.-V. 60, p. 930, 1105; V. 61, p. 113, 241, 325.

#### OGDEN ELECTRIC STREET RAILWAY-A trolley road

ORGANIZATION-This company in January, 1895, was reported to be securing right of way through the towns along the Chicago Burlington & Quincy RR., and was intending to build a line to connect with the Cicero & Proviso System. In February, 1895, an ordinance was granted to the company to construct, maintain and operate for the period of twenty years a single or double track street railroad on West Fortieth Street from West Madison Street to West Thirty-first Street; on Ogden Avenue, from West Fortieth to West Forty-sixth street; on West Twenty-sixth street, from West Fortieth Street to West Forty-sixth Street; on Thirty-first Street, from West Fortieth Street to West Forty-fourth Street. In May, 1895, had laid in all 6 miles of track.

# SOUTH CHICAGO CITY RAILWAY CO-ORGANIZATION—Incorporated May 31, 1888. Operates two lines from Jackson Park to 106th Street and the Indiana State Line.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.

Stock (\$1,500,000 auth.). \$1,200,000

1st mortgage, currency. 1890 5 J-J 50,000 July 1, 1910

1st mort \$5,000,000, gold? 1893 5 g.A-O 1,150,000 Apr. 1, 1913

\$1,000. \$1 Interest payable at Illinois Trust & Savings

Bank, Trustee, Chicago.

ROAD—Owns 32 miles of track in Chicago and controls the Grand

Crossing & Windsor Park RR. Co., 3 miles; total August, 1895, 35 miles. Rails 75 lbs.

OFFICERS-President, D. F. Cameron; Vice-President, V. Shaw Kennedy: Secretary, Treasurer and Purchasing Agent, O. S. Gaither.

SUBURBAN STREET RAILWAY-ORGANIZATION—In July, 1895, secured franchises on 12 miles of street in Cicero, covering Harrison Street, Twenty-second Street, Riverside Boulevard, Hiawatha Avenue from Twenty-second to Thirty-ninth Street. Capital stock authorized, \$1,250,000. Will connect with Lake Street and Metropolitan West Side elevated roads and proposes to build to La Grange and possibly to Aurora. C. S. Leed is head of the enterprise.

WEST CHICAGO STREET RAILROAD— ORGANIZATION—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 pur-

chase of a majority of its shares (6,251) of capital stock, and the road leased at an annual rental of \$35 per share, the principal and interest leased at an annual rental of \$35 per snare, 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 the West Chicago Street RR. Tunnet Co. was leased for 999 years, the principal and interest of the bonds hains graranted and an annual toll to be paid on each ear its bonds being guaranteed, and an annual toll to be paid on each car passing through the tunnel.

In July, 1895, Mr. Yerkes stated that the stock of the several electric roads whose bonds are guaranteed by this company are owned by him-

Guaranteea-

Chicago Electric Transit, etc., See below.

Interest is payable at company's office.

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.

In February, 1895, issued \$1,000,000 additional 6 per cent debenture bonds; has also guaranteed \$850,000 Chicago Electric Transit Company bonds and \$150,000 North Chicago Electric bonds and the stock and bonds of the Chicago North Shore Street Ry. See each of said companies below. The debentures were issued to pay for equipping lines with trolley.—V. 60, p. 260.

Stock.—The West Chicago Street RR. Co.'s authorized stock was \$10,000,000, but the stockholders Jan., 1893, authorized an increase 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.

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.

 $\begin{array}{c} \text{DIVIDENDS-} \\ 1889. \\ \text{per cent.} \\ 1890. \\ 1891. \\ 1892. \\ 1893. \\ 1990. \\$ 1894. 9 (2<sup>1</sup>4 quar.)

ROAD.—The company in May, 1895, operated about 185 miles of track divided, or soon to be divided, as follows (Jan. 1, 1895, there were 151 miles operated with horses):

Horse Miles. Trolley Miles.

Cable 34 Total track operated 185

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1894 was in 60, p. 129. The statement of operations for the year is given below. 
 Years ending Dec. 31—
 1894.

 Gross earning.
 \$4,181,237

 Operating expenses.
 2,518,627
 1893. \$5,235,634 2,892,983 1892 \$4,620,225 2,687,311 

 Net earnings
 \$1,662,610

 Fixed charges:
 Rental of leased roads
 \$490,500

 Coupon interest
 240,862

 Other interest and taxes
 128,109

 \$2,342,651 \$1,932,914 \$941,749 \$895,075 Total fixed charges...... \$859,471 \$941,749 \$895,075 Balance for dividends \$803,139 Dividends paid 1,184,298 \$1,400,902 991,559 sur.\$409,343 .....def.\$381,159 \$312.839

Total surplus January 1, 1895, \$1,481,681.

Officers.—President, C. T. Yerkes; Secretary and Treasurer, L. S.

Owsley; Purchasing Agent, E. A. Blodgett.-V. 60, p. 129, 260.

WEST CHICAGO STREET RR. SYSTEM—CHICAGO ELECTRIC TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1894 and in 1895 its bonds were guaranteed by the West Chicago Street RR. Co. Owns valuable franchises running for 20 years on about 40 miles of streets in northwest part of

STOCK & BONDS-STOCK & BONDS— Date. Interest. Outstanding. Maturity. \$1,500,000 | 1st M. \$2,000,000. no option 1894 | 6 F-A | 850,000 | Aug. 1, 1914

Interest is payable at office of the trustee, the Illinois Trust & Savings Bank of Chicago, Ill. To construct the Belmont Avenue line, 3.3 miles in length, \$150,000 bonds, making the total \$850,000, were issued in July, 1895.

Interest is payable at the company's office.

Bonds-The bonds are secured by first mortgage on all the rights, property and franchises of the company, and each bond bears the guar-

antee of the West Chicago Street Railway Company.

ROAD—Owns 11:86 miles of track on 5:93 miles of street—a doubletracked paved electric road on Elston Avenue, from Milwaukee Avenue to Montrose Avenue; Elston Avenue Line (under construction in August, 1895), 6.6 miles track on 3.3 miles of street. Owns eight acres of real estate for car barns, and will furnish power for itself and for other lines.

# WEST CHICAGO STREET RR. SYSTEM-NORTH CHICAGO ELECTRIC RAILWAY—A trolley road. ORGANIZATION.—Chartered in 1894, and in January, 1895, \$300,000 of its bonds were issued, guaranteed, \$150,000 of them by the West

Chicago and \$150,000 by the North Chicago Street Railroad companies

ROAD-Owns double track, paved, electric road on Lincoln Avenue, from the terminus of the North Chicago Street Ry. Co.'s cable line at Lincoln and Wrightwood Avenues to North 59th Street; also on Mil waukee Avenue, from the terminus of the West (hicago Street Ry.

Co.'s cable line at Armitage Ave. to Lawrence Ave., 6.75 miles in length.

WEST CHICAGO STREET RAILWAY SYSTEM—CHICAGO NORTH SHORE STREET RAILWAY—An elec-

ORGANIZATION-Has constructed a railway, about nine miles long from the present terminus of the North Chicago Street Railroad Co. to Evanston. In November, 1894, the bonds were guaranteed by endorsement by the North Chicago Electric Railway, and in February, 1895, the stock for \$650,000, guaranteed 6 per cent per annum by the same company, was listed on the Chicago Stock Exchange.

#### CINCINNATI, OHIO.

POPULATION 1800 WAS 296,908; IN 1880 WAS 255,139; AND IN 1870 WAS 216,239.

CINCINNATI HAMILTON MIDDLETOWN DAYTON STREET RAILROAD-See DAYTON.

CINCINNATI NEWPORT & COVINGTON .-

CINCINNATI STREET RAILWAY-Electric and

ORGANIZATION-Incorporated June 21, 1880.

Par. Interest. Outstand'g. Last die., dc.
50 5 Q.-J. \$10,500,000 July, 1895,14%
7 J.-J. 50,000 July, 1896
4 J.-J. 100,000 July, 1896
5 J.-J. 100,000 July, 1896
4 J.-J. 25,000 July, 1900 Stock & Bonos-stack (\$11,000,000)..... Compol. Street mort., cur Cons. Street ext. mort, cur. Kugour M. (assumed), cur. 4 J. - J. 25,000 July, 1900 Stock-On July 31, 1895, stock for \$1,000,000 additional was author-

ized, of which \$500,000 was offered to stockholders at par (\$50), payment to be made between Sept. 10 and Oct. 3, 1895. It is understood that part of the proceeds of this stock will be used to retire the bonds

due in July, 1806. Total authorized stock, \$11,000,000.

Devocance—For many years dividends at the rate of 5 per cent per amoun have been paid, including 14 per cent July, 1895.

BOWDS—The bonds outstanding above are none of them gold bonds,

nor were they subject to call before maturity.

ROAD-Company Nov. 10, 1894, operated 147:56 miles of track in the city of Cincinnati, Ohio, extending also to adjoining suburbs.

OFFICERS-President and General Manager, John Kilgour; Secretary, James A. Collins; Treas., R. A. Dunlap; Purch. Agent, A. G. Starr.

#### CINCINNATI INCLINE PLANE RAIL WAY-A trolley road and incline plane.

Stock—The preferred stock is secured by a second mortgage for \$150,000 on the company's property, dated 1891, interest 6 per cent. Dividends—Up to March 1, 1895, but one dividend had been paid—212

Per cent Feb. 1, 1893.

ROAD-Owned in August, 1895, 16 miles of track in city of Cincinnati, of which 1,920 feet is inclined plane cable; remainder electric.

OFFICERS-President, H. H. Littell; Vice-President, St. John Boyle;

Secretary, J. M. Doherty; General Manager, H. P. Bradford.

## ADAMS & EDEN PARK INCLINED

RAILWAY-ORGANIZATION-Incorporated Nov. 16, 1877. Controlled in same interest as Cincinnati Street Railway Company.

Last Div. &c. 1895 Oct., 1895 Oct., 1900 Oct., 1905 Mch., 1906

Interest is payable at First National Bank, Cincinnati.

Stock-On January 15, 1895, stockholders voted on issuing \$500,000 new stock, making the total \$2,100,000, to be sold at not less than par for the payment of cost of electrical equipment, etc.

OFFICERS-President, John Kilgour; Secretary, Jas. A. Collin Purchasing Agent, A. G. Starr. Office, corner Fifth and Walnut Sts.

## CINCINNATI ELECTRIC STREET RAIL-WAY-A trolley road with 2,000 feet of cable.

ORGANIZATION-Successor in 1895 to the Mt. Auburn Cable Railway, sold under foreclosure of third mortgage in February, 1895. In April, 1895, it was reported that a contract had been made for the equipment of the road with electricity and for the building of 15 miles of new line.

BONDS-The Cincinnati Electric Street first mortgage of 1895 provides for a cumulative sinking fund of \$20,000 per annum before any dividend shall be paid. Of the total issue of bonds \$260,000 are reserved to retire the Mt. Auburn cable first and second mortgage bonds; \$340,000 will be sold for immediate improvements and extensions,

and \$400,000 held in the treasury for future needs.

ROAD—Owns 4½ miles of road (total track 8¼ miles) extending from Cincinnati to Avondale. Total built and projected 40 miles.

### CLEVELAND, OHIO.

POPULATION 1890 WAS 261,353; IN 1880 WAS 160,146; AND IN 1870 WAS 92,829.

CLEVELAND CITY RAILWAY-A cable road.

ORGANIZATION - 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 RR.

STOCK & BONDS— Date. Interest. Outslanding. Maturity.

810ck (100) \$8,000,000
Cleve. City Cable Ry | 1889 5g. J.-J. 2,000,000 July 1, 1909
gold \$1,000 c.ar. 1st M | Trustee is Central Trust Co., New York.

ROAD-The company operates 84 miles of track in the city of Cleveland and suburbs on 41 miles of streets, extending 6 miles east and west of city limits. Weight of rails 82 and 98 lbs.

Officers—President, M. A. Hanna; Vice-President, F. De H. Rob

ison; Secretary, Treasurer and Purchasing Agent, J. B. Hanna.

CLEVELAND ELECTRIC RAILWAY-ORGANIZATION-This system is a consolidation March 1, 1894, of the East Cleveland RR., Broadway & Newburg St. RR., Brooklyn 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 Ru .-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 \$251,000 (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 85 per cent of the cash cost of extensions of mileage and increase of plant, but in no 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 9612 miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

EARNINGS—6 months, 1895...gross, \$691,197; net, \$233,774. Jan. 1 to June 30. {1894...gross, 607,577; net, 200,323.

ANNUAL REPORT-For the year ending Dec. 31, 1894: Gross earnings.
Operating expenses ..\$1,306,522 .. 805,021

Net for 1894.. \$501.501 Total annual interest charge on \$3,049,000 bonds outstanding \$161,450.

OFFICERS President, Horace E. Andrews; Secretary, L. A. Harmon; Treasurer, James Parmelee; Purchasing Agent, C. W. Wason.

#### AKRON BEDFORD & CLEVELAND ELEC-TRIC RAILWAY-A trolley road. ORGANIZATION—Chartered in November, 1894, and in August, 1895.

had under construction a line, to be laid with 68-lb. rails, from Cleveland to Cuyahoga Falls (via Bedford and Northfield) which it hopes to complete in the autumn of 1895. Will probably connect at Cleveland with the tracks of the Cleveland Electric Railway and at Cuyahoga Falls with the road to Akron, about 28 miles,

STOCK & BONDS—
Stock authorized, \$300,000 ... (!)

1st M., \$250,000 (par \$1,000), { 1895 } 5 (!)

mort. covers 27410 mi es..... { Central Trust Co., N.Y., trustee.}

OFFICERS—President, Henry A. Everett; Vice-President, James Christy, Jr.; Secretary, Fred. S. Borton; Treasurer, E. W. Moore.

#### CLEVELAND & AKRON ELECTRIC RAIL-WAY-To be a trolley road.

ORGANIZATION-Chartered May 16, 1894, with \$300,000 authorized capital stock. Projected from southern end of Pearl Street trolley line in Cleveland to Akron. 30 miles, passing through Brecksville, Bath, Montrose, etc. In July, 1895, its projectors hoped soon to have road in operation. President, F. N. Wilcox, Cleveland.

#### LEVELAND & BEREA STREET RAIL-WAY-A trolley road. ORGANIZATION-Chartered in September, 1891, for 25 years, and in

July, 1895, was in full operation, its road extending from end of Lorain Street line in Cleveland to Berea. Securities, etc., as follows:

STOCK & BONDS-

#### CUYAHOGA SUBURBAN RAILWAY - A trolley road.

ORGANIZATION-Proposes to build and operate 1312 miles of trolley road extending from the Cleveland Canton & Southern RR. crossing at Miles Avenue to Chagrin Falls.

STOCK & BONDS—Capital stock is said to be \$150,000, and bonds for \$150,000 it is reported will be issued. Trustee of mortgage dated Feb. 1, 1895, Savings' & Trust Co. of Cleveland.

#### COLORADO SPRINGS COL.

POPULATION 1890 WAS 11,140; IN 1880 WAS 4,226.

COLORADO SPRINGS RAPID TRANSIT-ORGANIZATION—Chartered in 1890. Franchise is perpetual and is said to give "practically exclusive" rights to operate street railway in the city.

On Feb. 5, 1895, the company took a ten-year lease of the Manitou Electric Railway & Construction Company, whose capital stock it controls, and whose road will be in operation June 1,1895. Rental, 70 per cent of receipts.

Interest is payable at Chemical National Bank, New York City. No dividends were paid in 1892, 1893 and 1894.

Consolidated mortyage was originally for \$750,000, of which \$350,000 reserved for first mortgage, and balance was issuable at \$20,000 per mile of new single and \$30,000 per mile of new double track; but the total issue has since been limited to \$500,000 by the cancellation of \$250,000 of the bonds

ROAD-Owns 2812 miles of track, and June 1, 1895, it will begin to operate the Manitou Electric Railway & Casino Company's line, 112 miles System will then serve Colorado Springs and extend to Manitou and Chevenne Canon.

ANNUAL REPORT-For year ending Dec. 31, 1894, earnings were: Gross earnings \$98,198 Fixed charges \$30,000 Operating expenses 57,898 Balance, surplus 10,300 Net earnings ......\$40,300

OFFICERS—President, F. L. Martin; Vice-President, E. J. Eaton; Secretary and Treasurer, A. L. Lawton; General Manager and Auditor, A. A. McGovney; Supt. and Purchasing Agent, D. L. Macaffree.

#### COLUMBIA, S. C.

POPULATION 1890 WAS 15,353; IN 1880 WAS 10,036; AND IN 1870 WAS 9,298.

COLUMBIA ELECTRIC STREET RAIL-WAY LIGHT & POWER-A trolley road.

ORGANIZATION-The city of Columbia is said to have had a population in 1894 of 20,000.

Interest is payable at the office of the Mercantile Trust and Deposit

Company, Baltimore, Md.

ROAD—In February, 1895, was operating 10 miles of track.

OFFICERS—President and General Manager, J. Q. Marshall; Vice-President, Dr. T. T. Moore; Secretary, W. G. Childs.

#### COLUMBUS, GA.

POPULATION 1890 WAS 17,303; IN 1880 WAS 10,123; AND IN 1870 WAS 7,401.

COLUMBUS RAILROAD-Being made in part a trolley road; partly steam.

ORGANIZATION-Chartered in September, 1867, and in January, 1895, had absorbed North Highland Railroad, 312 miles in length. It owns and operates the street car system, the belt passenger and freight lines, connecting with all passenger and freight depots, and a large brick, metal roof warehouse and general storage building.

& Safe Deposit Company, mortgage trustee, Philadelphia, Pa.

EARNINGS—Road in process of reconstruction. For month of June, 1895, gross, \$5,027; net, \$1,536. Jan. 1 to June 30, 1895 (6 months) gross, \$19,795.

ROAD-Said to operate 2012 miles of track.

OFFICERS—President, John F. Flournoy; Vice-President, John H. Drake, Philadelphia, Pa.; Secretary, C. B. Grimes; Treasurer, W. L. Drake; Superintendent, J. H. Henderson.

#### COLUMBUS, OHIO.

POPULATION 1890 WAS 88,150; IN 1880 WAS 51,647; AND IN 1870 WAS 31,274.

Mortgage trustee is the Savings & Trust Company of Cleveland, O.

Mortgare trustee is the Savings & Trust Company of Cleveland, O. In February, 1895, the company reported \$1,500,000 of stock and the same amount of bonds to be outstanding.

ROAD & EQUIPMENT—The company has under construction 42 miles of track in Columbus and suburbs, all the materials being on the ground. Construction was begun in September, 1894, and the entire road is under contract to be completed in 1895. In May, 1895, 20 miles of track were reported to have been completed. The gauge is five feet two inches and the rails are T 60 and 70 pounds per yard. Road will have Westinghouse equipment, and 120 Brownell cars, 20 feet in length—60 open and 60 closed. The cars have already been ordered.

—60 open and 60 closed. The cars have already been ordered.

OFFICERS—President, Jno. J. Shipherd, Cleveland, O.; Vice-President,
M. H. Neil, Columbus, O.; Secretary, E. W. Radder, Cleveland, O.;
Assistant Secretary, G. W. Meeker, Columbus, O.
DIRECTORS—J. J. Shipherd, Cleveland; M. H. Neil, Columbus; T. A.
Simonds, Columbus; G. W. Meeker, Columbus; E. W. Radder, Columbus.

COLUMBUS STREET RAILWAY-A trolley road. ORGANIZATION-Organized in May, 1892.

Bonds.—The first consol. mortgage of 1892 is for \$3,000,000, of which \$760,000 are in hands of trustee (Knickerbocker Trust Co., N. Y.) to retire the Col. Consol. St. Ry. firsts. The Crosstown Street Ry. 1st M. is for \$2,000,000, of which the balance unissued may be sold for extensions at \$30,000 a mile; \$90,000 of this mortgage is reserved to take up \$75,000 Glenwood & Greenlawn underlying bonds. Principal and interest of the Crosstown bonds is guaranteed by Col. St. Ry. Co., which owns all the stock and operates the property under a perpetual lease.

The guaranty is endorsed on each bond.

DIVIDENDS—Nov., 1892, 1 per cent; Feb., 1893, 1 per cent; July, 1893, 1 p. c.; Nov., 1894, 112 p. c.; in 1895, Feb., 1 p. c.; May, 1 p. c.; Aug., 1 p. c.

ROAD.-Operates 55 miles of track in Columbus, etc. (counting all as single track), as follows:

Road owned. Miles. Road leased.
Main line. 46 Crosstown St. Ry..

Balance, 7 months— 1895 ...... 1894 ..... 102,906

ANNUAL REPORT—Fiscal year ends Dec. 31. The company's gross earnings increased about 93 per cent in the seven years, 1887-1894, the yearly increase averaging about 13 per cent. Earnings have been as follows:

| 1894. | 1893. | 1894. | 1895. | 1896. | 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897 1893. \$43,029

GENERAL BALANCE SHEET JAN. 1, 1895.

1, 1880. Liabilities. \$3,000,000 ...... \$3,003,500 Stock. \$
Bonded debt. \$
Crosstown Street R'way bonds, guaranteed. Accounts payable. Accrued int., taxes, etc. Profit and loss. 475,000 20,034 178,454

Total......\$6,683,509 Total passengers carried in 1894 12,676,018, against 12,134,060 in 1893. Total car mileage 3,226,746, against 3,560,790 in 1893. Per cent of operating expenses to gross earnings in 1894 was 47.80 per cent, against 62.50 per cent in 1893.

OFFICERS—President, Emerson McMillin; First Vice-President and Treasurer, E. K. Stewart; Second Vice-President, R. E. Sheldon; Secretary and Auditor, P. V. Burington; Superintendent and Purchas-

ing Agent, W. F. Kelly. INDEX-Vol. 59, p. 737, 1007, 1058; V. 60, p. 82, 656.

WORTHINGTON CLINTONVILLE & CO-LUMBUS STREET RAILWAY—A trolley road. ORGANIZATION—Chartered in 1893 and franchise runs till 1918. Stock

authorized is \$40,000 (par \$50); outstanding in May, 1895, \$32,000, full paid. Owns 5 miles of single track from Columbus to center of

Worthington; ¼ mile of sidings. Weight of rails 45 pounds.

OFFICERS—President, O. W. Aldrich; Secretary, Superintendent and Purchasing Agent, R. M. Weaver; Treasurer, H. C. Cooke.

#### CONCORD, N. H.

POPULATION 1890 WAS 17,004; IN 1880 WAS 13,843; AND IN 1870 WAS 12,241.

in Concord.

Dividends of 6 per cent have been paid on the preferred stock. ROAD is 11 miles long.

EARNINGS-For years ending June 30 earnings were: | Cross earnings | \$1,840 | \$43,787 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$1,840 | \$ Net earnings.. \$7,686 ther income... 1,175 (1) Balance, surplus. \$801 \$2,748 Other income.

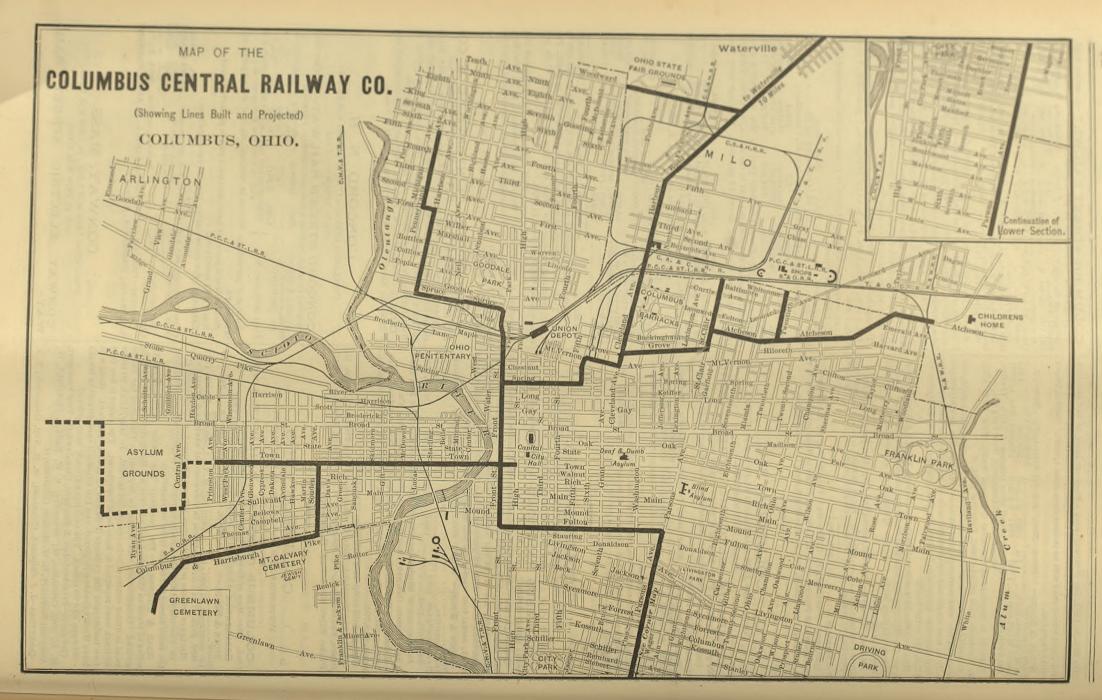
OFFICERS-President and Purchasing Agent, J. H. Albin; Secretary N. E. Martin; Treasurer, A. B. Cross.

#### CONWAY, MASS.

POPULATION 1890 WAS 1,451; IN 1880 WAS 1,760; AND IN 1870 WAS 1,460.

CONWAY ELECTRIC STREET RAIL-WAY-

ORGANIZATION-This company operates 5 miles of trolley road.



Treasurer, F. A. Delabarre; Auditor, Arthur M. Cook

#### CORTLAND, N. Y.

POPULATION 1890 WAS 8,590; IN 1880 WAS 4,050; AND IN 1870 WAS 3,066.

CORTLAND & HOMER TRACTION-A trolley

road.

ORGANIZATION-Chartered May 14, 1894, and purchased the entire capital stock (\$150,000) of the Cortland & Homer RR. Has perpetual right to use said rallroad and operates it as an integral part of its system. The Traction Co. owns all the stock and bonds (in all \$80,-000) of Cort. & Homer Electric Co., which furnishes 100 arc lights to the two cities and also lamps to the public. Will carry freight as well as passengers between Cortland, Homer and McGrawville.

the 12 miles below described.

ROAD-Operates 12 miles of track between Cortland and Homer and Cortland and McGrawville. Rail is 60-lb. T.

OFFICERS—President, C. H. Garrison; Treasurer, L. D. Garrison.

Office, 19 Main Street, Cortland, N. Y.

COTTAGE CITY, MASS.
COTTAGE CITY STREET RAILWAYORGANIZATION—A summer road operated with horses. In J In January. 1895, it was being equipped with trolley. It is also to be extended to Vineyard Haven.

STOCK & BONDS—

Stock (par \$100)

Stock (par \$10

for the unfunded debt, which September 30, 1894, was \$26,483.

ROAD-Owns 412 miles of main track, all paved.

EARNINGS—For year ending Sept. 30, 1894, from operation with horses, gross, \$3,801; net, \$277.

OFFICERS—President, W. C. Van Derlip: Vice President, Secretary and General Manager, W. A. Boland; Superintendent, H. S. Kemp. Office of General Manager, 610 Exchange Building, Boston, Mass.

#### COUNCIL BLUFFS, IA.—SEE OMAHA.

#### COVINGTON, KY.

Population 1890 was 37,371; in 1880 was 29,720; and in 1870 was 24,505.

CINCINNATI NEWPORT & COVINGTON

RAILWAY—A trolley road.

Organization—Organized in 1892 to buy up and consolidate all the roads on the Kentucky side of the river, opposite Cincinnati. There were several. After the purchase was made it was found that if any of these companies were changed they would lose their perpetual charters, which they each enjoy at the present time, so the C. N. & C. Co. operates these separately, and the stock of each company is deposited with the Farmers' Loan & Trust Co. of New York as collateral for the bonds of the C. N. & C. road. The roads so controlled are: Newport & Cincinnati Street RR. Co., Cincinnati & Newport Street RR. Co., South Covington & Cincinnati St. Ry., Newport Electric St. Ry., Cincinnati Covington & Rosedale St. Ry., Covington & Latonia RR.

the trustee to retire all the underlying mortgage bonds. The South Covington & Cincinnati consolidated mortgage of 1892 is for \$500,000, but \$250,000 of this can be issued only to retire the first mort. bonds,

and \$100,000 are held in the treasury "and will never be issued."

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

LATEST EARNINGS-For 7 months ending July 31, 1895, gross were \$342,240, against \$267,613 in 1894.

ANNUAL REPORT-Earnings for years ending Dec. 31, were:

urer, H. P. Eells; Superintendent and Purchasing Agent, T. M. Jenkins.

#### DALLAS, TEXAS.

POPULATION IN 1890 WAS 38,067 AND IN 1880 WAS 10,358.

DALLAS CITY STREET RAILWAY—An electric

ORGANIZATION-A reorganization of the Dallas Consolidated Traction Ry. which was sold in foreclosure May 7, 1895, to first mortgage bondholders for \$190,000. In August, 1895, the road was being operated by Chauning M. Ward as agent for the bondholders, transfer not having been made to the new company-V. 60, p. 835.

ROAD-It is said to operate 26 miles of track and 19 of road.-V. 60, p. 748, 835.

DALLAS RAPID TRANSIT—A trolley road.

ORGANIZATION—Sold in foreclosure in December, 1894, and purchased in interest of first mortgage bondholders for, it is said, \$35,000.

ROAD-Said to consist of 13 miles of track on 13 miles of streets. RECEIVER-Receiver was C. F. Freeman.

DALLAS & OAK CLIFF ELECTRIC RAIL-WAY.—Said to include 11 miles of track. President, H. C. Scott.

NORTH DALLAS CIRCUIT RAILWAY. trolley road, embracing it is said 4 miles of track. President, J. President, J. C. Schneider.

QUEEN CITY RAILWAY CO.—A trolley road. RECEIVERSHIP—Receiver is Paul Furst.

ROAD—Operates 10 miles of track and 6 miles of road.

OFFICERS—President, A. W. Childress; Vice-President, J. S. Armstrong; Secretary, Treasurer and Purchasing Agent, C. L. Wakefield; Superintendent, R. S. Wakefield. Office, 263 Elm St.

#### DANBURY, CONN.

Population 1890 was 16,552; in 1880 was 11,666; and in 1870 was 8,753.

BETHEL HORSE & DANBURY RAIL-ROAD-A trolley road.

ORGANIZATION.—Under reconstruction as an electric line in 1894 and was completed January 1, 1895. The company operates under a perpetual special charter, and in 1895 was the only street car company serving the city of Danbury and town of Bethel. Its lines also extend to the Danbury Fair Grounds and the pleasure resort of Lake Kenosha. The population served is estimated by those offering the bonds at over 30,000.

The new bonds were authorized for rebuilding the road and to take up old issue of \$65,000, which has been retired.

ROAD-On Aug. 1, 1895, owned road in Danbury and from Danbury to Bethel, etc., 9.96 miles in all; sidings, etc., 54 miles; total, 10.5 miles. Six miles paved. Equipment includes about 30 cars, 21 of which are new Brill cars. The cars are equipped with General Electric motors. The power house is of brick and contains dynamos of over 500 horse-

power and proportionate engine capacity.

OFFICERS—President, Samuel C. Holley, Danbury, Conn.; Vice-President, S. Harrison Wagner, New Haven, Conn. Directors—S. C. Holley C. I. B. Mason, M. H. Griffing, M. M. Philemy, all of Danbury; S. Har rison Wagner, New Haven; W. B. Ferguson and Q. A. C. Pond, Boston

#### DANVILLE, ILL.

POPULATION 1890 WAS 11,491; IN 1880 WAS 7,733; AND IN 1870 WAS 4,751.

DANVILLE GAS ELECTRIC LIGHT & STREET RAILWAY.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
Stock \$600,000

1st M., \$600,000, gold. \$9 ... 5 g. 475,000 In 25 years.
Interest, see Solicitors' Loan & Tr. Co., Phila.

Bonds-The bonds in 1895 covered "all of the gas, electric light and street railway properties" in the city. Bonds for \$125,000 were re tained in the treasury for extensions and improvements.

Dividends-On \$317,000 of the stock W.P. and J.G. Cannon agreed to guarantee 2 per cent per annum for five years, guaranty to be secured by collateral.

COMPANY'S PROPERTY-The company Jan. 8, 1895, owned: 1. Gasworks operated under special charter and an exclusive franchise from city for 99 years. 2. An electric-light plant operated also under a 99year franchise, with capacity of 6,300 incandescent and 400 arc lights, with dynamos for furnishing power to street railway. 3. The entire street railway system of the city, 9 miles of track, "nearly all laid in brick pavement running to three parks, the fair grounds, cemetery and railway depots." Equipped within three years with 50 and 60 lb Johnson T rails, with 11 motor cars (general electric) and 10 trailers

EARNINGS—Gross earnings for year 1894 (November and December) estimated, were reported as \$85,000; in 1893, as \$91,811; in 1892, as

Officers-President, F. W. Penwell; Vice-President, A. C. Daniel; Secretary, Treasurer, Gen. Man. and Purchasing Agent, W. P. Cannon.

#### DARTMOUTH, MASS.

POPULATION 1890 WAS 3,122; IN 1880 WAS 3,430;

AND IN 1870 WAS 3,367.

DARTMOUTH & WESTPORT STREET RAILWAY—A trolley road.
ORGANIZATION—Owns 9½ miles track and operates 4.2 miles additional

STOCK, DEBT, ETC.—Capital stock, \$100,000; unfunded debt Sept. 30 1894, \$87,884.

EARNINGS-For year ending Sept. 30, 1894, gross, \$43,909; net, \$30,-148; interest, taxes, etc., \$15,043; balance, surplus for year, \$15,105.

#### DAVENPORT, IOWA

POPULATION 1890 WAS 26,872; IN 1880 WAS 21,831; AND IN 1870 WAS 20,038.

DAVENPORT & ROCK ISLAND RAILWAY A trolley road. Incorporated Sept. 19, 1888.

REORGANIZATION—In July, 1895, the company being embarrassed, the atoekholders agreed that a new company be organized with a capital stock of 8600,000 to take ever the property, to pay its floating debt, and to assume the first mortgage for \$630,000. Of the new stock \$500,000 is to be issued at par upon organization of new company: it is expected this will pay \$350,000 certificates of indebtedness of 1890, also a good portion, if not all, of the floating debt in the shape of special street-paving assessments. Stockholders of old company are allowed to subscribe to the new stock at par; otherwise their old stock is valueless. The company's embarrassment is said to be due in large me asure to the fact that it has been heavily assessed for street paving purposes. See V. 61, p. 112, 280, 324.

280, 324.

Date. Interest. Outstanding. Maturity.
\$835,100

1891 6 g J - J 630,000 July 1, 1901

(Part due yearly) to July 1, 1911

Int. payable in N. Y. at Chase Nat. B'k and in Chicago at Ill. Tr. & Sav. Bk. Trustee.
1890 6 A - O \$350,000 1895-1900

Interest at Illinois Trust & Savings Bank. STOCK & BONDS-Stock (\$1,500,000 auth.).... 1st M., \$1,000,000, gold...v\* (\$500 and \$1,000)...... Debentures.....

The first marigage of 1891 covers all the property of the company. Under it additional bonds may be issued for extensions, the amount so besned, together with the bonds outstanding, being restricted to an association which the net carnings of the company for the previous six months will pay interest at the rate of 12 per cent per annum.

ROAD-In December, 1894, owned 42 miles of trolley road and one mile of horse road, comprising all the street railways in the cities of Davesport, Iowa, and Rock Island and Moline, Ill.—combined population over 60,000. Rails 52-lb., Johnson.

OFFICERS—President, D. H. Louderback; Vice-President, J. C. Shaf.

OFFICERS—Freshment, D. H. Douberback, Vice Testacut, C. Grander, Davenport, Ia. Directors: Clarence Buckingham, J. J. Mitchell, J. C. Shaffer, Wilbur Walt, D. H. Louderback. General office, Davenport, Ia.; Chicago office 444 No. Clark Street. V. 61, p. 112, 280, 320, 324.

#### DAYTON, OHIO.

Population 1890 was 61,220; in 1880 was 38,678; and in 1870 was 30,473.

CINCINNATI HAMILTON MIDDLETOWN & DAYTON STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered in December, 1894, and in August, 1895. was making preparations to build and operate an electric road from Cincinnati, Ohio, to Dayton, Ohio, via Hamilton and Middletown. Has es asolidated with the Dayton Traction Co. which laid 1.04 miles of double track.

OFFICERS-President, Col, L. C. Weir (President Adams Express Co.)

CITY RAILWAY CO .- A trolley road.

ORGANIZATION - A consolidation of the Dayton Street RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home RR. Co. (incorporated in June, 1868), the Dayton & Soldiers' Home Rr. (incorpora porated July 18, 1889), the Fifth Street RR. Co. (incorporated Aug. 16, 1880), and the Green Line. The franchises obtained from the Dayton Street Railroad and the Fifth Street Railroad run for 50 years from Feb. 8, 1892, and April 19, 1893, respectively. The City Railway Co. was chartered May 12, 1893, and its authorized capital stock was iuereased from \$1,500,000 to \$2,100,000 Jan. 5, 1894.

Date. Interest. Outstand'g. Maturity \$1,470,600 437,900 STOCK & BONDS— Date. Interest. Outstand'g. Maturity
Com. stock, \$1,500,000 (\$100) \$1,470,600 \$1,470,600
Pref. stock, \$600,000 (\$100) \$437,900
Dayton & Soldiers' Home \$1889 5 J - J 65,000 1909
RR. 1st mortgage, not Interest at Chemical Nat. Bank, N. Y. City.

DIVIDENDS-Preferred stock is entitled to 6 per cent dividend before

any dividend can be paid on common stock.

ROAD—Operates in all 28-2 miles of track, comprising 5-8 miles of double track on Third Street, 5-05 miles double track on Fifth Street and Huffman Avenue, 1-25 miles double track on La Belle and Richard

Streets and 2 miles of double track on National Avenue.

OFFICERS-President, D. B. Corwin; Vice-President, Chas. B. Clegg; Secretary, W. H. Simms

HOME AVENUE RAILROAD-A steam road.
ROAD-Operates 3 miles of track in city of Dayton extending to Na-

tional Military Home. STOCK-In February, 1895, there was outstanding \$100,000 capital stock, all full paid; par of shares \$50. No bonds and no indebtedness.

OFFICERS-President, W. P. Callahan; Vice-President, C. W. Dustin; Secretary and Treasurer, O. J. Bard; General Manager and Purchasing Agent, W. F. Stark

THE OAKWOOD STREET RAILWAY

ORGANIZATION—Franchise runs for fifty years from July 10, 1891 first franchise granted March 17, 1871. In May, 1895, owned 5 miles of double track, and the entire tracks had been relaid with new rails preparatory to operating "trolley." The company "will furnish its own power." Capital stock said to be \$300,000, par, \$50, and in May. 1895, there was no mortgage on the property.

OFFICERS—President, Charles B. Clegg; Vice-President, A. L. Stout;
Secretary, V. Winters.

## THE WHITE LINE STREET RAILWAY-

ORGANIZATION-Franchise runs 25 years from May 27, 1887. Open ates 6.1 miles of double track by electricity, trolley system, from Riverdale, a northern suburb, through the city to the National Home for Disabled Volunteer Soldiers.

STOCK-Authorized Feb. 25, 1895, \$300,000. No mortgage.

OFFICERS-President, J. A. McMahon; Vice-President, Albert G. Clarke; Secretary, J. E. Lowes; Superintendent and Purchasing Agent, A. H. Cole

#### WAYNE & FIFTH STREET RAILROAD-An animal road

Organization-Franchise runs for 50 years from July 10, 1891. First franchise granted in 1871. Operates 3.6 miles double track and 7-10 mile of single track, by animal power.

STOCK-Capital stock authorized Feb. 25, 1895, \$100,000, all out-

standing full paid \$50. No mortgage.

OFFICERS—President, Geo. W. Shaw; Vice-President, Ezra Bimm Secretary, Eugene Wuichet.

#### DECATUR, ILL.

POPULATION 1890 WAS 16,841; IN 1880 WAS 9,547; AND IN 1870 WAS 7,161.

CITY ELECTRIC RAILWAY—A trolley road.

Organization—Chartered in 1891, and in 1892 consolidated with
Decatur Electric Street Ry. and Citizens' Electric Street Ry. Franchise runs till 1911. Company's officials report population in 1895 as

STOCK & BONDS—
Stock (\$300,000 authorized)
Stock (\$300,000

in City of Decatur. Rails 40 to 50 lb. T and girder.

OFFICERS—President, D. S. Shellabarger; Secretary, Treasurer and

Purchasing Agent, W. L. Shellabarger.

#### DENVER, COL.

POPULATION 1890 WAS 106,713; IN 1880 WAS 35,629; AND IN 1870 WAS 4,749.

COLFAX AVENUE ELECTRIC-A trolley road 

Secretary, F. A. Perry; Treasurer, T. S. Hayden.

DENVER CITY CABLE-A cable and horse road.

Organization—Owns an extensive system of cable and horse railways, a description of which was in Chronicle, V. 50, p. 487. Receivers appointed November 10, 1893.

BONDHOLDERS' COMMITTEE—REORGANIZATION—F. W. Roebling, C. S. Sweetland, B. F. Vaughan, H. St. J. Smith and Giles E. Taintor. Depositary, Central Trust Co., N. Y.

The foreclosure sale ordered for Aug. 22 was postponed to Sept. 10. V. 61, p. 324.

The plan of May, 1894, provides for the formation of a new com-

| The plan of May, 1934, plot does not the formation of a new company with securities as follows:
| 1st mtge. gold bonds, dated Jan. 1, 1895, due Jan. 1, 1920, bearing interest at 3 p. c. in 1895, '96. '97; 4 p. c. in 1898, '99 and 1900, and 5 p. c. thereafter, in gold coin... | 1,000,000 | 2d preferred 6 p. c. non-cumulative stock. | 1,000,000 | 200,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,0

of new firsts in the treasury. Old preferred receives parin new secon d preferred. Old common receives par in new common on payment of \$10 per share assessment.

STOCK & BONDS— Date. Interest.
Capital stock (\$100).
Preferred stock.
1st mort. 1888 6g. J-J Date. Interest. Outstanding. \$2,500,000 200,000 Maturity. See below Jan. 1, 1908 Bonds listed in New York, \$3,397,000. Interest is in default. Mort-

gage trustee Central Trust Co.

ROAD—Miles of main line, 24; second track, 22; total track, 46 miles, of which cable lines, 30 miles; horse car lines 5 miles; electric, 11 miles.

OFFICERS-President, George H. Holt; Secretary and Treasurer, G. D. L'Huillier; General Manager and Purchasing Agent, G. E. Randolph. RECEIVERSHIP-Receivers are George E. Randolph and Cornelius S. Sweetland. V. 60, p. 1104. V. 61, p. 324.

## DENVER CONSOLIDATED TRAMWAY-A

ORGANIZATION-Consolidation in 1893 of Denver Tramway and Metropolitan Street RR. Co. In December, 1893, owned and operated 99 miles of electric railway in the city of Denver, Col. Formerly part cable, now all electric

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.

Dividends—Paid in Jan., 1894, 1 per cent; in June, 1894, 1 per cent.

EARNINGS-6 months, 1895......Gross, \$336,149; net, \$126,342 Jan. 1 to June 30. (1894......Gross, 351,525; net, 128,534 ANNUAL REPORT—The report for year ending Dec. 31, 1894, was in

V. 60, p. 431, showing:

| 19 July 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |  |  |
|---|--|--|
|   |  |  |
|   | STREET   |  |
| TATALAS I   | 1894. 1893.  |  |
| Receipts from passengers  | \$717,974 \$856,480  |  |
| Receipts from other sources<br>Receipts from interest on bills rec  | 28,116 13,834  |  |
| excess of bills payable or floating   | (debt) 7,392   |  |
| Total   |  |  |
| Operating expenses  | (59%) 445,684 (65%) 564,610  |  |
| Net earnings  | \$307,798 \$305,704  |  |
| Charges, etc  | \$244,172 \$182,563  |  |
| Surplus<br>Dividends<br>Total surplus account Dec. 31   | \$63,625 \$123,140<br>\$60,000 \$123,140   |  |
| Total surplus account Dec. 31   | \$111,190 \$60,094   |  |
| Charges, etc.—The "charges, et  | e.," in 1894 include: Interest on  |  |
|   | old damage claims, \$27,441; rentals   |  |
| \$287; depreciation, \$1,209; miscel  | JANUARY 1, 1895.   |  |
| Assets.   | Liabilities.   |  |
| Cost of road\$4,388,400   | Capital stock\$3,000,000   |  |
| Cost of equipment 1,810,472   | Funded debt 3.520.000  |  |
| Cash assets   | Bills payable  |  |
| Accounts receivable 30,418  | Surplus account 111,190  |  |
| Other assets 296,807  | THE WAS STREET WHEN STREET AND PERSON.   |  |
| Total\$6,953,559  | Total\$6,953,559   |  |
| -V. 59, p. 1058.  | and whose we may no some to see the  |  |
|   | urtis; Secretary, William G. Evans;  |  |
| Treasurer, F. A. Keener; Purchasin  | ng Agent, J. C. Curtis.  |  |
| Office.—Denver, Col.  | 191 719 099  |  |
| INDEX.—V. 59, p. 1058; V. 60, p.  | 431, 748, 928.   |  |
| DENVER LAKEWOO  | D & COLDEN DAY   |  |
|   | DD & GOLDEN RAIL-  |  |
| ROAD.—A trolley road and stea   |  |  |
| St'k (\$1,000,000) par,\$100  | \$1,000,000 f.p.   |  |
| STOCK & BONDS   |  |  |
| ROAD-Embraces 2512 miles of track, of which 2012 miles are steam  |  |  |
| and 5 trolley.  Officers—President, Samuel New  | nhouse   |  |
| OFFICERS—Flosident, Samuel New  | viiouse.   |  |
| THIRTY-FOURTH A   | VENUE RAILWAY  |  |
| A horse and gravity road.   | VEROE RAILWAI.   |  |
|   | ek on 34th Street between Colorado   |  |
| Boulevard and Stout St. "Just pay   | ys expenses." No debt on it, all   |  |
| clear. Operated in interest of the N  | N. D. C. Hill Land Co.   |  |
| Officers-President, J. Cook, Jr.  |  |  |
| WEGE THE  | The state of the s |  |
| WEST END STREET   | F RAILWAYA trolley   |  |
| ROAD—Embraces it is said 104 mi   | los of tweats  |  |
| RECEIVERSHIP—Receivers, G. E. R   |  |  |
|   | ; Superintendent and Purchasing  |  |
| Agent, S. Roy Wright.   | , Daportment and I dromasing   |  |
| THE RESERVE TO SERVE THE PARTY OF THE PARTY | THE PERSON NAMED IN STREET, ST |  |
| DEDDA   | CONTA  |  |
| DERBY,  | CONN.  |  |
| POPULATION 1890 WAS 5,9   |  |  |
| AND IN 1870   | A COMPANY OF THE PARTY OF THE P |  |
| DERBY STREET RAIL   | LWAY-A trolley road.   |  |
| ORGANIZATION-Chartered in April, 1888, and constructed in the   |  |  |
| same year, being the first electric road in New England. Population   |  |  |
| of Derby and Ansonia together was   |  |  |
| STOCK & BONDS— Date.  | (\$150,000)  |  |
| Lat montages  | Full paid }  |  |
| Stock, \$250,000 (\$25)   | 6 A = 0 \$128,000 Apr. 2, 1914   |  |
| Bonds in treasury Aug. 1, 1895, \$2   | 2,000 additional to those in table   |  |
| above.  |  |  |

ROAD-Owns road 7 miles in length; switches, etc., 12 mile; total, 712 miles, of which 2 miles paved. Rails, girder, 45 and 90 lbs.; side bearing, flat, 45 lbs., and T 60 lbs. Road extends from Front St., Derby, across Naugatuck River to Ansonia, etc. Owns 10 closed cars and 14 open cars; electric motors, 34.

LATEST EARNINGS-For 8 months from Oct. 1 to June 1 earnings: Net. Charges. \$8,111 \$6,085 3,605 3,824 8 Months. Gross. 1894-5. \$26,740 1893-4. 17,446 R Months. Balance. sur.\$2,026 def.219

EARNINGS—In year ending Oct. 1, 1894, gross earnings were \$31,713 (of which \$30,879 from passengers); operating expenses, \$23,616; net, \$8,097; taxes, \$693; interest, \$1,102.

BALANCE SHEET OCTOBER 1, 1894. | Construction account | \$153,679 | Capital stock | \$150,000 | Equipment | 69,711 | Bonds | 113,000 | Derby & Ansonia RR | 9,918 | Bills payable | 11,300 | Materials, etc | 5,888 | Accounts payable | 9,652 | Bonds in treasury | 17,500 | Accrued interest | 2,740 | Cash | 2,886 | Coronea | 2,886 | Coronea | 2,740 | Cash | 2,886 | Coronea | 2,886 | Coronea | 2,740 | Cash | 2,886 | Coronea | 2,886 | Corone .... \$286,692 Total.... . \$286.692

OFFICERS-President, H.Holton Wood, Derby; Vice-President, C. F. Bliss, Ansonia; Treasurer, C. E. Clark, Derby.

#### DES MOINES, IOWA.

POPULATION 1890 WAS 50,093; IN 1880 Was 22,408; AND IN 1870 WAS 12,035.

DES MOINES CITY RAILWAY-A trolley road. ORGANIZATION-A consolidation in 1893 of Des Moines Street and Des Moines Suburban railways.

Floating debt January 1, 1895, was \$27,000, but since then the outstanding consols have been increased from \$250,000 to \$283,000, possibly to reduce the loans and bills payable.

Bonds-Of the consols sufficient are reserved to retire all prior bonds as they mature, and in February, 1895 (when \$283,000 consols were outstanding), it was understood that only about \$50,000 remained available for general purposes, the rest being reserved for extensions at a fixed amount per mile

ROAD.-In February, 1895, was operating 35 miles of track on 27 miles of street.

ANNUAL REPORT-For the year ending December 31, 1894, earnings were as follows:

Gross earnings \$230,021 | Net earnings \$90,422 | Operating expenses 139,599 | Interest charges about 80,000 | OFFICERS—President, J. S. Polk; Secretary, G. H. Huttonlocker; Treasurer and General Manager, Geo. B. Hippee; Superintendent, W. G. Owens. Office, 607 Mulberry Street.

#### DETROIT, MICH.

POPULATION 1890 WAS 205,876; IN 1880 WAS 116,340; AND IN 1870 WAS 79,577.

DETROIT CITIZENS' STREET RAILWAY.—A horse road; small portion recently electrically equipped, remainder will be principally changed to electricity in 1895.

ORGANIZATION-Chartered in 1891 and absorbed the Detroit City Railway (incorporated May 9, 1863), the Grand River Street Railway and the Hamtranck & Grosse Point railway companies. Also owns the entire capital stock of the Detroit Suburban Railway and Highland Park Railway and operates them under lease. In 1894 control of the system was acquired by R. T. Wilson & Co., of New York. Most of the road will be equipped with trolley in 1895 and this, it is thought, will

increase the earnings greatly.

STOCK & BONDS— Miles. Date. Interest. Outstandy. Maturity.

000 bonds are in trust to take up the Detroit City & Grand River Railway bonds, \$1,100,000 are outstanding, and the balance, \$750,000, is held by the company and used as collateral.

The mortgage of 1895 is for \$7,000,000. The new bonds will be issued to retire at or before maturity the \$2,665,000 bonds at present outstanding, to construct new lines, and to reconstruct and equip ail the lines of the company with electricity.

ROAD—Operates about 90 miles of track, most of which is to be under

trolley before the end of 1895.

EARNINGS—For the year ending September 30:

Gross earnings 1894...\$1,011,000 | Gross earnings 1893...\$1,098,000 OFFICERS—President, Tom. L. Johnson; Vice-President and Treasurer, J. C. Hutchins; General Manager, A. B. du Pont.-V. 61, p. 26.

#### DETROIT RAILWAY-

ORGANIZATION—This is the company backed by Cleveland capitalists to which the city of Detroit in December, 1894, granted a franchise and valuable privileges for the construction and operation of street railways on the condition, it is understood, of three-cent fares on their cars. It has a 30-year franchise giving exclusive rights to certain streets. In May, 1895, construction had begun, 7 miles of track having been laid and further work in progress.

ROAD-It is proposed to equip 53 miles of line as rapidly as possible, cars to be running on some portion by July 1, 1895. The road will be in part a cross-town line, which is said to be much needed in Detroit,

STOCK, ETC.—Stock authorized \$1,000,000, but in May, 1895, no stock or bonds had been issued.

Officers—President, Geo. W. Pack; Vice-President and General Manager, H. A. Everett; Secretary and Treasurer, Albert Pack.

DETROIT ROUGE RIVER & DEARBORN TREET RAILWAY-A trolley road.

STREET

OFFICERS—President, E. J. Owen; Vice-President, J. B. McLoughlin; Secretary, S. Hendrie; Treasurer, R. J. McLoughlin.

FORT WAYNE & BELLE ISLE RAILWAY CO.-A trolley road.

ORGANIZATION—Incorporated in May, 1892. On July 1, 1892, purchased the Fort Wayne & Elmwood Railway, which was incorporated Jan. 31, 1865, and which had paid 10 per cent dividends.

Maturity. ROAD-Was operating January 1, 1895, 23 miles of track. Extensions

Earways-For the year ending Dec. 31, 1894, gross earnings from assengers were \$227,121; other income, \$1,766; payments, \$220,506.

No dividends were paid in 1894.

Osvocas-President, E. H. Butler; Vice-President, S. Schloss; Secrelary, N. W. Goodwin; Treasurer, E. S. Heineman.

THE RAPID RAILWAY.—A trolley road.

OSCANIZATION—Chartered March 1, 1894. Constructed and equipped on steam railroad standard for purpose of making high speed. By agreement between this company and the Citizens' Street Railway Company, through ears are run between Mt. Clemens and the business centre of Detroit. Road was opened to business July 15, 1895.

Stock & Bonds-Stock, par \$100 

Bonds are a first mortgage on the entire property and franchises, inclosding fire-proof power and car houses. Principal and interest pay-able in gold free of Michigan taxes.

ROAD-Read extends from Detroit to Mt. Clemens, Mich., 1512 miles

EARNINGS-In August, 1895, gross earnings were reported as averaging \$300 on week days and \$800 on Sundays; net was about \$1,000 per week; fixed charges per week, \$287

OFFICERS-President, Cornelius J. Reilly; Secretary, Charles M. Switt; General Manager, P. A. Clisdell.

WYANDOTTE & DETROIT RIVER RAIL WAY-

ROAD-Operates 1019 miles of track

OFFICERS-President, Chas. M. Swift; Secretary, L. S. Trowbridge; Treas. R. J. McKinney; General Manager and Pur. Agent, S. Hendrie.

#### DOVER, N. H.

POPULATION 1890 WAS 12,790; IN 1880 WAS 11,687; AND IN 1870 WAS 9,294.

UNION STREET RAILWAY-

ORGANIZATION—In 1894 went into receiver's hands, but in August, 1895, there had been no foreclosure sale and no reorganization plan had been formulated. Last coupons paid were October, 1893.

STOCK & BONDS-Date. Interest. Outstand'g . 1890 6 A-O 100,000 Oct. 1, 1910 

Interest in default. Trustee, International Trust, Boston.
ROAD-Owns road 619 miles long parallelling a steam road and connecting Dover with Somersworth.

RECEIVERSHIP-Receiver, G. E. Macomber.

Officers-President, H. Haley; Vice-President and Treasurer, H. W. Burgett; Secretary, R. W. Burwell; Superintendent and Purchasing Agent, H. C. Weston.-V. 60, p. 969.

#### DU BOIS, PA.

POPULATION 1890 WAS 6,149; AND IN 1880 WAS 2,718.

DU BOIS TRACTION PASSENGER RAIL-WAY-A trolley road.

ORGANIZATION-Chartered April 18, 1890.

STOCK & BONDS- Miles. Date. Interest. Outstand'g. Maturity 6 per cent.

ROAD-Said to operate three miles of track.

EARNINGS-For year ending June 30, 1894, gross earnings were \$7,314; net, \$378.

OFFICERS-President, M. D. Wayman; Vice-President and Secretary, A. C. Balley; General Manager and Purchasing Agent, S. R. Smith;

#### DUBUQUE, IOWA.

POPULATION 1890 WAS 30,311; IN 1880 WAS 22,254; AND IN 1870 WAS 18,434.

DUBUQUE LIGHT & TRACTION CO.-ORGANIZATION—On December I, 1894, placed in hands of receivers, but in August, 1895, the property had not been sold.

STOCK & BONDS-Date. Interest. Outstanding. Maturity. 

ROAD-Operated January 1, 1895, 1012 miles of track in the city of Dubuque, Iowa., extending to West Dubuque and to Stewart Park.

OFFICERS-Receiver, John Balch.

DUBUQUE STREET RAILWAY-A trolley road.

ORGANIZATION-Incorporated April 25, 1890. In February, 1895, no bonds had been sold, though all had been issued.

STOCK & BONDS-Stock, 8500,000.

Ist mortgage.

Ist con. M. for \$250,000, gold.

1891 6g. J-J
Other Indebtedness Date. Interest. Outstand'g. Maturity \$375,000 50,000 Jan. 1, 1911 In February, 1895, no bonds of 1891 had been sold. They are not ambject to call before maturity.

ROAD—Feb. 20, 1895, owned 15 miles of track on 9 miles of street.

OFFICERS-President and General Manager, J. A. Rhomberg; Secre. tary, C. H. Meyer; Treasurer and Superintendent, J. H. Rhomberg.

LAKE SIDE ELECTRIC RAILWAY-Said to embrace one mile of track. General Manager, J. D. McDonald.

#### DULUTH, MINN.

POPULATION 1890 WAS 33,115; IN 1880 WAS 3,483; AND IN 1870 WAS 3,131.

DULUTH STREET RAILWAY-A trolley road.
ORGANIZATION-Organized under act of Minnesota approved Nov. 17:
1881, and possesses "an exclusive franchise," doing the entire street railway traffic of the city. Thomson-Houston system. 60 lb. T and 45 lb. girder rails. Population in 1895, by local census, was over 60,000.

the \$500,000 bonds held in the treasury can at any time be issued except for actual property acquired or additions made, and only when the net earnings of the company for the preceding twelve months have been at least equal to the interest upon all outstanding bonds, and also upon the amount proposed to be issued." Principal and interest must be paid without deduction for any Minnesota or United 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 \$2,0.0,000 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 surface and 1½ miles elevated incline road, is double-tracked over its entire length: operates 10 miles for land companies. 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-Month of July, 1895, gross, \$21,005, against \$20,449 in 1894.

EARNINGS—12 months, { 1894-5......gross, \$213,605; net, \$116,269 July 1 to June 30. { 1893-4......gross, 205,952; net, 85,107 OFFICERS—President, L. Mendenhall; Secretary and Treasurer, T. W. Hoopes; General Manager and Purchasing Agent, H. Warren.

#### MINNESOTA POINT STREET RAILWAY. A horse road.

ORGANIZATION-Chartered in 1887; franchise runs till 1937, with exclusive rights on Minnesota Point, 6 miles.

STOCK-Stock authorized is \$100,000 (par \$100), of which \$51,000 paid in full and \$6,720 of 40 per cent paid. No mortgages, but a small

ROAD—Owns 34 miles of single track and 42 mile of sidings; 24 lb. T rails; 16 horses.

OFFICERS—President and General Manager, J. J. Hibbard; Vice-Presi-

dent, R. P. Edson; Secretary, W. Warmer; Treasurer, B. Silverstein. MOTOR LINE IMPROVEMENT.—A trolley road.

ORGANIZATION—Chartered in 1890 for 30 years as a real estate company and only uses its road, which is operated by the Duluth Street Railway Company on a mileage basis, as a means of reaching its

STOCK—Has an authorized capital of \$300,000; par, \$100, of which \$150,000, full paid, is outstanding. First mortgage 7s, \$200,000, J-J, Nat. Bank of Republic, N. Y. City. Bonds cover road and certain lands. ROAD-Owns 8 miles of track on 4 miles of road.

Officers—President, G. G. Hartley; Vice-President, J. D. Stryker; Secretary, T. W. Hoopes; Treasurer, A. R. Macfarlane.

#### EAST LIVERPOOL, OHIO.

POPULATION 1890 WAS 10,956; 1880 WAS 5,568; AND IN 1870 WAS 2,105.

EAST LIVERPOOL AND WELLSVILLE STREET RAILROAD—A trolley road.

ORGANIZATION-Chartered about January, 1892.

200,000 Apr. 1, 1912

Interest The coupons read payable at the Savings & Trust Company [mortgage trustee] Cleveland, but they are usually paid at the Western National Bank, New York City.

ROAD-Operates 814 miles of track.

Officers-President and General Manager, A. L. Johnson; Secre. tary and Treasurer, H. J. Davis; Superintendent, R. L. Andrews.

#### EAST ST. LOUIS, ILL.

POPULATION IN 1890 WAS 15,169; IN 1880 Was 9,185; AND IN 1870 WAS 5,644.

EAST ST. LOUIS ELECTRIC STREET RR. ORGANIZATION-Supposed to be controlled by the Denver Syndicate Street Railway Co., above mentioned.

Interest on both loans is payable at Mississippi Valley Trust Co., trustee of both mortgages, St. Louis.

Bonds-Of the consols \$150,000 are reserved to be issued on retirement of first mortgage.

#### EASTON, PA.

POPULATION 1890 WAS 14,481; IN 1880 WAS 11,924; AND IN 1870 WAS 10,988.

EASTON TRANSIT—A trolley road.
ORGANIZATION—Chartered June 30, 1892. A consolidation of the Easton South Easton & West End and the Center Square & Delaware Bridge RR. Co. Purchased the entire capital stock of the Philipsburg, N. J., Horse Car Co. (now electrically equipped), and leased the other companies named below in the statement of mileage. Franchise is perpetual and gives exclusive rights to operate street railway in city.

perpetual and gives exclusive rights to operate street railway in city.

STOCK & BONDS—

Stock (\$300,000) par \$300,000 Feb.1, '95,212% \$300,000 F

Dividends—For 1894, 212 per cent.

Road—On Jan. 1, 1895, track about  $20^{1}4$  miles, as follows:

ANNUAL REPORT-Fiscal year ends Dec. 31. Earnings have been as

follows:

Aver. miles oper. 20 16
Gross earnings. \$94,413 \$79,950
Net earnings. 29,506 31,755
Interest paid. 15,739 11,106
Rentals paid. 3,900 3,900

OFFICERS— President, R. Howard Rinek; Vice-President, J. S. Roden

bough; Secretary and Treasurer, A. D. Chidsey; General Manager, F. Knight.

#### EAU CLAIRE, WIS.

Population 1890 was 17,415; in 1890 was 10,119; and in 1870 was 2,293.

### EAU CLAIRE STREET RAILWAY LIGHT & POWER-A trolley road. ORGANIZATION—Chartered Oct. 9. 1890. Receiver was appointed in AIRE STREET RAILWAY LIGHT

the fall of 1894, but in August, 1895, the property had not been sold.

STOCK & BONDS-Date. Interest. Outstanding. Maturity. Stock. \$100,000 1st M., \$400,000, gold..e\* 1891 6g. J-J Other indebtedness..... 400,000 Jan. 2, 1916

Interest is payable at the Atlantic Trust Co., the mortgage trustee, New York City. July, 1894, coupon last paid.

ROAD-It is said to operate 8 miles of track.

RECEIVERSHIP—Receiver, George B. Wheeler, Eau Claire, Wis. OFFICERS—President and General Manager, G. B. Wheeler; Vice-President, E. Horan; Treasurer, W. G. Maxey; Superintendent, D. E. Pepin.

#### ELGIN, ILL.

POPULATION 1890 WAS 17,823; IN 1880 WAS 8,787: AND IN 1870 5,441.

ELGIN CITY RAILWAY.—A trolley road.

STOCK & BONDS—

Miles. Date. Interest. Outstand'g. Maturity.

\$250,000 author'd)

1st mortgage, \$200,000...

13 5 F-A 186,000 1907

Interest at Farmers' L. & T. Co., N. Y City.

ROAD—On Jan. 1, 1895, owned 13 miles of track in city of Elgin.
Rail\*, 40 and 45 T and girder.

OFFICERS—President, W. Grate; Vice-President, J. B. Lane; Secre-

tary and Treasurer, A. B. Church.

### ELIZABETH, N. J.

Population 1890 was 37,764; IN 1880 was 28,229; and IN 1870 was 20,832.

#### ELIZABETH STREET RAILWAY

ORGANIZATION—In August, 1895, preparations were being made to substitute trolley for horse power. Stock Jan. 1, 1895, \$50,000; Unfunded debt, \$31,300; total cost of road and equipment, \$101,421.

ROAD-Owns 312 miles of track.

EARNINGS—In year 1894 gross earnings, \$27,099. Expenditures—For repairs, \$2,106; for superintendence and management, \$21,682; total, \$23,789. Balance, net earnings, \$3,311.

OFFICERS-Treasurer, Edward C. Woodruff.

### ELMIRA, N. Y.

Population 1890 was 29,708; in 1880 was 20,541; and in 1870 was 15,863.

#### ELMIRA & HORSEHEADS RAILWAY-Mostly a trolley road.

ORGANIZATION-Chartered December 30, 1870, and in 1892 its entire capital stock was purchased by the Elmira Municipal Improvement Company. The latter company owned also the Elmira Water-Works, the Elmira Gaslight & Illuminating Company, the Elmira Illuminat-ing Company (electric) and the Inter-State Fair Association. A 5 per cent consolidated mortgage for \$1,800,000 was executed by the Im provement Company on the combined properties, but its interest went to default. In 1895 three coupons, maturing Oct. 1, 1893, and April 1 and Oct. 1, 1894, of the Improvement Company were funded and the April, 1895, coupon was paid in August, 1895. Foreclosure suit was therefore withdrawn and receiver discharged.

STOCK, ETC.—Stock is \$400,000 (par \$100), and on June 30, 1894, there were bills payable for \$27,377 and open accounts for \$120,048. A mortgage for \$400,000 of 5 per cent bonds was executed and is

pledged as part security for the Improvement Company's mortgage. ROAD—Owns from Eric depot to Horseheads, 7.62 miles; branches to Clinton Street, College Avenue and Park, 3.07 miles; sidings, etc., 0.45; total owned, 11.14 miles. Leases Maple Avenue Railroad and Elmira Transfer, including tracks to Water Street, Foster Avenue and Elmira Cortland & Northern depot, 4:58 miles in all. Total operated, 1534 miles, all trolley except 34 mile of horse road.

EARNINGS-For year ending June 30, 1894, gross earnings were \$73,-105; net, \$8,705; total net, including other income, \$9,248; taxes,

\$2,449; balance, surplus, \$6,799.

Officers—President, R. Leland; Secretary, E. Spencer; Treasurer, General Manager and Purchasing Agent, C. H. Baldwin.

#### WEST SIDE RAILROAD.-A trolley road.

ORGANIZATION-Chartered July 29, 1891, and upon May, 21, 1894, leased the entire rights and privileges of the East Side Railroad Co.

#### ERIE, PA.

POPULATION 1890 WAS 40,634; IN 1880 WAS 27,737; AND IN 1870 WAS 19,646.

#### ERIE ELECTRIC MOTOR-

ORGANIZATION - Chartered October 8, 1888. This company leases the Erie City Passenger Railway at 6 per cent on its stock, having secured a controlling interest in its stock.

ROAD-In August, 1895, was operating 21 miles of track on 18 miles of street, and holds perpetual trackage rights in all the city streets.

EQUIPMENT-Cars, 81, June 30, 1895.

LATEST EARNINGS—For 6 months ending June 30, 1895, gross earnings were \$63,000. Gross earnings for year ending Dec. 31, 1894, were \$144,515.

ANNUAL REPORT-Fiscal year ends Dec. 31. For years ending June

BALANCE SHEET June 30, 1895.

Assets.

Construction and equip't.\$782,054
Real estaie. 73,693
Investments 300,000
Miscellaneous 1,478
Profit and loss 17,358

Liabilities. \$700,000
Funded debt. 350,000
Bills payable, etc 124,583 \$1,174,583 \$1,174,583

Officers—President, J. S. Casement; Vice-President, J. C. Brady; Secretary and Treasurer, J. L. Sternberg. Office, 202 State St.

## ERIE ELECTRIC MOTOR SYSTEM-ERIE CITY PASSENGER RAILWAY.

ORGANIZATION-Chartered March 1, 1867, and in 1887 leased to Erie Electric Motor Co. at 6 per cent on stock.

Interest. Outstandi 6 per cent. \$100,000 6 A-O 25,000 Outstanding. Maturity. Oct. 1, 1913

#### ESCANABA, MICH.

POPULATION 1890 WAS 6,808; IN 1880 WAS 3,860; AND IN 1870 WAS 1,370.

#### ESCANABA ELECTRIC STREET RAIL-ROAD-

STOCK-Issued \$50,000, of which \$48,308 was paid in Dec. 31, 1894. ROAD-Owns 3 miles of track.

EARNINGS—For the year ending Dec. 31, 1894, were as follows: Gross earnings, \$5,283; net deficit, \$1,786.

Officers-President, James Lillie; Secretary, J. K. Stark; Treasurer, J. B. Moran.

#### EVANSVILLE, IND.

POPULATION 1890 WAS 50,756; IN 1880 WAS 29,280; AND IN 1870 WAS 21,830.

EVANSVILLE STREET RAILROAD-A trolley road.

ORGANIZATION-Chartered in May, 1866.

STOCK & BONDS - Miles. Date. Interest. Outstand'g. Maturity.
Stock. \$500,000
1st M., \$1,000,000, { 27½ 1892 6g. J - J abt. 800,000 Jan. 1, 1922 gold... { Interest at Chemical National Bank, N. Y. City. ROAD-In August, 1895, owned 2712 miles of trolley track. Rails 56

and 60 lbs. Westinghouse system.

OFFICERS—President, J. J. Shipherd, Cleveland, O.; Treasurer, Thos.

S. Krutz, Mills Building, New York City.

FAIRHAVEN, WASH.
FAIRHAVEN & NEW WHATCOM RAILWAY,-A trolley road.

ORGANIZATION-Chartered Mar. 12, 1891, and consolidated with the 

ROAD-Operates 184 miles of trolley track, including 3 miles leased from the Bellingham Bay Electric Railway Co.

OFFICERS-President, H. Eldridge; Vice-President, General Manager and Superintendent, E. Cosgrove; Secretary, G. C. Hyatt; Treasurer C. C. Fisher.

#### FALL RIVER, MASS.

POPULATION 1890 WAS 74,398; IN 1880 WAS 48,961; AND IN 1870 WAS 26,766.

### GLOBE STREET RAILWAY-Atrolley road.

ORGANIZATION-Incorporated April 16, 1880. 

Interest is payable in New York at N. Y. Security & Trust Co. and in Boston at Massachusetts Loan & Trust Company.

Notes payable were \$37,000 Sept. 30, 1893.

Dividend-From earnings of year 1893-94 1 per cent was paid on

ROAD-Owns road in Fall River which, measured as single track in September, 1894, aggregated 27 miles.

Annual Report-For year ending Sept. 30 earnings were: 1894. 1893. 1894. 1893. 1894. 1893. 18,818 324

GENERAL BALANCE SHEET SEPT. 30, 1894. Assets. Liabilities. \$650,000 1,425,000 12,724 19,295

Total \$2,107,019 | Total \$2,107,019 | Officers - President, Frank S. Stevens; Secretary, M. G. B. Swift; Treasurer, Robert S. Goff. Office, 182 North Main St.-V. 60, p. 796.

#### FINDLAY, OHIO.

POPULATION 1890 WAS 18,553; IN 1880 WAS 5,553; AND IN 1870 WAS 4,073.

#### BLANCHARD AVENUE PASSENGER RAILWAY COMPANY.

ORGANIZATION-This is a separate corporation and in January, 1895 was paying the interest regularly on its bonds.

STOCK & BONDS— Date. Interest. Outstanay. Maturey.

Stock (3)
1st M., 860,000 gold 1892 6 g, (x) J-J \$40,000 July 1, 1912 x Interest is paid free of tax.

Interest is payable at the Girard Life Insurance Annuity & Trust Company, Philadelphia, the mortgage trustee.

## FINDLAY STREET RAILWAY-A trolley and horse

ORGANIZATION-Chartered in September, 1887. Grants are for 25 fears from 1887-rates of fare embodied in ordinance, 5 cents. Council reserved right to charge \$5 per annum per car operated. Has no paving to do, but must keep portion between rails in repair so long as

ROAD—Main line 4 to miles double track, operated by electricity; Tiffin Ave. and West Park line about 4 miles, operated by horses; total track February, 1895, about 13 miles.

Officers-President, Geo. B. Kerper: Vice-President, J. N. Kinney; Secretary, Jacob Strader; Treasurer, C. D. Kinney; General Manager and Purchasing Agent, C. Smith.

### FISHKILL-ON-THE-HUDSON, N.

POPULATION IN 1890 WAS 3,617; IN 1880 WAS 2,503; AND IN 1870 WAS 2,992.

#### CITIZENS' STREET RAILWAY,-A trolley road. ORGANIZATION-Opened to traffic August 27, 1892.

#### FITCHBURG, MASS.

POPULATION 1890 WAS 22,037; IN 1880 WAS 12,429; AND IN 1870 WAS 11,260.

#### FITCHBURG & LEOMINSTER STREET RAILWAY-A trolley road. ORGANIZATION-Chartered in 1886.

Date. Interest. Outstand'g. Last div. STOCK, BONDS ETC .-1890 5 A-O \$250,000 Oct. 1, 1909 25,694 8tk. (au., \$500,000; par, \$100) 1st mortgage..... Unfunded debt.....

ROAD-Owns 12:57 miles of main line track and 0:68 mile of sidings,

EARNINGS-For year ending Sept. 30:

Gross \$89.260 \$94.672 Dividends paid. \$14.104 Net. 27.845 31,149 Bal., sur.for year 6,532 Int., taxes, etc. 7,209 3,773 Tot.su.Sep.30,'94 19,825

During the year \$6,453 was charged to profit and loss.

Officers—President, H. A. Willis; Secretary, C. F. Baker; Treasurer, R. N. Wallis; Superintendent and Purchasing Agent, W. W. Sargent.

#### FLUSHING, N. Y.

POPULATION 1890 WAS 19,803; IN 1880 WAS 15,906; AND IN 1870 WAS 14,650.

## FLUSHING & COLLEGE POINT ELECTRIC RAILWAY-

ORGANIZATION-This company was incorporated in February, 1895. with a capital stock of \$125,000, to succeed the Flushing & College Point Street Railroad, which was sold in foreclosure April 4, 1895. In May, 1895, passed into control of the Steinway Ry. Co. of Long Island City, which owns the entire capital stock.

ROAD-Flushing to College Point, 3.79 miles; siding, 12; total, 3.98

miles. Rails, 45 lbs.

EARNINGS—For year ending June 30, 1894, gross earnings of old company were \$14,969; loss from operating, \$8,288.-V. 60, p. 301, 606.

DIRECTORS-Daniel Odell, E. B. Halstead, F. A. Dillingham, C. S. Kellogg, and others, of New York.

#### FORT SMITH, ARK.

POPULATION 1890 WAS 11,311; IN 1880 WAS 3,099; AND IN 1870 WAS 2,227.

# FORT SMITH STREET RAILWAY.— ORGANIZATION—Chartered Aug. 2, 1881, for 30 years. STOCK & BONDS— Date. Interest. Outstand'y.

Maturity. \$150,000 Mar. 1, 1908

Capital stock is 60 per cent paid.

ROAD—Operates 8:44 miles of track on 712 miles of street.

OFFICERS—President, General Manager, Superintendent and Purchasing Agent, Samuel McLoud; Vice-President, Benj. T. Duval; Secretary and Treasurer, Geo. T. Sparks. Office, corner Third & A Street

### FORT WAYNE, IND.

POPULATION 1890 WAS 35,393; IN 1880 WAS 26,880; AND IN 1870 WAS 17,718.

## FORT WAYNE ELECTRIC RAILWAY-ORGANIZATION-Purchased Citizens' Street RR. and Fort Wayne

Street RR., aggregating 12 miles. In 1895 purchased the two miles of track of the C. L. Centlivre Street Railway. STOCK & BONDS- Miles. Date. Int. Outstanding. Maturity.

track. Trustees, N. Y. Guaranty & Indemnity Company and Stephen B. Bond, of Fort Wayne.

ROAD-In February, 1895, was operating 18 miles of track.

Officers-President. J. H. Bass; Vice-President and Treasurer, M. S. Robison; Secretary, J. M. Barrett.

#### LAKESIDE STREET RAILROAD-A trolley road.

STOCK & BONDS-Date. Interest. Outstading. Maturity. Officers-General Manager, J. D. McDonald.

FORT WORTH, TEX.
POPULATION 1890 WAS 23,076; AND IN 1880 WAS 6,663.

#### CITY RAILWAY-A trolley road.

ORGANIZATION, ETC.—Chartered in 1891 as a consolidation of several roads. Stock, \$100,000. No bonds.

ROAD-Operates 712 miles of track.

OFFICERS—President, L. Warfield; Vice-President, J. C. Terrell, Jr.; Secretary and Treasurer, W. H. Harrison; General Manager and Purchasing Agent, W. P. Quigg.

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAY—
BONDS, ETC.—This company's 6 per cent bonds, due 1910, to a total of \$100,000, with all coupons on, were sold at auction in January, 1895, for \$600. Said to operate 612 miles of track on 212 miles of street. RECEIVERSHIP-Receiver, Robert McCart.

OFFICERS-General Manager and Purchasing Agent, S. Horn.

FORT WORTH STREET RAILWAY-ORGANIZATION—Chartered in 1894 to succeed the North Side Street RR. Co., foreclosed Nov. 20. Stock, \$200,000. Operates 14 miles of track, on 1212 miles of street-1212 by electricity and 112 by horses. President, K. M. Van Zandt; Secretary, J. P. Smith; General Manager and Purchasing Agent, G. B. Hendricks.

GLENWOOD & POLYTECHNIC STREET RAILWAY

ROAD-Operates with mules a road 212 miles long. Officers-President, W. D. Hall.

#### FRAMINGHAM, MASS.

POPULATION 1890 WAS 9,239; IN 1880 WAS 6,235; AND IN 1870 WAS 4,968.

FRAMINGHAM UNION STREET RAIL-WAY.

ORGANIZATION.-Incorporated in 1887.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock (par \$100.)...\$60,000

1st mortgage, currency... 1889 5 J-J 50,000 1909
Interest at North Nat. Bank, Boston.

Bonds not subject to call before maturity.

ROAD—Operates main track 6.91 miles; sidings 0.44 of a mile.

EARNINGS.—For years ending Sept. 30 earnings have been as follows:

Yr. to Sept. 30—1894. 1893. 1894. Gross earnings. \$18,650 \$19,228 Net. ... 3,944 4,487 Tot. sur. Sept. 30. ... 6,529 Int. taxes, etc. ... 3,686 3,577 1893. \$910 6,271

GENERAL BALANCE SHEET SEPT. 30, 1894

| Assets.                 |           | Liabilities.    |           |
|-------------------------|-----------|-----------------|-----------|
|                         |           | Stock           |           |
| Equipment               |           | Funded debt     |           |
| Cash and current assets |           | Profit and loss |           |
| Total                   | \$119,029 | Total           | \$110,000 |

OFFICERS-President, James R. Entwistle, Saxonville, Mass.; Treas. urer, F. E. Gregory, Framingham, Mass.; Clerk of Corporation, Ira B. Forbes, South Framingham.

#### FRANKFORT, KY.

POPULATION 1890 WAS 7,892; IN 1880 WAS 6,958; AND IN 1870 WAS 5,396.

CAPITAL RAILWAY—A trolley road.

ORGANIZATION—The securities are given below as they stood May 10. 1895, but in January, 1895, it was expected that a change would be

mortgage trustee.

ROAD Operates four miles of track in city of Frankfort.

OFFICERS-President, P. McDonald; Secretary and General Mana-

FRANKLIN, PA.
POPULATION IN 1890 WAS 6,221; IN 1880 WAS 5,010;
AND IN 1870 WAS 3,908.

FRANKLIN ELECTRIC STREET RAIL-WAY CO.-

ORGANIZATION-Incorporated Aug. 4, 1893.

standing obligations are paid this issue of bonds will be canceled and the mortgage to secure same canceled.

ROAD-Operates 313 miles of track through the principal streets of Franklin, Pa.

Officers-President, A. H. McKelvy; Vice-President, J. H. Douly; Secretary, H. R. McAlmont: Treasurer, G. S. Davis.

#### FREDONIA, N. Y.

POPULATION IN 1890 WAS 3,399; IN 1880 WAS 2,692; AND IN 1870 WAS 2,546.

DUNKIRK & FREDONIA RAILROAD-A trol-

ORGANIZATION— hartered April 21, 1864. Securities and earnings have been as follows:

ROAD—Owns 312 miles of single and one-tifth miles of second stock. Officers - President, Willard McKinstry; Secretary-Treasurer, Milton M. Fenner.

| 1894.              | 1893.        |
|--------------------|--------------|
| Gross\$20,10       | 7 \$23,174   |
| Net 10,69          |              |
| Other income 61    | 2 763        |
| Charges 6,70       |              |
| Dividends 3,67     | 2 1,836      |
| Construction 6     | 5 13,251     |
| Balancesur. 86     | 5 def. 4,369 |
| Total surplus 4,35 | 1 3,485      |
|                    |              |

#### GAINESVILLE TEXAS.

POPULATION 1890 WAS 6,594; IN 1880 WAS 2,667.

GAINESVILLE STREET RY.—A horse road. ORGANIZATION—Incorporated June 14, 1883, for a period said to b 50 years.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity. 

OFFICERS-President, J. M. Lindsay; General Manager and Superintendent, G. W. Lindsay. Office. Fort Worth.

#### GALESBURG, ILL.

Population 1890 was 15,264; in 1880 was 11,437; AND IN 1870 was 10,158.

GALESBURG ELECTRIC MOTOR & POWER—A trolley road.

ORGANIZATION—Chartered in 1892 for 20 years, being a consolidation

of the College City Street Ry. and the Galesburg Street Car companies. 

Mortgage trustee, Northern Trust Company, Chicago.

ROAD-Owns 8 miles of main track and 1 mile of sidings, laid with 50

Ib. T rails, in Galesburg, Ill., and extending also to East Galesburg.
OFFICERS—President, Robert Chappell; Vice-President, O. F. Price; Treasurer, W. Seacord; Secretary and Purchasing Agent, H. F. Arnold-

#### GALVESTON, TEX.

Population 1890 was 29,084; in 1880 was 22,248; and in 1870 was 13,818.

AND IN 1870 WAS 13,818.

GALVESTON CITY RAILROAD—A trolley road.
ORGANIZATION—Incorporated May 2, 1871.
STOCK & BONDS—
Date. Interest. Outstanding. Waturity.
See text. See text. July 15, 1895
Mortgage \$1,000,000, g., \$1893 5 g J - J \$1,000,000 Jan. 1, 1913
x Interest at New York Guaranty & Indemnity Co., Trustee, New York City.
Floating debt April 1, 1895, \$18,335.
x Interest on consols is payable without deduction for any tax which the company may be obliged to retain therefrom.

Stock—Authorized 20,000 shares, with face value \$50, but only \$15 per share paid in when stock was declared paid in

per share paid in when stock was declared paid in.

Dividends-In 1895, 25 cents per share in January and July.

Treas., J. Lobit; Purch. Agent, C. C. Williams.-V. 60, p. 711, 928.

#### GARDNER, MASS.

POPULATION 1890 WAS 8,424; IN 1880 WAS 4,988; AND IN 1870 WAS 3,333.

GARDNER ELECTRIC STREET RAIL. WAY-A trolley road.

ORGANIZATION-Owns 312 miles of track. Commenced operations

Sept. 29, 1894.

STOCK—Capital stock is \$50,000, all full paid. Par of shares, \$100

DEBT—Unfunded debt Sept. 30, 1894, \$14,940.

OFFICERS—President, F. S. Coolidge; Secretary and Treasurer, J. A. Stiles; General Manager and Purchasing Agent, M. A. Coolidge.

#### GENEVA, N. Y.

POPULATION 1890 WAS 7,557; IN 1880 WAS 5,878; AND IN 1870 WAS 5,521.

GENEVA WATERLOO SENECA FALLS & CAYUGA LAKE TRACTION—Trolley.
ORGANIZATION—Chartered Nov. 24, 1894. February, 1895, consolidated with Geneva & Waterloo and other companies.—See V. 60, p. 562.

Bonds-The mortgage of 1894 is for \$100,000, of which \$40,000 represents the Geneva road and \$60,000 had on Feb. 1, 1895, just been

issued for the 6-mile extension to Waterloo.

ROAD—Geneva & Waterloo RR. Co. owned 10 miles of trolley track, of which 4 miles in Geneva and the remainder an extension to Waterloo. The Traction Company was to have a line between Geneva and Seneca Falls and Seneca Falls and Cayuga Lake.

DIRECTORS—C. D. Beebe, William Nottingham and William R. Rafferty, of Syracuse, N. Y.; Thomas Craig, of Trenton, N. J.; N. H. Becker and James H. Gould, of Seneca Falls; H. A. Doane, of Philadelphia; Louis D. Collins, of Geneva, N. Y.; W. L. Sweet, of Waterloo, N. Y.-V. 60, p. 562.

### GETTYSBURG, PA.

POPULATION 1890 WAS 3,221; IN 1880 WAS 2,814; ND IN 1870 WAS 3,074

OETTYSBURG ELECTRIC RAILWAY.

Omganization—Reported sold in January, 1895, to J. Luttrell Murphy, of Chicago, and Walter B. Kendall and John A. Connelly, of Philadelphia, the purchasers to complete the road to the Maryland line, to a connection with the Maryland trolley system.

Street A Property of Parks of

Date. Interest. Outstand'y. STOCK & BONDS-STOCK & BONDS (I)
Stock for \$200,000 (1893 fg. M-N \$200,000 May 1, 1923
1st M., \$200,000, gold ... Trustee Fidelity Trust Co., of Philadelphia.

ROAD-Said to operate 8 miles of track.

#### GIRARDVILLE, PA.

POPULATION 1890 WAS 3,584; IN 1880 WAS 2,730.

SCHUYLKILL TRACTION CO.-A trolley road. ORGANIZATION—Chartered Sept. 26, 1892, and in June, 1893, com-pleted an electric road, 22½ mil-s in length, in the anthracite coal basin of Schuyikiil County. It begins at Locustdale and runs through the centre street of Ashland, and thence through Holmesville and other villages to Girardville, and branching out there in a Y-shape, one branch going through Lost Creek and William Penn into Shenandeah, the other branch going through Mahanoy Plane, Maizeville, Gilberton and St. Nicholas into Mahanoy City. The only passenger, selectric trolley) railway running through the towns of Ashland, Mahanoy City, Shenandoah and Girardville. The population tributary to it aggregates about 75,000 people, and it passes about forty col-

Under date of Feb. 19, 1895, the Supplement was officially informed that the Schuylkill Traction Company's first mortgage for \$300,000, due in 1922, had been paid up and canceled in full. The Mahanoy City Shenandeah Girardville & Ashland Street Railway Company has been leased to the Schuykill Traction Company at a nominal rental, and all its stock, that is, 5,985 shares, is held by the Schuykill Traction Co., and the balance, 15 shares, is held by the Schuyikhi Traction Co., and the balance, 15 shares, is held by individuals for the purpose of keeping up the corporate organization. The mortgage of \$250,000 of the Mahanoy City Shenandoah Girardville & Ashland Street Railway Company has been paid up in full and canceled.

STOCK & BONDS — Miles. Date. Interest. Outstanding. Maturity. Stock \$1,000,000, \$100 ... \$1,000,000 f.p. 1st M. (\$500,000). \$-,? 22½ 1×93 5 g.A-O 500,000 Apr.1,1943 \$500 and \$1,000 ... Interest is paid at Equit. Tr. Co., Trustee, Phila.

ROAD-Owns 2212 miles of track (length of line from extreme points about 15 miles), being in the form of a Y, with Girardville, where the power house is situated, as a centre. Rails 50, 60 and 70 lb. T.

ANNUAL REPORT-Piscal year ends Oct. 1. For year ending Oct. 1,

Gross earnings \$88,289 | Net earnings \$31,724 |
Operating expenses 56,564 | Interest paid 25,000 |
OFFICERS-President, Dallas Sanders; Secretary and Treasurer, J. A.

Johann; General Manager and Purch. Agent, E. W. Ash.-V. 60, p. 796.

#### GLENS FALLS, N. Y.

POPULATION 1890 WAS 9,509; IN 1880 WAS 4,900; AND IN 1870 WAS 4,500.

GLENS FALLS SANDY HILL & FORT ED-WARD STREET RAILROAD-A trolley road.

ORGANIZATION-Chartered sept 28, 1885.

STOCK & BONDS— Date. Interest.
Stock, \$150,000, par \$100.

1st mortgage (no option). 6 J-J
2d mortgage. 6 J-J Outstanding. Maturity. \$136,000 100,000 July 1, 1901 36,000 July 1, 1913

ROAD-Gleus Falls to Fort Edward, 7:34 miles; sidings, 1:18 miles; total track, 8 35 miles. Rails 40 lbs.

EARNINGS-For quarter ending Dec. 31 earnings were:

 
 Gross,
 Net.
 Other inc.
 Interest.
 Taxes.

 1894 ....\$11,741
 \$3,102
 \$40
 \$2,040
 \$331

 1893 ....
 9,564
 7
 75
 1,500
 326
 Balanc Surp. \$771 Loss 1,744

BALANCE SHEET-General balance sheet Dec. 31, 1894:

Total \$276,080 Total \$276,080 OFFICERS—President, J. M. Coolidge: Vice-President, L. Allen; Sec retary, Treasurer and Purchasing Agent, J. A. Powers.

#### GLOUCESTER, MASS.

POPULATION 1890 WAS 24,651; IN 1880 WAS 19,329; AND IN 1870 WAS 15,389.

GLOUCESTER STREET RAILWAY CO .- A

ORGANIZATION-Incorporated December 29, 1885.

Dividends in 1892-93 were 3 per cent per annum.

ROAD-Operates 9 miles of track and has ½ mile sidings, etc.

EARNINGS-For year ending Sept. 30 the carnings have been as

fellows: 1894. 1893. 1894. 1894. 1893. 1894. 1894. 1894. 1893. 1894. 1894. 1894. 1893. 1894. 189

GENERAL BALANCE SHEET SEPTEMBER 30, 1894. Liabilities.

Total \$316,544 Total \$316,544

Officers—President, W. B. Ferguson, Walden, Mass.; Vice-President, J. H. Cunningham; Treasurer, A. D. Bosson; Clerk of Corporation, D. S. Presson; Gloucester, Mass.

#### GLOVERSVILLE, N. Y.

POPULATION 1890 WAS 13,864; IN 1880 WAS 7,133; AND IN 1870 WAS 4,518.

FONDA JOHNSTOWN & GLOVERSVILLE RAILROAD COMPANY—See steam railroads in the Investors' Supplement.

FONDA JOHNSTOWN & GLOVERSVILLE SYSTEM-CAYADUTTA ELECTRIC RAILROAD-

ORGANIZATION-Leased for 999 years from May 1, 1894, to the Fonda Johnstown & Gloversville, which guarantees the bonds, principal and interest, and agrees to pay leased road net earnings up to 4 per cent on capital stock per annum, besides paying all fixed charges. Fonda Johnstown & Gloversville RR. is a steam road, and is described in the Investors' Supplement.

Date. Interest. Outstand'g. \$335,200 1892 6g. A-O 350,000 STOCK & BONDS— Date. Interest. Outstand'g. Stock, \$350,000 \$335,200 \$335,200 \$1st. mort., \$350,000 gold \$1892 6g. A-O \$360,000 \$192: \$1,000, guar. p. & i.... \$1nt. at Farmers' Loan & Tr., N. Y. City Bills payable June 30, 1894 \$78.752 \$5,556 Maturity.

Bonds to the amount of \$76,000 are held in trust.

ROAD-Owns 1412 miles of single track and '4 miles of sidings. EARNINGS-The earnings are included in those of the Fonda Johns town & Gloversville RR. Co.

Officers-Address Fonda Johnstown & Gloversville RR. Co.

FONDA JOHNSTOWN & GLOVERSVILLE SYSTEM - JOHNSTOWN GLOVERSVILLE & KINGSBORO HORSE RAILWAY-

ORGANIZATION—Chartered Nov. 12, 1873, and in November, 1893, leased to the Fonda Johnstown & Gloversville Railroad Co. for 999 years, its bonds being a sumed and 8 per cent per annum being guaranteed on its stock.

ROAD-Owns single track, main line, from Johnstown to Glovers ville, 4.08 miles; branch, .03; total, 4.11 miles.

EARNINGS—For year ending June 30, 1893, gross earnings were \$14,977; net, \$2,056; other income, \$521; taxes, \$597, interest, \$1,548; balance, surplus, \$452. Earnings now included in those of Fonda Johnstown & Gloversville Railroad Company.

#### GOSHEN (ELKHART CO.), IND.

POPULATION 1890 WAS 6,033; in 1880 WAS 4,123; AND IN 1870 was 3,133.

ELECTRIC RAILWAY-A trolley INDIANA road.

ORGANIZATION-This company was chartered to construct and operate a street railway in the cities of Goshen and Elkhart and village of New Paris. The city of Elkhart had population in 1890 of

x No deduction for any tax now or hereafter imposed.

The first mortgage bonds may be issued at \$10,000 per mile in corporate limits of any city and \$5,000 per mile outside.

Trustees-Kniekerbocker Tr. Co. and James M. Latta of Goshen, Ind. ROAD—In February, 1895, had 4 miles of track in operation in Elkhart, and 16 miles under construction to be completed during year, viz., from Elkhart via Goshen to Wabash RR. at New Paris.

OFFICERS—President, J. J. Burns, 185 Wabash Avenue, Chicago; Vice-President and General Manager, H. P. Myton, Goshen, Ind.; Secretary and Treasurer, W. L. Stonex, Goshen, Ind.

GOSHEN & WABASH RAILWAY.
ORGANIZATION-Organized to acquire by condemnation, when necessary, the right of way for the Indiana Electric Railway. Officers—Secretary, W. L. Stonex, Goshen, Ind.

#### GRAND RAPIDS, MICH.

POPULATION 1890 WAS 60,278; IN 1880 WAS 32,016; AND IN 1870 WAS 16,507.

CONSOLIDATED STREET RAILWAY-A trolley road.

ORGANIZATION-Road was completed and entirely opened January, 1893. Franchise is construed to give it control of surface transportation until 1922.

| LATEST EARNINGS-Fr | rom Aug. 1 t<br>t, \$12,095. | o Oct. 31, 1893 (3 mos.), | gross earı |
|--------------------|------------------------------|---------------------------|------------|
| ROAD-On January 1, | 1894, opera                  | ted 44 miles of track.    |            |
| ANNUAL STATEMENT-  |                              | iding Aug. 31 earnings v  |            |
| Turan comings      | 1893.                        | Interest                  | 1893.      |
| ross earnings      | 170,071                      | Bal., surplus             | 20,07      |
|                    |                              | e; Vice-President, John   |            |

Secretary, O. S. Gaithers; Assistant Secretary and Treasurer, B. S. Hanchett, Jr.; General Manager and Purchasing Agent, G. S. Johnson.

NORTH PARK STREET RAILWAY

ORGANIZATION-This road is now a part of the system of the consoli dated Street Railway Company of Grand Rapids.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity. Stock, \*100,000. \$100,000
North Park Street Ry., \( \) 1894 \( 5 \) J - J \( 5 \) 50,000 \( July 1, 1914 \) 1st, \( \) 75,000 \( (\) \$1,000). \( \) Int. at Mich. Tr. Co., trustee, Gr. Rapids, Mich. ROAD-Owns 412 miles of completed track which runs to a pleasure

SOUTH GRAND RAPIDS STREET RAILWAY-

ROAD-Owns 134 miles of track.

park managed by the company.

STOCK-December 31, 1894, had a paid-in capital stock of \$8,900.

#### GREAT FALLS MON.

POPULATION 1890 WAS 3,979.

GREAT FALLS STREET RAILWAY-A trolley

ORGANIZATION-In hands of W. D. Dickenson as receiver. 

Mortgage trustee, Massachusetts Loan & Trust Co., Boston. ROAD-Operates 823 miles of track and 812 miles of road.

EARNINGS—For year 1894 gross, \$26,400; net, \$1,525.

OFFICERS—President, A. S. Bigelow; See'y and Treas., T. Nelson.

#### HAMMOND, IND.

POPULATION 1890 WAS 5,428; IN 1880 WAS 699.

HAMMOND WHITING & EAST CHICAGO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1892. Franchise runs till 1917 and

is not give exclusive.

ROAD-Owns 12 miles of track in Hammond, Ind.

EARNINGS-For six months ending Dec. 1, 1894, gross, \$22,750.

OFFICERS-President, Chas. F. Griffin; Vice-President, N. W. Kaufman; Secretary, Treasurer, General Manager and Purchasing Agent, A. Murray Turner.

#### HARRISBURG, PA.

POPULATION 1890 WAS 39,385; IN 1880 WAS 30,762; AND IN 1870 WAS 23,104.

HARRISBURG TRACTION-A trolley road.

Organization—O gauized in May, 1895, to control the East Harrisburg Passenger Railway and the Citizens' Passenger, of which it took possession July 1, 1895.

STOCK & BONDS-The capital stock is \$2,000,000, of which \$1,870,-000 had been issued in August, 1895. The Traction Co. will hold in its treasury \$700,000 stock of the East Harrisburg Passenger Railway and \$235,000 of the Citizens' stock.—V. 60, p. 873.

OFFICERS—President, E. C. Felton; Secretary and Treasurer, W. J.

## CITIZENS' PASSENGER RAILWAY-A trolley

ORGANIZATION-Chartered Jan. 11, 1892. Controlled and operated since July 1, 1895, by the Harrisburg Traction Co.-which see

STOCK & BONDS-

ROAD-Operates 15 miles of track on 15 miles of road in Steelton, Harrisburg and Oberlin.

EARNINGS-Year ending June 30, 1894: Gross, \$33,250; net, \$6,329; other income, \$507; interest and other payments, \$132,558; balance, fleit, \$125,722.

OFFICERS—President, B. F. Meyers; Vice-President, A. W. Dunkle; Secretary and Treasurer, C. L. Bruiser; General Manager and Purchasing Agent, L. Nissley.

HARRISBURG TRACTION SYSTEM—EAST HARRISBURG PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Chartered July 23, 1886, and again in 1889. Since July 1, 1895, controlled and operated, together with its leased lines, by the Harrisburg Traction Co. which see July 1, 1895, leased for 1999. the Harrisburg Traction Co., which see. In May, 1892, leased for 999 years the Harrisburg City Passenger Railway. In January, 1893, leased the Middletown Highspire & Steelton Ry.

STOCK, &C. Par. Authorized. Outstanding. Div'nds. Last Div. Stock .... \$50 \$1,000,000 \$700,000 full pd. J-J Jan. 1895 On Dec. 28, 1894, the company had "no bonded indebtedness in any shape or form."

ROAD-June 30, 1894, operated 30 miles of track.

| ANNUAL REPORT-For years | ending June 30 earnings were: |  |
|-------------------------|-------------------------------|--|
| THE ONE ITE OIL         | 0                             |  |

|                | 1894.      | 1893      | 1892.     |
|----------------|------------|-----------|-----------|
| Gross earnings | .\$173,651 | \$170,806 | \$135,100 |
| Net earnings   | . 48,773   | 56,606    | 34,931    |
| Interest       | . 8,665    |           | 5,397     |
| Taxes          | . 14,151   |           | 3,596     |
| Dividends      |            | 35,000    | 21,241    |
|                |            |           |           |

Dividends-In 1893 were 10 per cent; since (?)

BALANCE SHEET June 30, 1894:

| Assets—                            | Liabilities—              |
|------------------------------------|---------------------------|
| Construction and equip't.\$666,879 | Capital stock\$500,000    |
| Real estate 57,963                 |                           |
| Miscellaneous 40,858               | Accounts payable 18,841   |
| PRESENT TEATHER THE STORY AND A    | Bills payable, etc 86,722 |
|                                    |                           |

Total \$765,700 Total \$765,700 OFFICERS—President, John Q. Denney; Vice-President, T. G. Greenwaldt; Secretary and Treasurer, W. J. Calder; Superintendent and Purchasing Agent, F. B. Musser.

HARRISBURG TRACTION SYSTEM—HARRISBURG CITY PASSENGER RAILWAY—A trolleyroad.

ORGANIZATION-Chartered in 1861, and on May 1, 1891, leased for 99 years to the East Harrisburg Passenger Railway Company at \$15,000 yearly, equal to 12 per cent per annum on the stock.

STOCK— Par. Authorized. Interest. Outstand'g. Last div. Stock...... \$25 No limit. 12 J-J \$125,000 Jan.'95,6 p.c. Dividends are paid at company's office. In February, 1895, there were no bonds outstanding.

ROAD-Owns 5:33 miles; second track, etc., '17 mile; total, 5:50

OFFICERS—President, H. A. Kelker; Secretary, Alex. Roberts; Treasurer, W. L. Gorgas. Office, Steelton, Pa.

HARRISBURG TRACTION SYSTEM-MID-DLETOWN HIGHSPIRE & STEELTON RAILWAY-ORGANIZATION-Chartered Dec. 11, 1891, and on Jan. 2, 1893, leased to East Harrisburg Passenger Railway Co. for 999 years at 6 per cent on stock in 1893, 7 per cent in 1894, 8 per cent in 1895, 9 per cent in 1896, and thereafter 10 per cent; also \$400 yearly for organization expenses.

Authorized. Paid in. Dividends. Last div. \$100,000 \$100,000 J-J Jan, '95, 3\(^12\)% STOCK— Authorized. Paid in. Dividenas. Stock paid in (\$50)... \$100,000 \$100,000 J-J Ja Balance sheet June 30, 1893, showed no other liabilities.

Dividends-See terms of lease above

ROAD—Owns 612 miles of road, 712 miles of track.

Officers—President, George W. Cumbler; Secretary and Treasurer, W. J. Snavely.

## HARRISBURG & MECHANICSBURG PASS-

ENGER RAILWAY CO.—
ORGANIZATION—Chartered in 1893 or earlier. In August, 1895, it was reported that this road had recently changed management.

STOCK & BONDS- Miles. Date. Interest. Outstand'g. Maturity. 

#### HARTFORD, CONN.

Population 1890 was 53,230; in 1880 was 42,553; and in 1870 was 37,743.

#### HARTFORD ST. RAILWAY CO.-Being put under trolley.

ORGANIZATION.-In December, 1894, this company was hastening the equipment of its lines for operation with electricity. A part of the road was thus in operation Jan. 1, 1895, but the whole will not be running before spring. Our whole mileage when completed will be about 60 miles. All laid during the last summer (1894) in the city was with 90lb. girder rails and in the country T rails.

Date. Inter't. Outstanding. STOCK & BONDS-Last div., &c. l Street Ry.

Interest upon the debentures is payable at Connecticut Trust Co., Hartford, Conn., which also acts as registrar and countersigns the bonds.

Note.-The debentures of 1889-94 are all subject to call at par after five years from date of issue. They are also payable in lawful money.

not gold only. They will all be secured by any future mortgage.

Dividends. -A dividend of 3 per cent was paid in Jan., 1894, and one of 3 per cent in July, 1894; in 1895, January, 3 per cent.

Bonds—The total bonded indebtedness is \$1,000,000. There are no

mortgages, but the whole amount is out in the form of 5-20 year 5 per cent debentures

ROAD—The company besides serving the city of Hartford will have lines extending to Wethersfield, West Hartford, Poquonnok and Windsor, Bast Windsor and South Glastonbury. In August, 1895, the mileage included: Main line and branches (trolley), aggregating 45 miles.

East Hartford & Glastonbury is controlled by ownership of stock. EARNINGS—For year ending Oct. 1, 1894, gross earnings of about 25 miles, mostly as horse road, were \$299,746; net, \$44,749; taxes,

\$8,535; interest, \$27,613; dividends, \$12,000.

OFFICERS—President, E. S. Goodrich; Treasurer, Daniel R. Howe; Directors, Roland Mather; J. J. Goodwin, C. L. Lincoln, D. R. Howe; Atwood Collins, S. G. Dunham, E. S. Goodrich, all of Hartford.

HARTFORD STREET RAILWAY SYSTEM-EAST HARTFORD & GLASTONBURY HORSE RAILROAD—

ORGANIZATION-Controlled by Hartford Street Railway.

STOCK, ETC.-On Oct. 1, 1894, stock anthorized by charter was \$300,000; by vote of company, \$100,000; accounts payable, \$68,769.

OFFICERS-President E. S. Goodrich, Hartford, Conn.; Vice-President, Isaac Broadhead, Glastonbury; Treasurer, Daniel R. Howe.

HARTFORD & WEST HARTFORD HORSE RAILROAD-A trolley road.
ORDANIZATION-Chartered in 1863, and began operations Oct.1, 1894.

tends from Hartford to Farmington and Unionville.

OFFICERS-President, David Henney; Secretary and Treasurer, W. E. Goodwin; General Manager and Purchasing Agent, J. B. Henney.

### HAVERHILL, MASS.

POPULATION 1890 WAS 27,412; IN 1880 WAS 18,472; AND IN 1870 WAS 13,092.

HAVERHILL & AMESBURY STREET RY.

ORGANIZATION-Incorporated in 1892.

ORGANIZATION—Incorporated in 1892.

STOCK & BONDS—
STOCK & BONDS—
STOCK & SI50,000.

S150,000.

S15

Sufficient 5s of 1912 were reserved to retire the Black Rock loan.

Unfunded debt Sept. 30, 1894, was \$191,247. ROAD—Has 32½ miles of track in operation, sidings, etc., 1½ miles.

1893

GENERAL BALANCE SHEET SEPT. 30, 1894. Liabilities. Assets.

Assets. Liabilities

\$517,879 | Stock | 70,989 | Funded debt | 54,224 | Unfunded debt | ent assets | 11,831 | Profit and loss | ... 191,247 13,676 \$654,923 \$654.923

The \$150,000 debentures given in table above are supposed to be out-

standing only as collateral for unfunded debt.

OFFICERS—President, E. P. Shaw, Newburyport, Mass.; Treasurer and Clerk of Corporation, Geo. A. Butman; Superintendent and Purchasing Agent, W. Wentworth. Office, 53 State Street, Boston.

#### HAZLETON, PA.

POPULATION 1890 WAS 11,872; IN 1880 WAS 6,935; AND IN 1870 WAS 4,317.

LEHIGH TRACTION CO.— ORGANIZATION—Chartered Nov. 7, 1892. Franchise perpetual. Owns, controls and has leased for 999 years, at an annual rental of \$1 each, the Hazleton & Suburban Electric Ry., capital \$30,000; Hazleton & South Side Electric Ry., capital \$75,000; Hazleton & North Side Electric Ry., capital \$75,000. Has ordinances for use of streets in City of Hazleton and borough of West Hazleton.

STOCK & BONDS—Date. Interest. Outstand'y Maturity. 8t'ks1,000,000 (au,p.\$100. \$1,000,000 f. p. 1st mort. \$500,000, gold, \$1893 5g. J-D 500,000 June 1 1923 \$100, \$500, \$1,000...c { Trustee, Markle Bank'g & Tr. Co., Hazelton.

Interest (free of all taxes) is payable in New York or Philadelphia exchange, if desired, at par, and is so stated on the coupon. The bonds are a first lien on the entire plant and franchise. Total cost of road o July 1, 1895, \$741,453.

ROAD—In August, 1895, was operating 23 miles of road laid with 60 lb. new steel T ralls, oak ties, well ballasted. Road extends from Hazleton to West Hazleton, to Yorktown (connecting with Penn. RR. and Lehigh Valley RR.), to Harleigh, Hollywood, etc. Extension of 9 miles expected to be built in spring of 1895.

LATEST EARNINGS-Month of July, 1895, gross, \$12,216; net, \$6,492. YEAR'S EARNINGS-In July, 1893, operated only 212 miles; in Aug. 1894, operated 23 miles. Earnings for years ending July 1 are given

Gross carnings \$119,364 \$53,061 Bal., surplus. \$20,421 \$2,708 Car mileage. 659,988 OFFICERS—President, C. W. Kline; Treasurer, N. C. Yost; Secretary, E. S. Doud. Directors, C. W. Kline, Geo. R. Bedford, H. Dryfoos, John

B. Price, John G. Seager.

HELENA, MON.
POPULATION 1890 WAS 13,834; IN 1880 WAS 3,624;
AND IN 1870 WAS 3,106.

#### HELENA POWER & LIGHT-A trolley road.

ORGANIZATION-This company is a consolidation made in 1894 of the Helena Electric Railway and Helena Rapid Transit, together with the Helena Electric (Light Co.) and the Helena Gaslight & Coke Co. These companies were bought and have been operated as one concern since Sept. 1, 1894. The consolidated roads cost about \$600,000 with power station and equipment. The gas plant was mortgaged several years ago for \$175,000, and the consolidated company in January, 1895, was about to issue \$425,000 of 5 per cent 30-year bonds on the entire plant. ROAD—On Jan. 1, 1895, owned about 20 miles of trolley road; second track 1% miles; total, 21% miles. Rails 35 to 45 lbs.

Officers-President, H. M. Parchen; Vice-President, T. H. Kleinchmidt; Treasurer, T. A. Marlow; Secretary, H. L. Walker. Office Helena, Montana.

#### HENDERSON, KY.

POPULATION 1890 WAS 8,835; IN 1880 WAS 5,365; AND IN 1870 WAS 4,171.

HENDERSON ELECTRIC STREET RAIL-WAY-A trolley road.

ORGANIZATION-Incorporated Feb. 13, '86, under a perpetual charter ORGANIZATION—Theorporated Feb. 15, 86, under a perpetual enarter.

STOCK & BONDS—

Stock (par, \$100)

1895 6 J-J 15,000 Jan. 1, 1915

2d mortgage. 1895 6 J-J 25,000 Jan. 1, 1915

Trustee is the Louisville Trust Company, Louisville, Ky.

ROAD-Operates 512 miles of track.

OFFICERS-President, J. N. Alsop; Vice-President, W. E. Whiteby;

Secretary, R. A. Miller; Treasurer, D. Bank, Jr.

#### HOBOKEN, N. J.

POPULATION 1890 WAS 43,648; IN 1880 WAS 30,999; AND IN 1870 WAS 20,297.

#### HUDSON COUNTY RAILWAY-NORTH Horse and electric road.

ORGANIZATION-Owns about fifty miles of street and elevated cable lines in Hoboken, N. J., and vicinity, upon all of which electricity is being introduced. The system includes, besides roads owned in fee, the Hudson & Bergen Traction Company, owning Jan. 1, 1895, 112 miles of track and having \$25,000 of paid in capital stock and \$74,461 of debts; also the Pavonia Horse RR., owning 4 miles of track and having outstanding \$45,000 of full-paid stock, all owned by the Hudson County RR. Co.

County RR. Co.

STOCK & BONDS—
Stock & BONDS—

Stock & BONDS—

Stock & BONDS—

Date. Interest. Outstand g. Last div., de
Stock auth'd \$1,250,000 (\$25) ... See text. \$1,000,015

1st mortgage (\$1,000) ... 6 J. - J. 620,000 Jaz. 1, 1914

Consol. mort. (\$3,000,000) \ 1888 5 J. - J. 2,378,000 July 1, 1928

\$620,000 to r-tire 1st M. e\*
\$62

ANNUAL REPORT—Reports for years enting Dec. 31, snow:

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DIVIDENDS-A stock dividend of 40 per cent was paid in July, 1892, to represent surplus earnings expended on property. Dividends 1891, 8 per cent; 1892, 8 per cent.

Officers—President, M. Tierny; Secretary, T. J. Malloy; Treasurer,

J. F. W. Mangels; General Manager, W. H. Starr.

HOLYOKE, MASS.
POPULATION 1890 WAS 35,528; in 1880 WAS 21,915; AND IN 1870 WAS 10,733.

HOLYOKE STREET RAILWAY-An electric and horse road.

ORGANIZATION-Incorporated June 11, 1884.

STOCK— Dividends. Outstanding. Stock, \$500,000 (\$100). See text \$250,000 f. p. Dividends-In 1892-93 paid 8 per cent; in 1893-94 paid 8 per cent ROAD-September 1, 1894, owned 7.9 miles of main track; sidings 1 mile; total, 8.9 miles.

EARNINGS-For years ending Sept. 30 earnings have been:

1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1895. 1894. 1895.

GENERAL BALANCE SHEET SEPTEMBER 30, 1894. Assets.

Construction. \$149,741
Equipment \$4,821
Other property. 41,534
Cash and current assets. 17,568

Stock. \$250,000
Profit and loss. 43,664

\$293,664 Officers-President, Levi Perkins; Secretary, W. R. Hill; Treasurer General Manager and Purchasing Agent, Wm. S. Loomis.

PEOPLE'S ELECTRIC STREET RAILWAY ORGANIZATION—This company has obtained a certificate of incorpora-tion, but to October 1, 1894, construction had not been begun.

STOCK-Capital stock is \$10,000.

Officers-President, Levi Perkins; Secretary, W. R. Hill; Treasurer, General Manager and Purchasing Agent, William S. Loomis.

### HOMESTEAD, PA.

POPULATION 1890 WAS 7,911; AND IN 1880 WAS 592.

HOMESTEAD & HIGHLANDS STREET RAILWAY-

ROAD-Company has built 5 miles of track, Homestead to Numball. Extension proposed.

OFFICERS-President, Richard G. Wood; Vice-President and General-Manager, S. Macforren; Treasurer, Louis Robb; Secretary, J. Harper Adams.

#### HOOSICK FALLS, N. Y.

POPULATION 1890 WAS 7,014; AND IN 1880 WAS 4,530.

HOOSICK RAILWAY—A trolley road.
ORGANIZATION—Chartered June 10, 1893.

ROAD-In February, 1895, operated 514 miles of track and 12 mile of siding. Road extends from Hoosick Falls to North Hoosick and Walloomsac, N. Y. Rails, 50-lb.

LATEST EARNINGS-From Jan. 1 to June 30, 1895, 6 months, gross,

OFFICERS—President, F. H. Twitchell, Bath, Me.; Secretary, C. B. Story, Hoosick Falls, N. Y.; Treasurer, Galen C. Moses, Bath, Me.

#### HORNELLSVILLE, N. Y.

POPULATION 1890 WAS 10,996; IN 1880 WAS 8,195; AND IN 1870 WAS 4,552.

#### HORNELLSVILLE ELECTRIC RAILWAY A trolley road.

ORGANIZATION-Chartered Dec. 16, 1891. Road completed in spring of 1893.

STOCK & BONDS— Stock, \$50,000 (par, \$100)... 1st mortgage. Bills payable June 30, 1895... Date. Interest. Outstand'g. Maturity.

\$50,000
1892 5 J-J 46,500 July 1, 1912
23,500 . 1892 5 J-J

Interest is payable at the Fourth National Bank, New York City. ROAD-Single track main line in city, 3.845 miles; branch line, 500;

sidings, '221; total of all, 4:566 miles

EARNINGS-From April 1 to June 30, 1895, 3 months, gross, \$2,940; net, \$50; other income (rental from Hornellsville & Canisteo), \$2,000; interest charges, \$625. For year ending June 30, 1894, gross earnings were \$13,047; net, deficit, \$1,068; taxes and interest, \$2,876;

balance, deficit, \$3,944.

OFFICERS—President, Charles Adsit; Vice-President, F. D. Sherwood; Secretary, De Merville Page; Treasurer, George T. Rehn, all

### HORNELLSVILLE & CANISTEO RAIL-

WAY-A trolley road.

ORGANIZATION, ETC.—Chartered May 2, 1893, and owns 4:32 miles of main track and :13 miles of sidings.

Oct. 1, 1912

EARNINGS-From April 1 to June 30, 1895, 3 months, gross, \$3,841; net, \$1,748; other income, \$68; interest and taxes, \$1,140; rental, \$2,000; balance, deficit, \$1,324. For year ending June 30, 1894, earnings were: Gross, \$19,056; net, \$8,993; taxes, interest and rentals, \$4.543; balance, surplus, \$4,450.

OFFICERS-President, D. M. Page; Secretary, Charles Adsit; Treas-

urer, G. T. Rehn.

#### HOT SPRINGS, ARK.

POPULATION 1890 WAS 8,086; IN 1880 WAS 3,554; AND IN 1870 WAS 1,276.

HOT SPRINGS STREET RAILROAD-A trolley

ORGANIZATION-Chartered in 1894; successor to Hot Springs Electric Street Railway.

STOCK & BONDS-Date. Interest. Outstanding. Maturity. Stock. (1)
Ist mortgage, gold. . . . 1894 6g. J-D \$250,000 June 1, 1924
Other indebtedness . . . .

Trustee is St. Louis Trust Company, St. Louis, Mo.

ROAD-Said to operate 15.4 miles of track.

Officers-President, S. W. Fordyce; Secretary, C. E. Maurice; Treasurer, General Manager and Purchasing Agent, C. G. Convers.

#### FOUNTAIN & SUBURBAN RAILROAD A trolley road

ROAD-Said to embrace 412 miles of track. OFFICERS-Owner and Manager, R. Murray.

#### HOUSTON, TEXAS.

POPULATION 1890 WAS 27,557; IN 1880 WAS 16,513; AND IN 1870 WAS 9,382.

#### HOUSTON CITY STREET RAILWAY-A trolley road.

ORGANIZATION-Chartered August 6, 1870. Parties identified with the Omaha & South Texas Land Company are largely interested in its management, Mr. O. M. Carter, its President, being also president of the land company. The company defaulted on coupons due March 1, 1894, and in April, 1894, the following were appointed a bondholders' committee: J. Fred Rogers, 149 Congress St., Boston; Albert N. Parlin, 34 Union St., Boston; George E. Smith, Sears' Building, Boston; Henry Allison, Fitchburg, Mass.; John D. Miller, Wallingford, Vt.

RECEIVERSHIP—On July 11, 1895, upon request of the bondholders'

committee, which represents a large majority of the 6 per cent bonds,

and also of O. M. Carter, the company's President, John H. Kirby was appointed receiver. In August, 1895, the committee was merely waiting to learn the earning capacity of the property before preparing a plan of reorganization. V. 61, p. 281.

Floating Debt-In August, 1895, the floating debt due had all been

paid. Some damage claims were unsettled and a claim for paving was in suit. Cash on hand Aug. 1, 1895, was some \$22,000.

ROAD—The property in February, 1895, consisted of 40 miles of track, 47 motor cars, 75 trailers and 800 city lots not used for operation of the

EARNINGS—For year 1894 gross receipts were \$202,793, which was about \$3,000 more than in 1893.

OFFICERS-President, O. M. Carter; Vice-President and General Man ager, H. F. MacGregor; Secretary, Treasurer and Purchasing Agent, C. A. McKenney.—V. 61, p. 112, 281.

#### HOUSTON HEIGHTS ELECTRIC STREET RAILWAY-

ORGANIZATION-This line, now in operation, starts from the manufacturing portion of Houston Heights, extends through the residence district, and terminates in the centre of Houston, affording rapid transit to and from all portions of the Heights. It is leased to the Houston

#### HUDSON, N. Y.

POPULATION 1890 WAS 9,970; IN 1880 WAS 8,670; AND IN 1870 WAS 8,615.

HUDSON ELECTRIC RAILWAY-ORGANIZATION—Chartered April 24, 1888. The securities, earnings, etc., are as follows:

Stock (\$50,000) par \$100...\$50,000 | EARNINGS—Year ending June 30. 1st mortgage 6s, J&J..... 50,000 | 1894. 1893. Stock (\$50,000) par \$100...\$50,000 1st mortgage 6s, J&J....\$50,000 (Due July 1, 1912.) Bills payable June 30, '94...\$4,002 Open accounts....13,157 ROAD—Owns 1.66 miles of main and .15 of miles of second track. 

Officers-President, H. McGonegal; Secretary, E. J. Hodge; Treasurer, S. D. Lake.

#### HULL, MASS.

POPULATION 1890 WAS 989; IN 1880 WAS 383; AND IN 1870 WAS 261.

## HULL STREET RAILWAY—A trolley road. ORGANIZATION—Incorporated in

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity. Stock (par \$100).... \$20,000 Stock (par \$100)......\$20,000 July 1, 191
First mortgage..... { Interest at American Loan & Trust Co., Boston. Road—Owns Yava miles of main track.

EARNINGS-Year ending Sept. 30, 1894, gross, \$7,648; net, \$2,741; interest, taxes, etc., \$1,669; balance, surplus for year, \$1,072. In 1892-93 gross, \$5,614; net, \$2,408; interest, taxes, etc., \$1,116; balance, \$1,292; total surplus Sept. 30, 1894, \$2,433.

GENERAL BALANCE SHEET SEPT. 30, 1894.

| A88618.                        | Labutities.                      |
|--------------------------------|----------------------------------|
| Construction\$27,973           | Stock\$20,000                    |
| Equipment 13,096               | Funded debt 20,000               |
| Other property 4,100           | Unfunded debt 4.386              |
| Cash and current assets 1,651  | Profit and loss 2,434            |
|                                |                                  |
| Total\$46,820                  | Total\$46,820                    |
|                                | Newburyport; Secretary, G. E. A. |
| Butman; Treasurer, H. Norwell. |                                  |

#### HUNTINGTON, N. Y.

POPULATION 1890 WAS 3,028; IN 1880 WAS 2,952: AND IN 1870 WAS 2,433.

HUNTINGTON RAILROAD—A horse road.
ORGANIZATION—Chartered in May, 1890. The securities, earnings, etc., are as follows. (Interest is payable at the Atlantic Trust Company, New York City.)

pany, New York City.)
Stock (\$30,000) par \$100...\$30,000
1st mortgage 5s, J&D..... 26,000
(Due in 1920.)
ROAD—Owns 3 miles of track.
OFFICERS—President, E. D. Davidson; Secretary, Geo. M. Tileston; Treasurer, Douglas Conklin.

| EARNINGS-Yeare |         |        |
|----------------|---------|--------|
|                |         | 1893.  |
| Gross          |         |        |
| Net            |         |        |
| Charges        | 1,541   | 1,517  |
| Dividend (4%)  | 1,200   | 1,200  |
| Balanced       | ier.313 | sur.70 |

#### HYDE PARK, MASS.

Population 1890 was 10,193; in 1880 was 7,088; AND IN 1870 was 4,136.

#### NORFOLK SUBURBAN-(HYDE PARK, &C.), MASS .-

ORGANIZATION-In June, 1894, capital stock was increased from \$75,000 to \$100,000, but in September no new stock had been issued.

ROAD—Owns 5·12 miles track.

EARNDONS-For year ending Sept. 30, 1894, gross, \$11,114; net, \$4,690; interest, taxes, etc., \$89; balance, \$4,601.

BALANCE SHEET-General balance sheet Sept. 30, 1894, as follows:

Liabilities. Annels.

\$103,075 Stock \$75,000 23,794 Funded debt 65,500 9,801 Unfunded debt 23,370 31,800 Profit and loss 4,600 \$168,470 8169,470

INDIANAPOLIS, IND.

POPULATION 1890 WAS 105,436; IN 1880 WAS 75,056; AND IN 1870 WAS 48,244.

CITIZENS' STREET RAILROAD OF INDIANAPOLIS—A trolley road.

ORGANIZATION—Incorporated April 24, 1888. 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 transchise were permetual. Part of the Court diasented. See V. 60, p. 794.

In the United States Circuit Court, it was held that the charter and franchise were perpetual. Part of the Court dissented. See V. 60, p. 794.

SYOCK & BONDS—

Date. Interest. Outstanding Dividends, &c. Capital stock (\$1.00).

\$5,000,000

Citisens' St. Ry. (\$1,000) .1881 6 J-J 300,000 July 1, 1901

Chizens' St. Rk. (\$1,000) | 1892 6 J-D 700,000 June 1, 1896

subject to call | 1892 8 J-D 700,000 June 1, 1896

Citizens' St. Ry. consol. | 1893 5 g. M-N 3,000,000 May 1, 1933

m. \$1,000,000 gold. c' { Trustee Solicitors' Loan & Trust Co. of Phila.

Bends—The consol. mortgage of 1893 is a straight mortgage (no sinking fund), and the bonds, principal and interest, are payable "with-

sinking fund), and the bonds, principal and interest, are payable "with-out deduction for any tax or taxes which the said railroad company any present or future laws of the United States or of the State of Indiana may be required to pay upon any of the property mortgaged for the security hereof, or which said company may be permitted or required to retain from the principal or interest on account of any

ROAD-In February, 1895, the company owned, controlled and operated 108 miles of road.

LATEST EARNINGS-From January 1 to April 30 earnings were as

|                              | Gross            |   | Net.  |   |
|------------------------------|------------------|---|---|---|
| January February March April | 57,494<br>67,962 | 1894.<br>\$56,597<br>52,275<br>62,829<br>64,209 | 1895.<br>\$21,209<br>19,776<br>30,585<br>36,658 | 1894.<br>\$12,461<br>16,991<br>28,406<br>32,396 |
| Total                        |                  | \$235,910                                       | \$108,228                                       | \$90,254  |

\$812,111 in 1893; net, \$383,246, against \$251,226.

OFFICERS-President and Purchasing Agent, August L. Mason; Viceresident, W. L. Elder; Secretary and Treasurer, W. F. Milholland General Manager, F. H. McLean.-V. 60, p. 794.

#### INDIANAPOLIS & BROAD RIPPLE RAPID TRANSIT-A trolley road. ROAD-Embraces, it is said, 7 miles of track.

OFFICERS-President, General Manager and Purchasing Agent, R. C.

#### IRONDEQUOIT, N. Y.

POPULATION 1890 WAS 2,415; IN 1880 WAS 1,986;

AND IN 1870 WAS 3,990.

ROCHESTER & IRONDEQUOIT RAIL-ROAD-A trolley road.

ORGANIZATION—Chartered May 19, 1893, and Nov. 1, 1893, leased the Rochester & Lake Ontario Railway at the rate of 15 per cent per annum on its capital stock of \$65,000. Its securities, road, earnings, etc., are as follows:

etc., are as follows:

Stock (\$700,000) par \$100.\$700,000 | EARNINGS—Nov. 1, 1893, to June 1st mortgage 5s, A&O ... 350,000 | 30, 1894—

Gross ... \$16,836 | Net ... 5,244 | Gross ... \$16,836 | Net ... \$16,836 |

Treasurer, Frederick Cook.

#### IRONWOOD, MICH.

POPULATION 1890 WAS 7,745.

TWIN CITY GENERAL ELECTRIC— ORGANIZATION—Chartered in 1890. Consolidation of the Twin City Railroad Co. with two electric-lighting companies.

STOCK & BONDS-| STOCK & BONDS- | Date. Interest. Outstand'g. Maturity, Stock | \$400,000 | Twin City Ry. 1st M. gold. | 1891 | 7 g. M-N | 25,000 | Nov. 2, 1911 | Other bonds | 100,000 | Trustee of 1st mortgage of 1891 is the Wisconsin Trust Co. of Mil-

waukee, Wis. ROAD-Owns 512 miles of track.

EARNINGS—For year ending Dec. 31, 1894, were as follows: Gross earnings of road, \$7,315: net deficit in operating road, \$1,597.

Officers—President and General Manager, E. D. Nelson; Vice-President, H. M. Byllesby; Secretary and Treasurer, H. T. Jahn Superintendent and Purchasing Agent, M. Kinch.

#### ITHACA, N. Y.

POPULATION IN 1890 WAS 11,079; IN 1880 WAS 9,105; AND IN 1870 WAS 8,462.

ITHACA STREET RAILWAY-ORGANIZATION-Chartered Nov. 18, 1884. Changed ownership about May 1, 1892, and property reconstructed. Leased the Cayuga Lake-

Electric Railway in June, 1894, for 49 years upon the terms that it shall pay principal and interest of the leased roads, \$25,000 first mortgage. Owns 6 miles and operates 7.5 miles of track, extending to Cornell University campus, railroad stations and steamboat landing.

| STOOK & BONDS - Stock, \$300,000,pr.\$100 | St mortgage | Int. payable at Farm. L.& T. Co., N. Y. City. Bills payable (June 30, 1894) | \$22,265 | \$250,000 | \$23,304 | \$22,265 | \$250,000 | \$23,304 | \$22,265 | \$23,004 | \$23,304 | \$22,265 | \$23,004 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 | \$23,000 Maturity.

Stock-In 1893 the capital stock was increased from \$175,000 to \$250,000. In July, 1895, additional stock for \$50,000 was authorized for construction and improvements.

EARNINGS-For year ending June 30, 1894, gross, \$41,897; net, \$20,-

265; taxes, \$716; interest, \$13,500; balance, surplus, \$6,049.

OFFICERS—President, Horace E. Hand, Ithaca; Vice-President, A. Hand; Secretary, Treasurer and Superintendent, H. Bergholtz.

#### JACKSON, MICH.

POPULATION 1890 WAS 20,798; IN 1880 WAS 16,105; AND IN 1870 WAS 11,447.

JACKSON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Aug. 24, 1881.

STOCK & BONDS— Miles. Date. Interest. Outstand'g.
Stock (150,000) \$140,000

1st M. (\$150,000) 1891 6% J-J 150,000

Unfund. debt Dec. 31,'93 3,564 Maturity. 1911

Mortgage trustee, Fidelity Loan & Trust, Detroit, Mich. Interest at United States Nat. Bank, New York City.

ROAD-Owns about 8 miles of completed track.

EARNINGS—For year ending Dec. 31, 1893, were as follows: Gross earnings, \$30,999; net, \$10,802.

OFFICERS-President, H. H. Smith; Vice-President, D. S. Smith; Secretary, J. B. Corliss; Treasurer and General Manager, H. H. Smith, Jr.

#### JACKSONVILLE ILL.

POPULATION 1890 WAS 12,935; IN 1880 WAS 10,927; AND IN 1870 WAS 9,203.

JACKSONVILLE RAILWAY—A trolley road.
ORGANIZATION—Chartered Feb. 25, 1867. Special perpetual charter.

STOCK & BONDS—

Date. Interest. Outstanding. Maturity.

Stock \$50,000, par \$50.

1st mort., \$75,000, gold. 1892 6 g J - J 35,000 Jan. 1, 1912

Trustee is St. Louis Trust Co., of St. Louis, Mo. The bonds are not subject to call before maturity. In 1895 interest was being paid regularly to the contract of the contract larly out of earnings.

ROAD-In February, 1895, owned 5 miles of track.

Officers-President, Wm. S. Hook; Secretary, Marcus Hook; Treasurer, Francis Hook; Superintendent, Marcus Hook.

JAMESTOWN, N. Y.
POPULATION 1890 WAS 16,038; IN 1880 WAS 9,357; AND IN 1870 WAS 5,336.

JAMESTOWN STREET RAILWAY-A trolley road.

ORGANIZATION-Incorporated Oct. 18, 1883. Franchise runs till 1982. Has 2314 miles of standard-gauge track. Population served said to be upward of 28,000.

rights now owned or hereafter acquired.

EARNINGS—For six months ending Sept. 30, 1894, gross, \$55,774; net, \$21,804; interest, \$9,000; balance, surplus, \$12,804.

Officers - President, A. N. Broadhead; Vice-President, L. B. Warner; Secretary, W. S. Cameron; Treasurer, S. B. Broadhead; Superintendent and Purchasing Agent, G. E. Malthy.

### JANESVILLE, WIS.

POPULATION 1890 WAS 10,836; IN 1880 WAS 9,018; AND IN 1870 WAS 8,789.

JANESVILLE STREET RAILWAY-Atroller

ORGANIZATION-Chartered in 1886. Franchise runs till 1916 and

Interest is payable at company's office.

Mortgage trustee is the Finance Company, Philadelphia, Pa. Dividends in 1892, 6 per cent; in 1893, 2 per cent; in 1894, none. EARNINGS—In 1893 gross, \$12,691; net, \$1,640. ROAD—Owns 6 miles of trolley track in city of Janesville. Rail,

Officers-President, G. W. Blabon, Philadelphia, Pa.; Vice-President, Alexander Graham; Secretary, Treasurer and General Manager, W. R. Proudfoot.

### JEFFERSONVILLE CITY, IND.

POPULATION 1890 WAS 10,666; IN 1880 WAS 9,357; AND IN 1870 WAS 7,254.

JEFFERSONVILLE CITY RAILWAY. - An animal road.

ORGANIZATION-Successor to Ohio Falls Street Railway Co. Incor-

Date. Interest. Outstanding. Maturity. STOCK & BONDS-6 A-O \$25,000 Apr. 1, 1919 Subject to call after Apr. 1, 1893 The bonds are in default. Mortgage Trustee, Columbia Finance &

Trust Co. of Louisville, Ky.

Street.

ROAD-Operates 5 miles of track with mules.

OFFICERS-President, Secretary and Treasurer, E. J. Howard; Vice-President, G. J. Long; Superintendent, E. Frazer. Office, 57-59 Spring

#### JERSEY CITY, N. J.

POPULATION 1890 WAS 163,003; IN 1880 WAS 120,722; AND IN 1870 WAS 82,546.

CONSOLIDATED TRACTION COMPANY.-See Newark, N. J.

JERSEY CITY & BERGEN.-See Newark, N. J., Consolidated Traction system.

#### JOHNSTOWN, PA.

Population 1890 was 21,805; in 1880 was 8,380; and in 1870 was 6,028.

JOHNSTOWN PASSENGER RAILWAY-A

ORGANIZATION—Chartered May, 1882. Its road, destroyed by flood May 31, 1889, was rebuilt in 1890 and 1891.

-In 1892, 6 per cent; in 1893, 3 per cent; since ......

ROAD-Said to operate 15 miles of track.

OFFICERS-President, Thomas L. Johnson, Cleveland, O.; Vice-President, John B. Hoefgen; Secretary, S. E. Young; Treasurer, B. L. Yeagley, Johnstown.

#### JOLIET, ILL.

POPULATION 1890 WAS 23,264; IN 1880 WAS 11,657; AND IN 1870 WAS 7.263.

JOLIET STREET RAILWAY .- A trolley road. | STOCK & BONDS | Date. Interest. Outstand'g. | Stock | \$150,000 | Mort. for \$75,000 | 1889 | 6 M-N | 75,000 | Maturity. May 2, 1904 Interest payable at the Illinois Trust & Savings Bank (trustee), Chicago, Ill.

ROAD-It is said to operate 16 miles of track.

OFFICERS-President and General Manager, J. A. Henry; Vice-President and Superintendent, J. W. Folk; Secretary and Treasurer, J. Hulsizer. Office, Jefferson and Ottawa streets.

#### JOPLIN, MO.

SOUTHWEST MISSOURI ELECTRIC RAILWAY.—See Webb City, Mo.

#### KALAMAZOO, MICH.

the bonds, \$15,000 were in the treasury Feb. 1, 1895.

ROAD-Owns 12 miles of track, including turnouts, switches, etc., in Kalamazoo and suburbs. Rails 48 lb. T.

Officers—President, T. P. Balley; Vice-President, G. J. Kobusch;

Treasurer, J. W. Johnson; Superintendent, Willis Hawley.

#### KANKAKEE, ILL.

POPULATION 1890 WAS 9,025; IN 1880 WAS 5,651.

KANKAKEE ELECTRIC RAILWAY-A trolley road.

ORGANIZATION-Chartered Jan. 7, 1891.

Interest due Jan. 1, 1895, was paid at the Northern Trust Co.'s office, Chicago.

ROAD—In February, 1895, operated 6 miles of track.

OFFICERS—President, E. Cobb; Vice-President, Chas. H. Cobb; Secretary and Treasurer, H. J. Sternberg; General Manager, C. H. Cobb.

NORTH KANKAKEE ELECTRIC LIGHT & RAILWAY-A trolley road.

ROAD-Said to operate 41s miles of track.

OFFICERS-President, B. F. Uran; Secretary, E. E. Day; Treasurer, A. D. Ehrich; General Manager and Purchasing Agent, E. Pewell.

#### KANSAS CITY, MO.

Population 1890 was 119,668; in 1880 was 55,785; and in 1870 was 32,260.

METROPOLITAN STREET RAILWAY-Cable horse and trolley. See map on adjoining page.
ORGANIZATION—Incorporated July 19, 1886. In May, 1894, the company secured control, by purchase of all the capital stock, of the Kansas City Elevated Ry. and assumed the debt of that company. In like manner it controls Kansas City & Rosedale St. Ry. and South Suburban St. Ry. In June, 1895, the charters of all the constituent companies were extended to 1925.—V. 60, p. 1105.
In May, 1895, the company absorbed the Kansas City Cable Railway,

Grand Avenue Railway and Kansas City & Independence Railway, with an aggregate trackage of 60.7 miles. The lines which it has acquired "occupy most of the territory east of the Union Depot, the Metropolitan Company occupying all of the important territory west of the Depot and some of the principal streets on the east side." The consolidation brings under one management all of the principal street railways of the city, the advantages expected to accrue being:

1. The ability to give better facilities for transportation by means of transfers, which are now impracticable, and which will make the

company popular and stimulate travel.

2. Unnecessary duplication of lines will be avoided.

3. A saving in operating expenses estimated at \$75,000 yearly.

The company also absorbs free of encumbrances the Kansas City Traction and West Side Railway companies of Kansas City, Kan. aggregating 10 miles.

New securities .- To carry out the proposed consolidation the stockholders of the Metropolitan Street Railway voted May 20, 1895 to increase its capital stock from \$3,600,000 to \$8,500,000, and to authorize a consolidated mortgage for \$8,500,000 on the combined properties. The actual issue of stock outstanding with the consolidation of 1895 completed is \$5,586,800, or just double the old amount, and the amount of 5 per cent bonds, including about \$650,000, which it is proposed to issue for betterments, will be about \$7,605,900. As to the application of the new consols, see below under the heading "Bonds."

application of the new consols, see below under the heading "Bonds."

STOCK & BONDS—

Date. Interest. Outstanding. Maturity.

\$5,586,800

Corrigancon.St. Ry. 1st M. 1886 5 g J - J 1,000,000 July 1, 1916

General mort. (\$1,000,000) \$1889 5 g M - S 1,000,000 Sept. 1, 1909

gold. \$1889 5 g M - S 1,000,000 Sept. 1, 1909

gold. \$1889 5 g M - S 1,050,000 Apr., 1897

Kansas City Cable 1st \$1887 5 A - O \$1,050,000 Apr., 1897

Interest is payable in New York by Blair

Subject to call. \$1887 6 A - O \$300,000 Apr., 1897

Kand Avenue Ry. 1st \$1888 5 g. J - J 10 1,200,000 July 10, 1908

mortgage, gold. \$1887 6 A - O \$300,000 Apr., 1897

Trustee, Central Trust Co.

New mortgage—

Metroplitan St. Ry. con. \$1895 5 g. M - N 2,950,000 May 1, 1910

mortgage, \$8,500,000, Not subject to call before maturity.

gold. \$412,000 June 1899

Securities of subsidiary roads—

\$22,000 June 1899

5 \$12,000 June, 1899

gold (\$1,000) .......e\* 1892 6 g J - J \$600,000 July 1, 1922 1st M. com. (\$2,000,000) { 1892 See text 2,000,000 July 1, 1922 Interest at Manhattan Trust Co., New York City, J-J.

Dividends-A dividend of 12 per cent was paid Feb. 1, 1895.

Bonds—The new consolidated mortgage for \$8,500,000 is to be used as follows: Reserved to retire when due the existing bonds of the Corrigan, Metropolitan, Grand Avenue and Kansas City Cable issues described in the table above, \$4,550,000; for the purchase of the property of the Kansas & Independence Rapid Transit Company, etc., being the amount of bonds issued on account of said properties by the late Kansas City Cable Railway Company Consolidated, \$2,075,900; for purchase of the West Side Railway Company, \$330,000; for desirable improvements to the present system, \$650,000; for future requirements, \$894,100. For year ending June 1, 1896, interest charges are estimated as \$379,800. See full statement as of August, 1895, in V. 61, p. 279.

Interest upon Kansas City Elevated Ry. 1st M. preference 6s is guaranteed and upon 1st M. common 5s 3 per cent per annum is guaranteed until July, 1895, and 4 per cent thereafter. The South Side St. Ry. 1st M. 5s are guaranteed, but the line is not used now, and th tracks have been taken up.

ROAD—The total mileage in August, 1895, including the lines absorbed in that month, is about 139 miles of track, counting double

EARNINGS--For year ending June 1, 1895, on lines now owned, but not including the Kansas City Elevated, earnings were as follows:

 Year ending June 1—
 1895.

 Gross earnings
 \$1,544,160

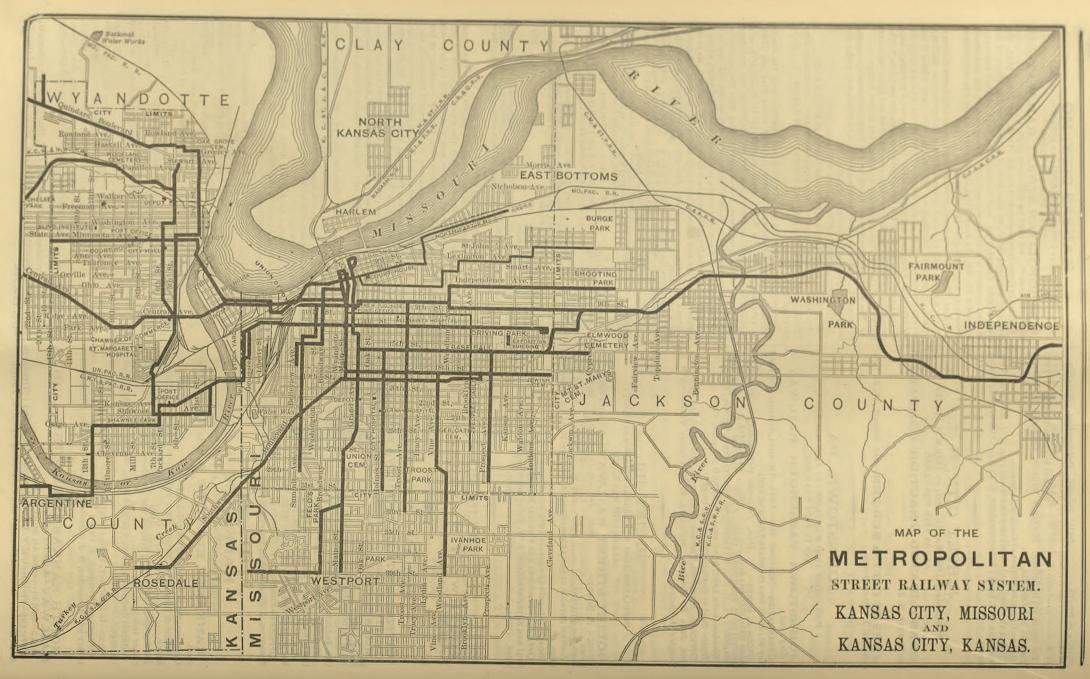
 Operating expenses, including taxes and insurance
 906,941

Net earnings. Fix. charges, incl. int. on all mort. bonds and on float. debt Surplus earnings. \$271.299

For year ending December 31, 1894, earnings on the 68 miles of the Metropolitan Street Railway were: Gross, \$691,189; net, \$265,950; other income, \$2,562. Int. on bonds, \$100,720; balance, sur., \$167,792. On Kansas City Elevated for 8 months ending Dec. 31, 1894, gross, \$111,047; net, \$16,381; interest on bonds, \$54,000; interest on floating

debt, \$5,166; balance, deficit, \$42,785. OFFICERS-President and Treasurer, C. F. Morse; Vice-President, G. H. Nettleton; Secretary, J. A. Harder.-V. 60, p. 795, 929, 1104; V.

61, p. 279, 324.



METROPOLITAN STREET SYSTEM-SOUTH

SUBURBAN RAILWAY—A trolley road.

ORGANIZATION—Controlled by the Metropolitan Street Railway Co., which owns all of the capital stock and also the entire issue of bonds. STOCK & BONDS-Date. Interest. Outstanding. Interest is payable at the Illinois Trust & Savings Bank (the mortgage trustee), Chicago, Ill. ROAD-34 miles of track.

GRAND AVENUE RAILWAYKANSAS CITY CABLE RAILWAYKANSAS CITY ELEVATEDKANSAS CITY & INDEPENDENCE
RAPID TRANSIT RAILWAYKANSAS CITY TRACTIONWEST SIDE RAILWAY-SEE METRO-POLITAN STREET RAILWAY.

NORTHEAST STREET RAILWAY-A trolley

ORGANIZATION-Chartered July 13, 1889, and later went into receiver's hands. Road has been ordered sold.

Date. Interest. Outstand'g. \$260,000 30,000

ROAD-Owned 7 miles of track on 312 miles of street.

RECEIVER—The receiver has been R. Gillham; Superintendent and Purchasing Agent, W. O. Hands.

PEOPLE'S CABLE RAILWAY— ORGANIZATION—Chartered Feb. 1, 1887. In receiver's hands. SALE—In June, 1895, sale of the road was authorized at not less than \$150,000. It is thought sale will take place in October or No. vember, 1895.

Securities below mentioned are as last reported:

ROAD—Owns 6.8 miles of track on 3.4 miles of road.

RECEIVER-George H. Churchill.

OFFICERS—Auditor and Cashier, W. C. Philips; Superintendent, F. Philips.—V. 60, p. 1106.

## KEYPORT, N. J.

POPULATION 1890 WAS 3,411.

KEYPORT & MATAWAN STREET RAIL-ROAD-A horse road.

ORGANIZATION-January 1, 1895, the company reported: 

### KINGSTON, N. Y,

POPULATION 1890 WAS 21,261, AND IN 1880 WAS 18,344.

COLONIAL CITY ELECTRIC RY.—Atrolley road. ORGANIZATION—Chartered June 9, 1893, and on Oct. 10, 1894, John E. Kraft and Arthur E. Walradt were appointed receivers.

STOCK & BONDS-1st mortgage. ROAD-Operates 6 miles of road, completed in November, 1894. Track

laid with 80-lb. girder rails. Owns 6 motor cars and 6 trail cars.

OFFICERS—President, E. H. Loughran; Vice-President, W. Goodwin;
Secretary, General Manager and Purchasing Agent, N. C. Powelson.— V. 59, p. 1058.

ROAD—Owns 2.83 miles of track in City of Kingston. Rails 70 lb. girder. The balance sheet June 30, 1895, showed cost of road and equipment, \$320,864; cash and current assets, \$3,928; total, \$324,792.

ANNUAL REPORT-For year ending June 30 earnings were as fol-

lows:

| 1895. | 1894. | 1895. | 1894. | 1895. | 1894. | 1895. | 1894. | 1895. | 1894. | 1895. | 1894. | 1895. | 1894. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895.

#### KNOXVILLE, TENN.

POPULATION 1890 WAS 22,535; IN 1880 WAS 9,693.

KNOXVILLE ELECTRIC RAILWAY.-ORGANIZATION-A consolidation of the Knoxville Street RR., 13 miles, and the Rapid Transit Line, 23 miles. The Knoxville Street

Railway was sold in foreclosure July 20, 1895, to the Union Trust Co of Philadelphia for the Reorganization Committee.—V. 61, p. 152, 240.. The 234 miles of the Rapid Transit line was sold to Wm. G. McAdoo,

Jr., for the bondholders, for \$20,000.

The mortgage of 1889 covers the Knoxville Street Ry. The mort

gage of 1891 is a second lien on the Knoxville Street Ry. and a firs lien on the Rapid Transit line.

ROAD-Operates 16 miles of track.-V. 61, p. 152, 196, 240.

FOUNTAIN HEAD RAILROAD—A steam road. ORGANIZATION—Chartered in May, 1889.

STOCK, ROAD, ETC.—On June 30, 1890, the capital stock was \$50,000 and the company owned 53 miles of line (6 miles of track). This is the same mileage as is at present reported.

Officers-President, G. Borgfeldt; Secretary, J. Dunne; Treasurer, J. Kahle; Superintendent and Purchasing Agent, R. T. Baker.

WEST END STREET RAILWAY-A trolley roa.d ORGANIZATION—Chartered Aug. 19, 1887. Owns 7 cars equipped with "G. E. 800" motors.

STOCK & BONDS—

Date. Interest. Outstanding. Maturity.
\$25,000 \$2

ROAD—Operates 5 miles of road on 5 miles of street.

OFFICERS—President, R. M. Rhea; Vice-President, W. P. Chamberlain; Secretary, Treasurer, General Manager and Purchasing Agent T. J. Thomas.

#### KOKOMO, IND.

POPULATION 1890 WAS 8,261; IN 1880 WAS 4,042; AND IN 1870 WAS 2,177.

KOKOMO CITY STREET RY.-A trolley road. ORGANIZATION—Chartered, it is supposed, in 1892.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity. Stock. \$100,000

1st M., \$75,000. 478 1892 6 M - N 75,000 Nov. 1, 1912 ROAD-Operates about 478 miles of track in Kokomo.

OFFICERS-President, F. E. Snow; Vice-President, W. A. Jackson; Secretary and Treasurer, F. Woodruff.

#### LACONIA, N. H.

POPULATION (TOWNSHIP) 1890 WAS 6,143; IN 1880 WAS 3,790;
AND IN 1870 WAS 2,309.

LACONIA & LAKEPORT STREET RAILWAY-A horse road.

ORGANIZATION—Successor to the Laconia & Lake Village Horse RR., 

ROAD-In 1895 owned road 3.4 miles long. EARNINGS-Fiscal year ends Dec. 31:

OFFICERS—President, J. C. Moore; Vice-President and General Manager, Henry Tucker; Treasurer, E. Little.

#### LA CROSSE, WIS.

POPULATION 1890 WAS 25,090; IN 1880 WAS 14,505; AND IN 1870 WAS 7,785.

LACROSSE CITY RAILWAY—
ORGANIZATION—Chartered Nov. 17, 1885. Franchise runs till June 1, 1938.

EARNINGS—For year ending Dec. 31, 1894, gross earnings were \$54, 965, against \$49,394 in 1893.

OFFICERS-President, B. E. Edwards; Vice-President, W. W. Cargill; Secretary, H. E. West; Treasurer, G. H. Clark.

### LANCASTER, N. Y.

POPULATION 1890 WAS 3,962; IN 1880 WAS 3,944; AND IN 1870 WAS 4,336.

BUFFALO BELLEVUE & LANCASTER RAILWAY-A trolley road.

ORGANIZATION-Chartered March 1, 1892, and up to June 30, 1894, cost \$302,749.

ROAD—Owns and operates 14 miles of track on 12.82 miles of street, EARNINGS—For year ending June 30, 1894, gross earnings were \$31,-483; net, \$5,317; other sources, \$4,231; taxes and interest, \$7,916; balance, surplus, \$1,632.

Officers-President, H. W. Box; Secretary, L. F. Misser; Treasurer, J. L. Williams; Superintendent and Purchasing Agent, R. E. Danforth

### LANCASTER, PA.

POPULATION 1890 WAS 32,011; IN 1880 WAS 25,769; AND IN 1870 WAS 20,233.

### PENNSYLVANIA TRACTION-A trolley road.

ORGANIZATION-Chartered in 1893 and secured control of the entire ORGANIZATION—Countries of the legality of this proceeding was brought, but as the company's officials disregard all requests for information, no satisfactory state ment as to the company's status can be given.

Nore.-It is not known precisely what bonds the company has now outstanding, but the balance sheet below as of June 30, 1894, shows a total funded debt of \$1,114,500.

ROAD—Said to operate fifty miles of track. A line to Philadelphia has been proposed, and the Phila Lancaster & Harrisburg Ry. Co., with anthorized capital of \$6,000,000, was incorporated in July, 1895.
BALANCE SHEET JUNE 30, 1894.

| ment \$11,427,091 | Capital stock       \$9,900,000         Funded debt       1,114,500         Bills payable, etc       415,350 |
|-------------------|--|
| Total\$11,429,850 |  |

#### tary and Treas., J. Hertzler; Supt. and Pur. Agent, W. A. Armstrong. PENNSYLVANIA TRACTION SYSTEM

LANCASTER TRACTION-A trolley road.

ORGANIZATION-Chartered in February, 1893, and on March 28, purchased the Lancaster Street Railway and the West End Street Railway Co. Also purchased the Laucaster & Columbia, etc., (its real estate, equipment, roadbed, franchses, etc.) on April 1, 1893.

TAs reported on June 30, 1893.

ROAD-June 30, 1893, the company reported length of road 29 miles. OFFICERS-President, Hon. John J. Patterson; Secretary and Treasurer, John Hertzler; Superintendent, Wm. A. Armstrong, Jr.

## PENNSYLVANIA TRACTION SYSTEM-LAN-CASTER CITY STREET RAILWAY-A trolley road.

ORGANIZATION-Chartered Nov. 28, 1883, and has since been consolidated with the East End Street Railway and the West End Street Railway companies. Sold to the Lancaster Traction Company in February, 1893.

| STOCK & BONDS-              | Date. | Interest. | Outstand'g. | Maturity. |
|-----------------------------|-------|-----------|-------------|-----------|
| Stock, \$600,000            | ***** |           | \$529,350*  |           |
| Mortgage                    |       |           | 160,000     |           |
| West End St. Ry. mort       |       | 5 p. c.   | 225,000     |           |
| Unfunded debt June 30, '93. |       |           | 15,000      |           |

\* Amount paid on June 30, 1893.

Officers-President, John A. Coyle; Secretary, J. W. B. Bausman; Treasurer and General Manager, Edward McGovern.

#### LAWRENCE, MASS.

POPULATION 1890 WAS 44,654; IN 1880 WAS 39,151; AND IN 1870 WAS 28,921.

## LOWELL LAWRENCE & HAVERHILL STREET RAILWAY-Mostly a trolley road.

ORGANIZATION-Chartered in October, 1893, and bought the Merri mack Valley Street Railway, operating in and about the city of Law rence, 19 miles, subject to existing first mortgage bonds amounting to \$350,000; also the Haverhill & Groveland Street Railway, operating in and about Haverhill, 20 miles, subject to no mortgages; and a large grove near Lawrence and another near Haverhill. It equipped the Haverhill & Groveland with electricity. It built additional lines, including a line about six miles long, connecting the cities of Haverhill (population about 35,000) and Lawrence (population about 50,000). which cities had never before been connected by street railway; also built a line 10·136 miles long, connecting the cities of Lawrence and Lowell. The line from Lawrence to Lowell was opened on Dec.13, 1894.

Consols of 1893 for \$350,000 are reserved to take up the Merrimack Valley bonds when due

ROAD-This system connects the cities of Lowell, Lawrence and Haverhill, and surrounding towns. On Feb. 15, 1895, it a gregated

| moont of g miles, as tonows:   |                                      |
|--------------------------------|--------------------------------------|
| Main line and branches-        | Miles.                               |
| Miles.                         | Total owned in fee 56                |
| Trolley 46.5                   | Trackage rights 1.4                  |
| Second track 8'3               |                                      |
| Sidings 1.3                    | Total of all 57.4                    |
| Lawrent Canadan - 7 months (16 | 205 mens \$000 005 doz 000           |
| January 1 to Inte 91 119       | 895, gross, \$232,835; net, \$81,097 |

ANNUAL REPORT-For year ending Dec. 31 earnings were: 1894. \$55,270

71,218

| GENERAL BALANCE 8  | HEET JUNE SU, 1080.    |
|--|------------------------|
| Assets.  | Liabilities.           |
| Construction \$1,337,453   | Stock\$1,520,000       |
| Equipment, 645,930   | Funded debt 1,341,000  |
| Other property 939,606   | Unfunded debt 103,468  |
| Cash and current assets 124,214  | Profit and loss 82,735 |
| The second secon |                        |
| Total \$3.047.203  | Total\$3,047,203       |

Total \$3,047,203 Total \$3,047,203 OFFICERS.—President, G. H. Campbell, Lawrence; Treasurer, C. A. Stone, Boston.

#### LEAVENWORTH, KAN.

Population 1890 was 19,768; in 1880 was 16,546; and in 1870 was 17,873.

#### LEAVENWORTH ELECTRIC RAILROAD-A trolley road.

-Chartered in 1894. Has a perpetual franchise. Its ORGANIZATIONtracks in 1894 extended over the entire city, where it had no competition whatever—from the city to the Fort, to the Soldiers' Home and to The "dummy line" to the Fort was purchased and the cemetery. changed to trolley.

extensions and betterments on conditions carefully laid down in the mortgage.

ROAD, ETC.—Owns in fee 1312 miles of trolley track, of which 812 miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and 2 miles to Soldiers' Home. Rails, 56-60 pound steel. Equipment, 14 vestibuled cars and 4 trailers; three generators of 120 horse power each, one 400 horse power Corliss engine and four tubular boilers of 125 horse power each.

EARNINGS-For the first fiscal year ending June 30, 1895, earnings have been as follows

For 12 months, 1894-5, 2 gross, \$57,505; interest on bonds, \$15,000. July 1 to June 30. See a property of the property of the

Secretary and Treasurer, J. P. Edrington.

#### LEWISTON, ME.

POPULATION 1890 WAS 21,701; IN 1880 WAS 19,083; AND IN 1870 WAS 13,600.

#### LEWISTON & AUBURN HORSE RR.-To be a trolley road.

ORGANIZATION-Organized in 1881. In February, 1895, the road was in the process of reconstruction, being equipped with electricity, and as the tracks were torn up the greater part of 1894 the earnings would be of no value as showing what the road will do when equipped fully with electricity.

Interest on consols payable at International Trust Co., Trustee, Boston.

Bonds-The entire outstanding bonded debt of company is \$350,000, sufficient of the last issue of bonds having been deposited with the International Trust Co., of Boston, Trustee, to secure payment of prior bonds as they mature.

ROAD-Operates 14 miles of track from Lewiston to Auburn.

Officers-President, N. Q. Pope; Secretary, H. W. True; Treasurer, H. C. Little; Purchasing Agent, E. E. Proctor.

## LEXINGTON, KY.

POPULATION 1890 WAS 21,567; IN 1880 WAS 16,656; AND IN 1870 WAS 14,801.

## PASSENGER & BELT RAILWAY-A trolley

ORGANIZATION-"The company was organized some years before it built the street railroad. It had triple powers: First, to build a steam railroad; second, an electric system; third, a union depot. It has exercised two of these powers and may yet exercise the third. The steam road was built some years before the electric road."

& Savings Bank, the mortgage trustee, Chicago, Ill.; on second mortgage at the Security Trust & Safety Vault Co., Lexington, Ky.

ROAD-In February, 1895, was operating 13 miles of track on 11 miles of street.

Officers-President and General Manager, C. H. Stoll; Vice-President, W. J. Loughridge; Secretary, T. D. Murray; Treasurer, R. P. Stoll; Supt. and Pur. Agent, E. J. Richards.

### LIMA, OHIO.

POPULATION 1890 WAS 15,981; IN 1880 WAS 7,567; AND IN 1870 WAS 4,500.

LIMA ELECTRIC RAILWAY—A trolley road.
ORGANIZATOIN—Successor to the Lima Street Railway, Motor & Power Co., which was incorporated July 30, 1886.

STOCK & BONDS-Date. Interest. Outstand g. Maturity. 6g.J-J 60,000 Jan. 1. 1898 (\$5,000 due yearly) to Jan. 1, 1919 6g.J-J 40,000 Jan. 1, 1910 \$10,000 due yearly) to Jan. 1, 1913 1893 1893 ROAD—Said to operate 7 miles of track and 614 miles of street.

OFFICERS-President, General Manager and Pur. Agent, A. E. Town send; Vice-Pres. and Treasurer. W. W. Townsend; Sec., Miss M. L. Hill.

#### LINCOLN, NEB.

POPULATION 1890 WAS 55,154; AND IN 1880 WAS 13,003.

LINCOLN STREET RAILWAY—A trolley road.
ORGANIZATION—Incorporated April 7, 1885. Upon \$497,000 of the
first 6s interest was funded in spring of 1894 for two years; on the remaing \$103,000 coupons due in 1894 are in default.

committee of first mortgage bondholders consists of M. L. Scudder, Chairman, 32 Liberty Street, New York; Henra R. Chace, of Chace & Butts, Providence, R. I.; Haley Fiske, Metropolitan Life In-surance Co., New York; William Belcher, New London, Conn. This committee invited said bondholders to deposit their bonds with the New York Security & Trust Company.

& Trust Co. filed a foreclosure bill in March, 1895. V. 60, p. 562.

ROAD-Owns 40 miles of road with 55 miles of track, its lines extending to University Place, Bethany Heights, College View, Hawthorn, Normal and West Lincoln. Rails, 40 to 70-lbs. RECEIVERSHIP—Brad D. Slaughter, appointed Jan. 4, 1895, was oper.

ating the road in August, 1895. V. 60, p. 83, 259, 562.

### LITTLE ROCK, ARK.

POPULATION 1890 WAS 25,874; IN 1880 WAS 13,138; AND IN 1870 WAS 12,380.

LITTLE ROCK TRACTION & ELECTRIC.—ORGANIZATION—Incorporated in 1895, to control all the street railway lines in Little Rock.

STOCK & BONDS-Date. Interest. Outstand'g. 

Of the bonds \$50,000 are to be held in the treasury for further use. Bonds Nos. 1 to 300 are 10-20s bonds; balance are 20-year straight.

OFFICERS-President, A. N. Johnson; Secretary, G. B. Rose; Treasurer, Charles F. Penzel, all of Little Rock, Ark.

INDEX -V. 60, p. 711, 748, 967, 1009.

#### LOCK HAVEN, PA.

POPULATION 1890 WAS 7,358; IN 1880 WAS 5,845.

LOCK HAVEN TRACTION—A trolley 10ad.

ORGANIZATION—This company was organized in March, 1895, and leased for 999 years the Lock Haven Electric Railway Co.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.

OFFICERS—President, C. A. Braag, of Philadelphia; Treasurer, J. A. Seeley, of New York; Secretary, A. J. Martin, of New York. New York office, 121 Liberty St.—V. 60, p. 562.

## LOCK HAVEN ELECTRIC RAILWAY-A trolley road.

ORGANIZATION-Chartered in 1894, and in March, 1895, was leased for 999 years to the Lock Haven Traction Co., which see. Franchise is perpetual and gives exclusive right to operate street railways in the eity. Company is tax exempt for five years. Extension of road to Salona, in Nittany Valley, was proposed in 1895.

STOCK & BONDS—

Miles. Date. Interest. Outstand g. Maturity. Extension of road to

Stock & BONDS—

Mues. Date. Interest. Outstandy. Maturity.

Stock, \$100,000, par \$50.

1st M., \$100,000, gold, 7 6 1894 6g. J-D 100,000 June 1, 1924

\$100, \$500 and \$1,000 \{ \text{Not subject to call before maturity.} \}

Interest is payable at office of mort 4 age trustee, West End Trust &

Safe Deposit Company of Philadelphia.

ROAD—Operates three miles of track in Lock Haven and suburbs, extending also to Castenea, Mill Hill and Flemington; six miles of track in all. Rails on three miles 52-lb. girder and on three miles 60-lb. T.

LATEST EARNINGS, 20 days. Gross, \$1,186; net per day, \$29 33 Dec. 15, 1894, to Jan. 4, 1895... Gross per day, \$59 33.

-V. 60, p. 562.

### LONG BRANCH, N. J.

POPULATION 1890 WAS 7,231; IN 1880 WAS 3,833.

ATLANTIC COAST ELECTRIC.—A trolley road.

ORGANIZATION—Incorporated 1895 to control the trolley system through Asbury Park, Long Branch, and other places along the coast from Point Pleasant to Pleasure Bay, where it will connect with a line of steamers running to New York. Girder rails. 70 lb.

STOCK & BONDS-Date. Interest. Outstand'g. Stock (3)
1st mort., gold, \$1,000,  $\begin{cases} 1895 & 5 \text{ g. M-N} \end{cases}$  (7)
1nterest is payable at office of Knickerbocker
Trust Co., N. Y., trustee.

Officers-President, J. Henry Haggerty; Secretary, L. T. Fell.

ATLANTIC HIGHLANDS RED BANK & LONG BRANCH.-A trolley road.

ORGANIZATION-Incorporated in April, 1895, for 99 years. Company is building 15% miles of track from Atlantic Highlands, N. J., through Red Bank to Long Branch. Stock authorized \$500,000. Fiscal year ends Oct. 31.

OFFICERS-President, David S. Arnott; Vice-President, Charles B. Parsons; Secretary and Treasurer, Albert B. Eldridge.

### LONG ISLAND CITY, N. Y.

POPULATION 1890 WAS 30,506; IN 1880 WAS 17,129; AND IN 1870 WAS 3,867.

STEINWAY RAILWAY—A trolley road.
ORGANIZATION—Chartered March 22, 1892. Succeeded to property of
Steinway & Hunter's Point RR. (incorporated in 1874). The franchises are said to be "very favorable and practically perpetual." Completed as a trolley road in 1894. The city paves even between the tracks. Through the ownership of the entire capital stock of the Newtown Ry, and the Flushing & College Point Ry, its lines extend to Woodside, Winfield, Corona, Flushing and College Point. Control of the stock and bonds of the Long Island City & Newtown Ry. are held in its interest. The Electric Illuminating & Power Company, which in 1895 was said to supply practically all the electric lights used in Long Island City, is reported to be owned and operated by the Steinway

Island City, is reported to be owned and operated by the Steinway Ry. Co., its net income amounting to about \$30,000 per annum.

STOCK & BONDS—

Date. Interest. Outstand g. Maturity.

\$100,000 \$2,500,000.

1st mortgage, \$1,500,000, \$1892 6g. J-J \$1,500,000 July \$1,1922 gold, \$1,000 \$...e\* { Int. at State Trust Co., trustee, N. Y. City.

Stock for \$1,000,000 was placed in trust for stockholders. In July \$1,000,000 for \$1,000,000 was placed in trust for stockholders. 1895, it was proposed to issue a general mortgage to complete the consolidation of the above-mentioned roads, sufficient bonds being reserved to return at maturity the drst mortgage.

ROAD—In January, 1895, was operating 32 miles of road laid with 73-90 pound girder rails. Franchises and consents have been obtained for 14 miles additional road. Owns and operates under lease the Riker Avenue & Sanford's Point RR. Co. System, including allied roads, aggregates about 50 miles.

EARNINGS—January 1 to April 30, 1895 (4 months), gross, \$65,529, against \$46,444 in 1894. For 9 months ending Dec. 31, 1894: Gross, \$168,630; net, \$85,033; fixed charges, \$61,443; balance, \$23,590. For years ending Dec. 31 gross earnings have been in 1894 \$201,717; 1893, \$171,578; 1892, \$159,961.

BALANCE SHEET JUNE 30, 1895.

Assets.

Cost of road and equip..\$4,101,672
Cash and current assets 114,365
Equipment assets 114,365
Equipment assets 128,086
Equipment assets 128

Total assets......\$4,216,037 | Total liabilities....\$4,216,036 OFFICERS—President, R. T. McCabe; Vice-President, Stephen Peabody; Secretary and Treasurer, H. D. Babcock; Assistant Treasurer, Walter A. Pease; Superintendent, George Chambers. General office, 29 Broadway, New York, and Long Island City.-V. 61, p. 283.

LONG ISLAND CITY & NEWTOWN.-Being put under trolley.

ORGANIZATION-Chartered in May, 1883. In May, 1895, foreclosure proceedings were in progress. Receiver is George Chambers.

1905

ROAD-714 miles of track extending to Calvary, Lutheran and Hebrew cemeteries; second track 212 miles, sidings 12 mile; total 1014

OFFICERS-President, William R. Heath; Secretary and Treasurer V. P. Wilson.-V. 60, p. 836.

#### LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595.

#### LORAIN STREET RAILWAY-A trolley road.

ORGANIZATION—Put in operation between Lorain and Elyria Sept. 16, 1894. Its franchise from the State is perpetual and the ownership of the land for over 80 per cent of route makes that part of road also perpetual. The contract with the cities of Lorain and Elyria is for 25 years, under liberal provisions.

Interest is payable at the office of the Guardian Trust Co., of Cleveland, the mortgage trustee.

ROAD-On Feb. 8, 1895, owned road 10.11 miles in length, extending through the city of Lorain to Elyria; total track, 10.66 miles. Of the track 7.8 miles is on private right of way (land owned by company in fee simple) and is laid with 70 lb. T rails and 1.31 miles in cities of Lo-rain and Elyria, with heavy girder rails.

EARNINGS—From Jan. 1 to July 31, 1895 (7 months), gross \$46,099, against \$21,697 in 1894. Road opened Sept. 16, 1894, and from Sept. 16, 1894, to Feb. 9, 1895, average daily receipts are reported as \$149 total earnings for the 21 weeks, \$21,959.

Officers-President, J. B. Coffinberry; Sec. and Treas., P. M. Boyd.

LOS ANGELES, CAL.
POPULATION 1890 WAS 50,395; IN 1880 WAS 11,183; AND IN 1870 WAS 5,728.

LOS ANGELES CONSOLIDATED ELECTRIC RAILWAY-SEE LOS ANGELES RAILWAY CO

LOS ANGELES RAILWAY—
OSGANIZATION—Chartered in April, 1895, to succeed to the property
and franchises of the Los Angeles Consolidated Electric Ry., which
became bankrupt in 1894. All the stock and bonds of the bankrupt company will, it is said, be owned by the Los Angeles Ry. Company which will also pay all its floating debt. Extensive improvements and additions, including the change of the cable roads to trolley power, are said to be proposed, but in August, 1895, the system was not yet fully organized.

STOCK-Authorized \$4,000,000.

ROAD-About 108 miles of track

OFFICERS-President Thomas Brown, of San Francisco, Secretary J. T. Burke, 530 California Street, San Francisco; General Manager, Frederick W. Wood. Directors are M. H. Sherman, Alfred Borel, George Stone, A. G. Payson, John D. Bicknell, Lovell White and Thomas Brown.

## MAIN STREET & AGRICULTURAL PARK

RAILROAD—A horse road.

ORGANIZATION—Chartered Sept. 24, 1874; renewed in 1886 for 50 years. Capital stock is \$200,000, par \$50. No other indebtedness in May, 1805. Operates 5 miles of double track. President, W. J. Brodrick; Secretary, A. C. Taylor.

## TEMPLE STREET CABLE RAILWAY-A

ORGANIZATION-Chartered Oct. 31, 1885. Operates 4% miles of track Rails 38-lb. girder. President and General Manager, F. W. Wood.

#### LOUISVILLE, KY.

POPULATION 1890 WAS 161,129; IN 1880 WAS 123,758; AND IN 1870 WAS 100,753.

#### LOUISVILLE RAILWAY (KENTUCKY)-Trolley and mule road

ORGANIZATION-Incorporated Jan. 22, 1867. A Kentucky company, owning all the street railways in the city of Louisville and its suburbs. The real estate of the company is valued at \$700,000.

Louisv. Ry. Cens. M. 1890 5 g. J. - J. 4,778,000 July 1, 1930 g o l d , \$6,000,000 (listed N. Y.) . . . . . . . (Interest payable by Seligman & Co., N. Y.

Stock. - April 1, 1892, pref. stock was increased from \$1,000,000 to \$2,000,000 and common stock decreased from \$5,000,000 to \$4,000,000.

DIVIDENDS-On pref. in 1892, 5 p. c.; 1893, 5; 1894, 5. In 1895, Apl., 212 p. c. Prior to consolidation old companies for sixteen years

paid dividends of 6 per cent per annum.

Bonds-Up to Sept. 1, 1895, Citizen's Passenger 6s, due July 1, 1896, will be redeemed at 101 per cent, and Louisville City Ry. 6s, due July 1, 1897, at 102 per cent, either in cash or Louisville Ry. 5s. 60, p. 1058.

ROAD-Owns 145 miles of track on 83 miles of street, of which 135 electric and 10 animal power.

EARNINGS-6 months, 1895.......Gross, \$597,043; net, \$279,855 Jan. 1 to June 30. {1894.......Gross, 576,008; net, 271,515 For six months in 1895 fixed charges were \$178,935, against \$181,000 in 1894.

ANNUAL REPORT-Fiscal years ending Dec. 31 earnings have been: 
 Year.
 1894.
 1893.
 Year.
 1894.
 1893.

 Gross earn.
 \$1,176,789
 \$1,281,993
 Rentals, &c.
 \$42,484
 \$87,993

 Net.
 ...
 ...
 \$42,484
 \$87,993

 Net.
 ...
 ...
 \$0,000
 87,500

 Interest pd.
 313,315
 314,000
 Bal., surplus.
 87,984
 73,437
 Officers-President, J. B. Speed; Secretary and Treasurer, R. A. Watts.-V. 60, p. 1058.

#### LOUISVILLE TERMINAL RAILWAY-An electric road.

ROAD-Said to operate 2.6 miles of track. Receiver is H. V. Harris President, G. L. Danforth.

### LOWELL, MASS.

POPULATION 1890 WAS 77,696; IN 1880 WAS 59,475; AND IN 1870 WAS 40,928.

#### & SUBURBAN STREET RAIL-WAY .- A trolley road.

ORGANIZATION-Chartered April 14, 1887. New stock was author ized in November, 1893, raising total stock from \$400,000 to \$600, 000-new issue to be offered to stockholders at 110. In Sept., 1895, the Massachusetts State Railroad Commissioners will give their decision regarding company's request for permission to issue an addi tional \$400,000 of stock.

Interest is payable in Boston by the American Loan & Trust Co., the mortgage trustee

Dividends-In 1892-93 6 per cent on \$400,000 stock; in 1893-4 (1) Floating Debt Sept. 30, 1894, was \$213,740.

ROAD-On Sept. 1, 1894, owned 49 miles of main track and 4 miles of midings; total 53 miles.

Annual Report-For year ending Sept. 30 earnings were:

| 1894.                    | 1893.      | 1894.                              | 1893.     |
|--------------------------|------------|------------------------------------|-----------|
| Gross earn'gs.\$277,029  | \$272,961  | Dividends\$24,000                  | \$21,000  |
| Net earnings 94,695      | 87,579     | Bal., surplus 6,996                | 21,557    |
| Interest 63,699          | 45,022     | S DAY TO A THE REST OF THE SAME OF |           |
| GENERAL                  | BALANCE S. | HEET SEPT. 30, 1894.               |           |
| Assets-                  |            | Liabilities-                       |           |
| Construction             | \$977,819  |                                    | \$600,000 |
| Equipment                | 252,080    |                                    | 1,000,000 |
| Other property           | 464,533    | Unfunded debt                      | 213,740   |
| Cash and current ass'ts. | 141,605    | Profit and Loss                    | 22,297    |
| W-4-3                    | 1 000 000  | Total\$                            | 1 998 097 |
| Total 8                  | 1,830,037  |                                    |           |
| Officers-President,      | Edward M.  | Tucke; Vice-President,             | A. Fels;  |
| Treasurer, Percy Parker  | . Lowell.  |                                    |           |
|                          |            |                                    |           |

LOWELL LAWRENCE & HAVERHILL.-See Lawrence, Mass.

#### LYNCHBURG, VA.

POPULATION 1890 WAS 19,709; IN 1880 WAS 15,959; AND IN 1870 WAS 6,825.

LYNCHBURG ELECTRIC COMPANY Maturity.

ROAD—Said to operate 512 miles of track on 278 miles of street. Officers-President, Stephen Adams; Secretary and Treasurer, J. F. Lewis; General Manager and Purchasing Agent, C. H. Harman.

### NCHBURG & RIVERMONT STREET RAILWAY. ORGANIZATION-Purchased the Rivermont Company for \$20.000

which was about one-third its cost, and extended its line. Said to be a good property.

| STOCK AND BONDS | Miles. Date. Interest. Outstand'g. Maturity. Stock | Abt. \$75,000 | 18t M. \$60,000 | 1894 | 6 g. J-J | \$60,000 Jan.1,1925 Interest is payable at the Mercantile Trust & Deposit Co., Baltimore ROAD-Said to operate 512 miles of track on 2 miles of streets.

Officers -President, J. P. Pettyjohn; Vice-President, R. I. Owen; Secretary and Treasurer, J. T. Bouman.

#### LYNN, MASS.

POPULATION IN 1890 WAS 55,727; IN 1880 WAS 38,274; AND IN 1870 WAS 28,233.

LYNN & BOSTON. -See BOSTON, MASS .- North Shore Traction.

#### McKEESPORT PA.

POPULATION 1890 WAS 20,741; IN 1880 WAS 8,212; AND IN 1870 WAS 2,523.

# McKEESPORT DUQUESNE & WILMER-DING RAILWAY. ORGANIZATION—This company includes the Citizens' Street Railway,

of McKeesport, the McKeesport & Wilmerding and the White Electric Traction. The last-named company in 1893 had a bonded indebtedness of \$35,000 6 per cents, due 1911.

miles of street.

OFFICERS-President, E. C. Converse, New York; Vice-President, W. V. M. Taylor, McKeesport, Pa.; Secretary, John C. Devenny; Treasurer, James L. Devenny. Directors—Horace E. Crosby, Pittsburg; J. S. Kuhns, W. A. Dunshee, N. A. Means, W. V. M. Taylor, James L. Devenny, Charles Devenny and John C. Devenny, all of McKeesport, Fa.

#### MACON, GA.

POPULATION 1890 WAS 22,746; IN 1880 WAS 12,749; AND IN 1870 WAS 10,810.

## MACON CONSOLIDATED STREET RAIL-WAY-

| STOCK AND BONDS- | Date. Interest. Outstand'y. Maturity. | Stock (\$500,000) | \$1892 | 6 J - J | 300,000 | 1922 | Int'st payable in Boston at Old Col. Tr. Co.

ROAD-May, 1895, was operating 14 miles track in City of Macon, Ga., laid with from 20 lb. to 48-lb. T rails. LATEST EARNINGS-From Jan. 1st to Aug 31st (8 months) earnings

were as follows:

Gross earnings. \$51,103 Net. 20,222 \$44,908

#### MADISON, WIS.

POPULATION 1890 WAS 13,429; IN 1880 WAS 10,324; AND IN 1870 WAS 9,176.

MADISON CITY RAILWAY—A trolley road.
ORGANIZATION—Chartered as successor to Madison Street Railway and placed in receiver's hands. Franchises grant exclusive use of all streets till June 10, 1912.

ty limits and 14 miles extend to Elmside and Schuetzen Park.

#### MAHANOY CITY, PA.

POPULATION 1890 WAS 11,286; IN 1880 WAS 7,181; AND IN 1870 WAS 5,533.

#### LAKESIDE RAILWAY-A trolley road.

ORGANIZATION-Chartered January, 1893. Charter is perpetual. 

ROAD—Has completed and in operation 512 miles of road. Projected to extend through Shenandoah borough and villages of Fowler, Yotisville. Jackson's, Robinson's and Bowman's to Mahanoy City, thence to Park Place, Trenton, Delano, Lakeside Park, East Mahanoy Junction.

LATEST EARNINGS—For 6 months ending June 30, 1895, gross earnings were \$10,500. From May 15, 1894, to June 1, 1895 (12<sup>1</sup>2 months), gross earnings were \$25,739; net, \$11,477.

OFFICE-Mahanoy City, Pa.

#### MALDEN, MASS.

POPULATION 1890 WAS 23,031; IN 1880 WAS 12,017; AND IN 1870 WAS 7,367.

#### MELROSE STREET RAIL MALDEN & ROAD-

ORGANIZATION-Chartered June 6, 1856. Road is leased to the West End Street Railway and operated by that company.

ROAD-Owns 6.28 miles of main line track and 12 mile sidings. STOCK, ETC.-Capital stock is \$200,000; par \$100. No funded or floating debt.

#### MANCHESTER, N. H.

POPULATION 1890 WAS 44,126; IN 1880 WAS 32,630; AND IN 1870 WAS 23,536.

#### MANCHESTER STREET RAILWAY-To be a trolley road

ORGANIZATION-Incorporated July 20, 1876, under perpetual charter. Is being converted into an electric road. Controls all street roads in Manchester and West Manchester. In 1894 stock was all held by four

STOCK— Date. Interest. Outstand'g. Last div'nd. Stock. Text. \$25,000 (!) 1st M. bonds, g., \$250,000 ( 1895 5 g. J - J 250,000 Jan. 1, 1915 red. after Jan. 1, 1905... (Interest at Boston, Mass.

ROAD—In February, 1895, owned 10.17 miles track. Will be extended in 1895 to 15 miles. Formerly a narrow-gauge road, but is being made standard. Rails 90 lb. T.

DIVIDENDS-Dividends of from 7 to 10 per cent have been paid.

BONDS-The first mortgage is for \$250,000. All the bonds have been sold and proceeds will be used for electrical equipment and improve ments.

EARNINGS-In year 1893-94 carried 1,585,832 passengers and earned

Officers-President, C. Williams; Treasurer, C. H. Bartlett; General Manager, N. H. Walker.—V. 60, p. 259.

MANISTEE, MICH.
POPULATION 1894 WAS 13,419; IN 1890 WAS 12,812; AND IN 1880 WAS 6,930.

## MANISTEE FILER CITY & EAST LAKE RAILWAY-A trolley road.

ORGANIZATION-In February, 1895, the bonds had not been sold, but as the road had cost \$270,000 they are presumably out as collateral.

Chicago, Ill.

ROAD-Feb. 12, 1895, operated 11 miles of track Had 20 cars; brick boiler house; two large engines and generators; iron car house. Rails, 45 lb. T. The line extends from Manistee to Filer City, East Lake and Stronach.

EARNINGS-For year 1894 gross earnings from passengers were \$29,-Length of railway completed Dec. 31, 1894, 8.81 miles.

OFFICERS-President, Treasurer and Purchasing Agent, G. A. Hart; Vice-President, R. R. Blacker; Secretary, W. L. Martin Superintendent. F. J. Huntoon.

Office-Manistee, Mich.

#### MARION, IND.

POPULATION 1890 WAS 8,769; IN 1880 WAS 3,182; AND IN 1870 WAS 1,658.

QUEEN CITY ELECTRIC-A trolley road.

ORGANIZATION-Sold in foreclosure March 13, 1895, under mortgage for \$75,000, of which the Metropolitan Trust Co. of New York was trustee.-V. 60, p. 219.

#### MARION, OHIO.

Population 1890 was 8,327; in 1880 was 3,899; AND IN 1870 WAS 2,531.

MARION STREET RAILWAY-ORGANIZATION, ETC.—Stock, \$100,000. Operates 4 miles of track. OFFICERS—President and Treasurer, E. Durfee; Vice-President, G. Leffler; Secretary, Gen. Man'r, Supt. and Purch. Agent, G. E. Turner.

#### MARLBOROUGH MASS.

POPULATION 1890 WAS 13,805; IN 1880 WAS 10,127; IN 1870 WAS 8,474.

## MARLBOROUGH STREET RAILWAY-A

ORGANIZATION-Incorporated March 27, 1888. In July, 1894, an increase of \$30,000 in the capital stock was authorized, making total authorized amount \$80,000.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
Stock \$80,000 (par \$100). \$50,000
1st mortgage. \$1894 6 J - J 80,000 July 1, 1914
Sub. to call at par after 5ys. { Interest at Intern'! Trust, trustee, Boston.
Unfund. debt Sept.30, '94 \$40,976
Sinking fund is sufficient to retire 60 per cent of bonds at maturity.
ROAD—Operates 7:37 miles of main track and 57 mile of sidings, etc.

EARNINGS-For year ending Sept. 30 earnings have been:

| 1894. | 1893. | 1894. | 1893. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894 \$1,779

GENERAL BALANCE SHEET SEPT. 30, 1894.

Assets.

DOCATE STATES Assets. \$86,456 Stock Liabilities.

Construction \$86,456 Stock Stock Captipment 26,619 Funded debt.

Other property 28,423 Unfunded debt Cash and current assets. 1,795 Profit and loss.

OFFICERS-President, Edward R. Alley; Treasurer, Thos. T. Robinson; Superintendent and Purchasing Agent, H. E. Bradford; Clerk of Corporation, Fred. L. Claffin; all of Marlborough, Mass.

#### MASSILLON, O.—SEE CANTON, O.

#### MAYSVILLE, KY.

POPULATION 1890 WAS 5,358; IN 1880 WAS 5,220; AND IN 1870 WAS 4,705.

MAYSVILLESTREET RAILWAY & TRANS

FER-A trolley road.
ORGANIZATION-Chartered Jan. 21, 1868.

ORGANIZATION—Chartered Jun. 21,
Outstand'y,
STOCK AND BONDS— Date. Interest.
Outstand'y,
1,236 shares.
\$67,800 Maturity. Indebtedness in 1894.

ROAD—Said to operate four miles of road.

OFFICERS—President, A. M. J. Cochran; Secretary, Treasurer and
General Manager, R. A. Cochran, Jr.

#### MEMPHIS TENN.

POPULATION 1890 WAS 64,495; IN 1880 WAS 33,592; AND IN 1870 WAS 40,226.

MEMPHIS STREET RAILWAY CO.—
ORGANIZATION—This company in July, 1895, applied to the City
Council for permission to purchase all the lines, equipments, franchises, etc., of the Citizens' Street Railway Company and the lines con trolled and operated by that company.

CITIZENS' STREET RAILROAD—A trolley road. ORGANIZATION—Began business in 1866, and in August, 1895, was in process of reconstruction. Consolidation with the other companies in the city is proposed, the right to consolidate as the Memphis Street RR. Co. (see above) having been applied for. The Memphis Street Ry. Co., if this is carried out, will own in fee sixty miles of tracks.

company; mortgage trustees are D. P. Read, Edward Goldsmith and M. S. Buckingham.

Interest is payable at the American Exchange National Bank, New York City, and also in Memphis. ROAD—Operates 60 miles of track in Memphis and suburbs as follows:

| Roads Leased. | Miles. | City & Suburban Ry | 5 | East End Ry | 6 | Track owned in fee. | 38 | Memp. & Raleigh Springs RR | 11 | Total operated Ech | 25 | 60 | Total operated Feb., '95...

Rails on road owned, 60-76 lb. girder and 72 lb. T.

OFFICERS—President, C. K. G. Billings; Vice-President, General Man'r and Purch. Agent, F. G. Jones; Secretary and Treasurer, R. L. Benson

CITIZENS' SYSTEM-CITY & SUBURBAN RAILROAD. ORGANIZATION—Chartered in 1890, and now leased to Citizens' Street Railroad.

STOCK & BONDS-STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock. \$102,500
1st M. \$125,000 (\$1,000) 1891 6 M - S 65,000 Mar. 1, 1911
Subject to call after Mar. 1, 1896. Interest at Security Bank, Memphis.

CITIZENS' SYSTEM-EAST END STREET RAILWAY. ORGANIZATION-Leased to the Citizens' Street Ry. Co., with which consolidation is proposed.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock and bonds... \$150,000 125,000 Apr. 1, 1924
Subject to call on 60 days' notice.

Interest is payable at the Memphis Trust Co., trustee of the mortgage, Memphis, Tenn.

ROAD-Owns 8 miles of track.

#### MENOMINEE, MICH.

POPULATION 1890 WAS 10,633, AND IN 1880 WAS 3,288.

MENOMINEE ELECTRIC LIGHT RAIL-WAY & POWER. ORGANIZATION—Chartered July 31, 1891. Capital stock issued and

paid in \$110,000. Bonded debt Dec. 31, 1894, \$50,000, 1st mortgage 6s, due \$3,000 yearly. Owns 6 7-10 miles of track. For year 1894 gross earnings from road, \$19,232; gross earnings from electric light and power plant, \$21,783. Net total, \$3,060.

OFFICERS.—President, A. Spies; Vice-President, P. A. Van Bergen;
Secretary, Treasurer & General Manager, E. Daniell.

#### MERIDEN, CONN.

POPULATION 1890 WAS 21,652; in 1880 WAS 15,540.

MERIDEN HORSE RAILROAD—A trolley road.

ORGANIZATION—Originally operated with horses.

STOCK & BONDS - Miles. Date. Interest. Outstanding. Maturity. STOCK & BONDS

Stock

Meriden Horse RR. | 1891 5 J-J \$85,000 1911

1st mortgage. | Interest at Girard Life, etc., Co. of Philadelphia.

Meriden Horse RR. | 1894 5 g, J-J \$415,000 Jan. 1, 1924

con.M.,g.,\$500,000 | Interest at Girard Life, Philadelphia.

ROAD—Owns about 1722 miles of trolley road in Meriden, extending

OFFICERS-President, W. P. Douglas; Secretary and Treasurer, F. S. Lewis; Superintendent, Purchasing Agent and Chief Engineer, W. C. Gray. Philadelphia office, Bullitt Building

#### WIS. MERRILL,

POPULATION IN 1890 WAS 6,809.

MERRILL RAILWAY & LIGHTING-A trolley

Date. Interest. Outstand'g. Maturity. 

ROAD-It is said to operate 1% miles of track.

OFFICERS-President and General Manager, R. Weidaner; Vice-President, J. W. Ladd; Secretary and Purchasing Agent, E. S. King. Office, 1014 Main Street.

#### MICHIGAN CITY, IND.

POPULATION IN 1890 WAS 10,776; IN 1880 WAS 7,366.

LAKE CITIES ELECTRIC RAILWAY.-A trolley and horse road.

ORGANIZATION-Chartered Nov. 19, 1892, in perpetuity. This is a successor to the Citizens' Street Railway.

STOCK & BONDS-Date. Interest. Outstand'g. Maturity. 

cost of extensions, equipment and betterments.

ROAD—Owns 4 miles of track. Rail 45 and 72-lb. T rail; 15 horses, 4 horse cars, 3 motor cars, 2 trail cars.

LIGHTING PLANT—Owns plant for commercial and public lighting, pole line and wires covering entire city. Officers—President, Russell B. Harrison, Terre Haute, Ind.; Vice-President, John G. McNutt Secretary, M. F. Burke; Treasurer, Thomas Moore, Jr. New York office, 66 Broadway.

#### MIDDLETOWN, CONN.

POPULATION IN 1890 WAS 9,013; IN 1880 WAS 6,826; AND IN 1870 WAS 6,923.

MIDDLETOWN STREET RAILROAD,-A trol-

ORGANIZATION-Originally a horse road but has been recently fully equipped with electrical apparatus.

Secretary and Treasurer, J. K. Gay.

#### MIDDLETOWN, N. Y.

POPULATION 1890 WAS 11,977; IN 1880 WAS 8,494; AND IN 1870 WAS 6,049.

MIDDLETOWN-GOSHEN TRACTION.
ORGANIZATION-Chartered June 10, 1893. Franchise runs 99 years. Hoad opened May 8, 1894.

STOCK & BONDS— Date. Interest. Outst d'g. Maturity. \$275,000 f.p. 1st mort., \$200,000, gold, \$1894 6g. J-J 200,000 Jan. 1, 1919 \$1,000 (1997) Interest (x) at Farmers' L. & Tr. Co., N.Y. Other bonds, auth.\$200,000 (1997)

(x) Free of all State or United States tax.

Farmers' Loan & Trust Co. is trustee of the mortgage, which is a first lien on all the company's property. On June 30, 1895, there were held in the treasury \$125,000 stock and \$125,000 additional bonds.

ROAD-Operates 1012 miles of track extending from Middletown, N. Y., to Midway Park and Goshen, including switches, turnouts, etc.

Rails 65-lb. T except 12 mile only of 80 lb. girder.

EARNINGS—For year ending June 30, 1895, gross, \$44,116; net, \$15, 681; other income, \$1,058. Interest, \$12,000; taxes, \$245. Bal-

ance, surplus, \$4,494.

Officers—President, J. C. Hincheliffe; Vice-President, M. J. Wightman; Secretary, E. G. Wightman; Treasurer and General Manager, W. B. Rockwell

## MILLVILLE, N. J.

POPULATION IN 1890 WAS 10,002; AND IN 1880 WAS 7,660. MILLVILLE TRACTION COMPANY. - A trolley

ORGANIZATION-This company, with paid-in capital stock of \$50,000 and funded debt of \$88,000 (no other debts reported), owns the entire capital stock of the Millville Rapid Transit (\$50,000) and operates in all 3.64 miles of track. In 1894 its earnings from passengers were \$8,709; from other sources, \$447.

Officers-President and General Manager, G. B. Langley; Secretary

and Treasurer, E. H. Stokes

#### MILWAUKEE, WIS.

Population 1890 was 204,468; IN 1880 was 115,702; AND IN 1870 was 71,440.

MILWAUKEE STREET RAILWAY CO. (OF NEW JERSEY)—
ORGANIZATION—This company was organized in 1891 by parties inter-

terested in the North American Company [see Miscellaneous Companies in the Investors' Supplement] to own the entire capital stock (\$1,000,000, which it now holds,) of the Wisconsin Company of the same name. It is understood to have no other assets. The North American Company, on May 31, 1894, owned \$2,861,700 of its \$5,000,000 capital stock, par \$100. It has no bonds outstanding.

MILWAUKEE STREET RAILWAY CO. (OF WISCONSIN)—A trolley road.
ORGANIZATION—The entire capital stock of this company (\$1,000,000)

is owned by a New Jersey corporation of the same name, which in turn is controlled by the "North American Co." (See Miscellaneous Companies in Investors' Supp.) The Wisconsin Company owns the entire street railway system of the city, and also owns and operates electriclight and power works under franchises said to be exclusive. It has a contract for furnishing street lights which runs till December 15, 1895 Entire enterprise was completed May 1, 1893. Was furnishing in Feb ruary, 1895, over 20,000 incandescent lights.

RECEIVERSHIP-On May 20, 1895, Henry C. Payne and George R. Sheldon were appointed receivers in anticipation of default June 1.

V. 60, p. 929.

DEFAULT-Owing to the business depression the company was unable to meet its accruing charges, and therefore funded coupons due Dec. 1, 1893, to Dec. 1, 1894, on \$8,343,000 of the first consolidated bonds; coupons on the \$569,000 remaining consols were not funded and are still outstanding. Interest due June 1, 1895, on the consols went to default. Interest on underlying bonds has been paid when due.

REORGANIZATION—In August, 1895, a plan of reorganization had been accepted by the holders of over 90 per ct. of the stock and bonds and was about to be carried out. It was prepared by a committee consisting of F. P. Olcott, Chairman; Arnold Marcus, Secretary (15 Broad St., N. Y.); William Nelson Cromwell and Charles W. Wetmore. Assenting securities are deposited with the Central Trust Co. The plan, which was in Chronicle, V. 60, p. 1009, provides as follows:

plan, which was in Chronicle, v. oo, p. 1909, provided New securities—
First consol, mortgage 5 per cent gold bonds, dated June 1, 1895, due June 1, 1925:
To be issued forthwith in exchange for old consols.
For future additions and extensions.
Reserved for 1st mortgages due 1908, 1909.
Preferred stock 5 per cent, non-cumulative (par \$100):
To be issued forthwith.
For future additions and extensions.
Common stock (par \$100). \$5,500,000 ¶1,000,000 1,500,000

The preferred stock will also be entitled to share equally with common stock in any dividends after 5 per cent has been paid on common. The old securities are to be exchanged as follows:

The old securities are to be exchanged as follows:

—OLD SECURITIES.——NEW SECURITIES.—

Stock and Bonds. Cash. Consols. Pref. stk. Com.

Consol. mort. \$1,000 bond. \$61756 p.e.

Do coupons June, 1895. 61756 p.e.

2d consol. mort. \$1,000 bond. \$2,

Mil. St. Ry. Co. of New Jersey, steek \$100 share.

Milwaukee City RR. mortgage of 1889 for \$1,000,000 undisturbed.

West Side Street Ry. mortgage of 1889 for \$500,000 undisturbed. Com.stk. \$2,000

The new mortgage is to cover all the properties of the Milwaukee Street Railway Co. with the exception of some real estate not used by the company.

the company.

STOCK & BONDS—
Date. Interest. Outstand'g. Maturity.

\$1,000,000

Milw. City RR. 1st mort., { 1888 5g. J-D 1,000,000 Dec. 1, 1908 41 m., \$1,000,000, gold.e\* { Int. is payable at Cent. Tr. Co., trustee.

West 8ide Street Ry., 1st { 1889 5g. J-J \$500,000 July 1, 1909 mort., covers 18 miles... } Int. is payable at Farmer's L. & Tr. Co.

(ilw. St. Ry., consol. mort. { 1890 5g, J-D \$8,912,000 Dec. 1, 1920 \$10,000,000, gold, 129 m. { Int. funded from Dec. 1, '93, to June 1, '95

2d consol. M., \$1,275,000, \$1893 5 J - D \$1,275,000 own.May,'94,by N.Am.Co. } Interest funded till and includ'g June 1,'95. The North American Company May 31, 1894, owned \$5,172,000 of the first consols and all the second consols.

ROAD-Total track in November, 1894, was 129 miles-all trolley except one branch of 5 miles to White Fish Bay, operated with dummies.

ANNUAL REPORT—Fiscal year ends Dec. 31. Earnings have been as follows. (See North American Company report, V. 58, p. 1072; V. 56, p. 1055.)

|   | Gross earnings<br>Operating expenses | 1893.<br>\$          | 1892.<br>\$1,158,621<br>749,628 | 1891.<br>\$902,409<br>629,033 |
|---|--------------------------------------|----------------------|---------------------------------|-------------------------------|
|   | Net earningsabout                    | \$405,495<br>425,000 | \$408,993<br>356,750            | \$273,367                     |
| 1 | Balance, surplus                     | S                    | \$52.243                        |                               |

INDEX-See North American Company, V. 54, p. 1007; V. 56, p. 1055,

V. 58, 1072; V. 60, p. 1002. OFFICERS-President, W. N. Cromwell, New York; Vice-President, H. C. Payne, Milwaukee; Secretary, C. A. Spofford, New York; Treasurer, A. Marcus, New York; Purchasing Agent, C. L. Jones. New York office, Mills Building, N. Y. City.—V. 60, p. 562, 873, 929, 1009, 1146; V. 61, p. 152.

## MILWAUKEE & WAUWATOSA ELECTRIC ROAD—Said to operate 12 miles of track. President, C. Stickney.

MILWAUKEE & WAUWATOSA MOTOR RAILWAY-A steam road.

Date. Interest. Outstanding. \$250,000 f. p. g. 5,000 STOCK & BONDS— Stock, \$250,000, par \$25. 1st M., \$100,000, gold.... Maturity. 1905

BONDS—Remaining \$95,000 of bonds are held in the Treasury for sale ROAD-Operates 24 miles of track on 12 miles of road.

OFFICERS—President James Petley. Vice-President, J. W. Bingham Secretary and Treasurer, A. B. Myers. Office, Milwaukee.

#### MINNEAPOLIS, MINN.

Population of Minneapolis and St. Paul combined in 1890 was 297,894; in 1880 was 88,360; and in 1870 was 33,096.

TWIN CITY RAPID TRANSIT—Cable and electric road.—(See Map of Company on adjoining page.)
ORGANIZATION—The company was organized under the laws of the State of New Jersey, June 3, 1891, and by virtue of its stock ownership of the underlying companies (to wit: The Minneapolis Street Railway Co., The St. Paul City Railway Co. and the Minneapolis Lyn-dale & Minnetonka Railway Co.), it controls and operates the entire street railway system of Minneapolis and St. Paul.

Maturity.

July,'95, 134

350,000 Nov. 1, 1910 600,000 Nov. 1, 1913

4,050,000 Jan. 15, 1919 See text By 1897

680,000 3,618,000 1,000,000 See text Oct. 1, 1934 Jan. 15, 1937 May 1, 1900 By 1897 All bonds are for \$1,000 each, and interest is payable at Farmers

Loan & Trust Company, New York. Capital stock-The capital stock is \$20,000,000, of which \$17,000,-

000 is common stock and \$3,000,000 is 7 per cent cumulative preferred stock on which interest is payable quarterly beginning to accrue April 1, 1895; quarterly dividend of 134 per cent was paid on the preferred July 1, 1895.

For the preferred stock it is provided that if in any year dividends amounting to 7 per cent are not paid on said stock, the deficiency shall be a charge upon upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be pay able to the holders of the common stock.

In August, 1895, there has been issued to date \$1,135,200 of the preferred stock and \$15,010,000 of the common stock. The sale of \$364,-800 of additional preferred stock had been authorized by the Board of Directors. This will leave in the company's treasury \$1,500,000 of 7 per cent cumulative preferred stock and \$1,990,000 of the common stock to be issued. See full description of property in application to the New York Stock Exchange in June, 1895.—V. 60, p. 1148.

Bonds.-The Minneapolis Street Railway Co. jointly and severally with the Minneapolis Lyndale & Minnetonka Railway Co. has issued \$5.000,000 5 per cent 30-year first mortgage and first consolidated mortgage gold bonds, of which \$950,000 are held in trust by the Farmers' Loan & Trust Company to redeem the \$950,000 prior lien bonds. See

statement to N. Y. Stock Exchange in June, 1895.—V. 60, p. 1149.

The St. Paul Oity Railway Company has issued \$4,298,000 5 per cent 50-year cable consolidated bonds (including \$680,000 held by the Farmers' Loan & Trust Company, trustee, to redeem the \$680,000 prior Hen bonds above) under a mortgage limited to \$5,500,000. Under the mortgage these bonds can only be issued against the actual cash cost of construction, under a mileage limit of \$15,000 per mile. Part of these consols (\$1,138,000 on June 11,1895), are guaranteed, principal and interest, by endorsement of Twin City R. T. Co. See statement to N. Y. Stock Exchange in June, 1895 .- V. 60, p. 1150.

The certificates of indebtedness (notes) were issued to the Twin City Company by the Minneapolis Street Railway and St. Paul City Rail, way, and having been guaranteed by it were issued. Original issue by company, \$1,000,000; outstanding, \$875,000 each, or \$1,750,000 in all, of which \$315,000 recently purchased by the Twin City Company were held in its treasury in August, 1895.

ROAD-The entire system now consists of 225 miles of standard-gauge road, of which 219 miles is electric and 6 miles cable, all of which has been recently built or rebuilt, and thoroughly equipped. A double-track elec-

tric line, 9 miles long, connects the business centres of the two cities.

GENERAL FINANCES—Early in 1895 the Twin City Company created an issue of \$3,000,000 preferred stock (see "capital stock above"), and in August company reported that the sale of the balance of the preferred stock will pay off the certificates of indebtedness and all other indebtedness of the underlying companies, except the \$10,298,000 of bonds. By the completion of this operation the interest charges on the floating and funded debt will be reduced from that as shown in the annual report of 1894 of \$686,023 to \$544,700.

ANNUAL REPORT.-Fiscal year ends Dec. 31. Report for 1894, in CHRONICLE V. 60, p. 299, showed results on the entire property.

| Earnings—                         | 1894.       | 1893.       | 1892.       |
|-----------------------------------|-------------|-------------|-------------|
| Passengers                        | \$1,981,706 | \$2,164,925 | \$2,136,657 |
| Miscellaneous                     | 21,973      | 24,232      | 50,922      |
| Total gross earnings              | \$2,003,679 | \$2,189,157 | \$2,187,579 |
| Operating expenses                | \$890,031   | \$1,264,408 | \$1,309,274 |
| Insurance and taxes               | 69,623      | 70,109      | 74,579      |
| Injuries and damages, etc         | 123,851     | 116,051     | 65,290      |
| Net earnings                      | \$920,174   | \$738,589   | \$738,436   |
| Interest on funded & float'g debt | \$686,023   | \$611,491   | \$474,360   |
| Contingent expenses, etc          | 13,980      | 10,808      | 23,511      |
| Surplus for year                  | \$220,171   | \$116,290   | \$240,565   |

The per cent of operating expenses to gross earnings for the twelve months ending Dec. 31, 1894, is 44.91 per cent, against 58.40 per cent for 1893 and 61.28 per cent for 1892; and for the last six months of the present fiscal year is 40.76 per cent.—V. 59, p. 1057; V. 60, p. 299,

BALANCE SHEETS.—Twin City Rapid Transit Company condensed balance sheet of December 31, 1894, is as follows:

capital stock .......\$15,010,000
Minneapolis Street Ry.
Co. guarant'd notes.
St. Paul City Ry. Co.
guaranteed notes.....
Stant City Ry. Co.'s
guaranteed bonds—
5% consol. cable...
1,138,000
6% debentures....
581,000 Assets. Assets.
Securities in treasury \$15,000,000
Minneapolis Street Ry.
Co. notes guarant'd.
St. P. City By. Co.—
Notes guaranteed...
5% cable bonds guar.
6% deb. bonds guar.
Sundry accounts.....
581,000
10,000

Total liabilities.....\$18,479,000 Total assets......\$18,479,000 TWIN CITY RAPID TRANSIT COMPANY SYSTEM.-The consolidated balance sheet (condensed) of the Minneapolis Street Railway and the St. Paul City Railway companies for July 31, 1895, is as follows:

Assets. Franchise and right of way. \$9,445,000 Cost of road & equip't. 14,253,638 Improvement acct... 4,163 Improvement acet. .... 54,038 \$23,756,840 \$23,756,840

† Includes real estate and buildings, \$2.634,071; construction railway and tracks, \$7,526,884; equipment, \$3,163,100; machinery, \$891,295; furniture, etc., \$38,289; total, \$14,253,638.

Officers-President, Thomas Lowry; Vice-President, Secretary and Treasurer, C. G. Goodrich; Auditor, J. F. Calderwood; General Manager, W. J. Hield.

Fiscal Agents, J. Kennedy, Tod & Co., 45 Wall Street, N. Y. (V. 56, p. 461; V. 58, p. 865; V. 59, p. 1057; V. 60, p. 299, 303; V. 60, p. 886, 930, 1148, 1151.)

#### MOBILE, ALA.

POPULATION 1890 WAS 31,076; IN 1880 WAS 29,132; AND IN 1870 WAS 32,034.

MOBILE LIGHT & RAILWAY CO.-A trolley road. ORGANIZATION—Chartered 1893, a consolidation of the Mobile Electric Railway and the Mobile Electric Light & Power companies. Franchise runs till 1943. Consolidation of this company and the Mobile Street RR. Co. has been talked of.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$500,000, par \$100 \$200,000

1st M., \$225,000, gold, \$1,000 { 1893 6g F - A Aug. 95, none Aug., 1933 } Trustee, Farmers' Loan & Tr., N.Y. City.

In December, 1894, bonds for \$225,000 issued but none sold. ROAD, ETC.—On Feb. 1, 1895, was operating 813 miles of track in city of Mobile, with 15 motor cars and 15 trailer cars. Company also owns "Monroe Park" water power and 320 acres of land; also electric light plant of capacity of 6,000 incandescent lamps and 30 are lamps

with power circuit and power house.

OFFICERS—President, J. Wilson; Vice-President and General Manager, J. H. Wilson; Secretary, C. W. Chase.—V. 60, p. 929; V. 61, p. 282.

## MOBILE STREET RAILROAD CO .- A trolley

ORGANIZATION-Successor to the Mobile Street Railway, sold in foreclosure in 1892, and which was chartered Feb. 26, 1888, and obtained control of the Mobile & Spring Hill RR. The Mobile Street Railway had a State charter for 50 years from June, 1887. The Spring Hill road has a perpetual charter. Consolidation of this road with the Mobile Light & Power Co. has been proposed.

Miles. Date. Interest, Outstand'g. Maturity. 240,000 May 1,1923

purpose of electrically equipping the road, for extensions and improve-The mortgage trustee is the Farmers' Loan & Trust Co., New

York City.

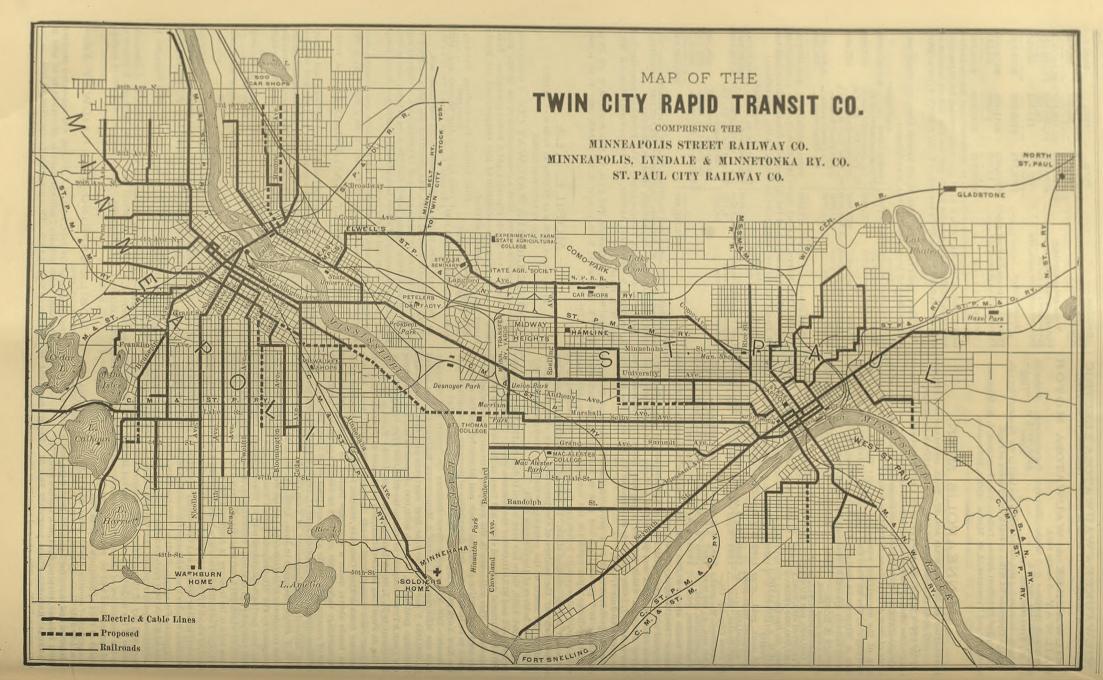
ROAD—Operates 20.25 miles of track, of which 7 miles belonged to Spring Hill RR.

OFFICERS-President, J. C. Morris; Vice-President, F. J. Gasquet; Secretary, R. B. Owen; Treasurer and General Manager, R. Semmes; Chief Engineer, J. F. McAviney. Office, Anthony and Royal streets. -V. 60, p. 929.

#### MOBILE & SPRING HILL RAILWAY-A steam and electric road.

RECEIVERSHIP—In July, 1895, J. A. Wilson was appointed receiver. The road, which includes 7 miles of track, is advertised to be sold at auction on Sept. 2, 1895. First mortgage 7s due 1896, \$8,000.

OFFICERS—President, W. Goodwin.—V. 61, p, 282.



Mortgage trustee is the American Trust & Savings Bank of Chicago. Coupons are mostly paid at Company's office.

ROAD—Operates 5 miles of track on 5 miles of street.

OFFICERS—President, W. L. Velle; Vice-President; L. S. McCabe Secretary and Purchasing Agent, E. H. Guyer; Treasurer, J. S. Gilmore. Office of Secretary, Rock Island, Ill.

### MONTGOMERY, ALA.

POPULATION 1890 WAS 21,883; IN 1880 WAS 16,713; AND IN 1870 WAS 10,588.

### MONTGOMERY STREET RAILWAY CO.-A

trolley road.

ORGANIZATION-A consolidation, Aug. 1, 1894, of the Cloverdale Land & Improvement Co. with the Montgomery Terminal & Street Ry. Co., which last then changed its name to present title. Has a perpetual but

STOCK, BONDS, ETC. Miles. Date. Interest. Outstand'g \$290,000 \$290,000 \$1st mortgage for ( 14.25 1893 6g. F-A 290,000 \$290,000 \$350,000, gold . ( Interest at Farmers' L. & T., Trustee, N. Y. City. Loans and bills payable (Jan. 1, 1895), \$14,874.

Bonds—The bonds unissued may be sold at the company's discretion.

The Montgomery Terminal & Street Railway bonds have been canceled, leaving the present mortgage a first lien.

ROAD-On August 12, 1895, owned 1412 miles of trolley road in city of Montgomery. Rails 5112, 66 and 84-pound girder and 60-pound T rails.

LATEST EARNINGS-For fiscal year ending July 31, 1895, gross earn. ings were \$46,791; net, \$20,453; interest paid, \$4,258.

OFFICERS-President, J. W. Dimmick; Secretary, J. C. Virden .

Treasurer, G. W. Craik.

# WEST END & RIVER SIDE ELECTRIC STREET RAILWAY.—A trolley road. STOCK & BONDS— Date. Interest. Outstanding. Maturity.

STOCK & BONDS-

Road sold in July, 1895, to Alexander Troy, and will be reorganized.

ROAD-It is said to operate 4 miles of track and road.

Officers-President, S. D. Seelye; Vice-President, W. F. Joseph; Secretary, Superintendent and Purchasing Agent, C. B. Shellhorn; Treasurer, W. H. Huslbard. Office Court Square and Dexter Ave.-V 61, p. 70.

#### MUSCATINE, IOWA.

Population 1890 was 11,454; in 1880 was 8,295; and in 1870 was 6,718.

MUSCATINE ELECTRIC RAILWAY-A trolley road and light plant.

ORGANIZATION-Chartered in February, 1893, and succeeded to the property of the Muscatine Street Railway and the Muscatine Electric Light & Power Company, and is now operating a street railway, a gas plant and an electric-light and power plant. Its charter is for 25 years and its franchise for operating street railways gives it, so it is said, the exclusive right to do street railway business in the city for the same period, 25 years. Construction account was closed Nov. 1, 1893. gas and electric light franchise is to operate and maintain within the city gas, electric light and power works, and the city agrees to take not less than 21 arc lights and 270 gas street lamps for a period of ten years.

LATEST EARNINGS-9 April 1 to Dec. 31, 1894. Gross earnings. \$41,462 | Interest. \$9,000 | Net. 16,071 | Surplus 7,071

ROAD-Operates 8 miles of track.

OFFICERS-President, G. W. Seevers; Secretary and Treasurer, H. W. Seevers: General Manager, P. Seevers.

#### NASHUA, N. H.

POPULATION 1890 WAS 19,311; IN 1880 WAS 13,397; AND IN 1870 WAS 10,543.

NASHUA STREET RAILWAY.
ORGANIZATION—Incorporated Aug. 14, 1885. In 1894 its stock was sold to a syndicate, and in May, 1895, electricity was being introduced as a motive power. The road is now controlled in the interest of the Lowell Suburban Street Railway.

| STOCK, BONDS, ETC. | Date. Interest. Outstanding. Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Stock, BONDS, ETC. | Date. Interest. Outstanding. | Maturity. | Date. | Date.

Interest at Nashua Trust Company, Nashua.

Unfunded debt in 1894 aggregated \$61,659.

Stock was increased Feb. 25, 1895, from \$20,000 to \$150,000 and par value of shares increased from \$50 to \$100. Additional stock for ex-

Roap—Owns 10½ miles of track in Nashna. Rails 35 and 38 lbs.

Extension to Lowell, 14 miles, was completed in July, 1895.

EARNINGS—In year 1893–94 carried 560,901 passengers and earned

\$29,995; deficit after paying operating expenses, \$4,147; deficit after deducting interest about \$12.000.

Officers-President, J. D. Chandler; Vice-President, A. Fels Treasurer, Percy Parker; Superintendent, H. F. Webster. INDEX-V. 60, p. 606.

### NASHVILLE, TENN.

POPULATION 1890 WAS 76,168; in 1880 WAS 43,350; AND IN 1870 WAS 25,865.

CITIZENS' RAPID TRANSIT-A trolley road.
ORGANIZATION-Chartered July 29, 1889. The Citizens' Rapid
Transit Co. also operates the Nashville Electric Ry. (3.71 miles), which The Citizens' Rapid is the private property of O. T. Bannard of New York.

STOCK & BONDS— Date. Interest. Outstanding. (par, \$100) ..... \$18,000 Maturity

Electric Ry., 3.71 miles.

Officers-President, C. Flisher; Secretary, T. O. Price; Treasurer and Superintendent, J. K. Spicer.

NASHVILLE STREET RAILWAY—A trolley road. ORGANIZATION—Chartered in 1894, and succeeded to the property of the United Electric Ry., sold in foreclosure in April, 1894. petual franchise, giving it exclusive rights on streets occupied.

underlying bonds, and the remainder in January, 1895, were in the

treasury. ROAD-Owns 46 miles of trolley road in city of Nashville, Tenn. Rails 40-lb. T and 45 and 80-lb. girder.

chasing Agent, E. G. Connette.

NASHVILLE TRACTION—A steam and electric road. ORGANIZATION—Reorganization in 1894 of Overland Railway, which was chartered March 3, 1887.

STOCK & BONDS— Date. Stock... Nashville Trac. 1st M. 1894 Interest. Outstanding. Maturity. 1914 5 J-J \$100,000 Trustees, Continental Trust, New York City, and Baltimore Trust,

Baltimore. ROAD—Operates 9<sup>1</sup>3 miles, of which part steam and part electric. Officers—President and General Manager, F. W. Hunter; Vice-

President, J. Compton; Secretary and Treasurer, T. Taylor.

#### NASHVILLE & WEST NASHVILLE RAIL ROAD-A steam road.

ORGANIZATION, ETC.—Chartered in Dec., 1888. Operates 6 miles of line and 7½ miles of track. At date of last report it had capital stock \$80,000 and 6 per cent bonds \$81,000.

OFFICERS—President, L. H. Davis; Vice-President, M. S. Cockrill; Secretary, J. Woods, Jr.

RICHLAND RAILWAY.—A steam road.

ORGANIZAT'ON.—This road has been sold to the Block Paloe Iron Co. of Cincinnati, O.

ROAD-Operates 7 miles of track.

Officers - President, L. H. Davis; Secretary, Treasurer and Purchasing Agent, J. Woods, Jr.

#### NATICK, MASS.

POPULATION 1890 WAS 9,118; IN 1880 WAS 8,479; AND IN 1870 WAS 6,404.

& COCHITUATE STREET RAIL-WAY-A trolley road.

ORGANIZATION-Owns 3 miles of main line track and 2-10 mile sidings. Stock \$31,100, par \$100. Unfunded debt Sept. 30, 1894, \$8,700. EARNINGS—For year ending Sept. 30, 1894, gross, \$13,494; net,

\$3,494; interest, taxes, etc., \$644; dividends, \$1,866; balance, surplus for year, \$984. In 1892-93, gross, \$14,264; net, \$3,520. Total surplus Sept. 30, 1894, \$1,682.

OFFICERS-President, H. Harwood; Treasurer, W. H Bent.

NATICK ELECTRIC STREET RAILWAY-A

ORGANIZATION-Owns 6.14 miles of track. Stock \$68,500; par \$100. Unfunded debt Sept. 30, 1894, 59,826.

EARNINGS-For year ending Sept. 30, 1894, gross, 25,073; net, \$6,036; interest, taxes, etc., \$4,013; dividends, \$6,300 balance, deficit for year, \$4,277. In 1892-93, gross, \$27,121; net, \$6,493. Total surplus Sept. 30, 1894, \$3,462.

OFFICERS-President, W. B. Ferguson; Secretary, Treasurer and General Manager, T. T. Robinson.

SOUTH MIDDLESEX STREET RAILWAY-A trolley road.

Originally ran from Natick to Framingham, but has recently been extended from South Framingham through Ashland to Hopkinton, a distance of 7 miles.

The securities, road, earnings, etc., are as follows:

Stock (6 per cent.)......\$100,000
Dividends in 1893 6 per cent;
in 1894 6 per cent; 1895 (f)
181 M. 3100,000, 5, F-A...\$100,000
Dated 1895. Due Feb., 1915.
Earnings—From Oct., 1894, to April, 1895, gross earnings were \$12,300; against \$12,300 for same period the provious year. New line not included.

# NEENAH, WIS.

POPULATION 1890 WAS 5,083; IN 1880 WAS 4,202; AND IN 1870 WAS 2,655.

& NEENAH STREET RAIL-MENASHA

WAY-A horse road.

ORGANIZATION-Chartered in 1885-6. Franchise is not exclusive, but in Feb., 1895, company's officials reported that city council declines to grant any other franchise,

STOCK & BONDS-Stock, \$25,000..... 1st. M., \$25,000.....

and the Wisconsin Central and Milwaukee & Northern railroads. EARNINGS—In year 1894 gross earnings, \$2,978; net, \$552.

OFFICERS—President and Treasurer, F. Schumacher, 1347 Monadnock Building, Chicago, Ill.; Secretary, C. Griggs.

#### NEGAUNEE, MICH.

POPULATION 1890 WAS 6,078; IN 1880 WAS 3,931; AND IN 1870 WAS 2,559.

NEGAUNEE & ISHPEMING STREET RAIL WAY AND ELECTRIC

ORGANIZATION—Consolidation of the Negaunee & Ishpeming Street Railroad Co., the Negaunee Electric Light Co. and the Ishpeming Electric & Gas Co. Capital stock paid in, \$142,000. Unfunded debt in August, 1895, \$29,000. Owns 4 miles of track.

Officers—President, S. Mitchell; Vice. President, F. Braastad; Secretary, Treasurer and General Manager, A. B. Miner; Superintendent

and Purchasing Agent, H. F. Pearce.

#### NEW ALBANY IND.

POPULATION 1890 WAS 21,059; IN 1880 WAS 16,423; AND IN 1870 WAS 15,396.

NEW ALBANY RAILWAY-A trolley road.
ORGANIZATION-Successor of the New Albany Street RR., of whose
stock in 1890 the Kentucky & Indiana Bridge Company purchased control. In 1894 the Bridge Company having become embarrassed, this company also passed into receiver's hands.

STOCK & BONDS-Stock Date. Interest. Outstanding. Maturity 

ROAD-Operates 5 miles of track and road.

RECEIVERSHIP—Receiver, John MacLeod.

OFFICERS—Secretary and Treasurer, H. W. Heazlitt; Purchasing Agent, K. MacLeod.

NEW ALBANY HIGHLAND RAILROAD.

ROAD-Two miles of track sold in foreclosure July 24, 1895, and bid in by Henry Terstegge, trustee for the first mortgage bondholders, for \$20,000. Receiver, E. B. Stotsenburg. Receiver's certificates about \$20,000. Receiver, E. B. Stotsenburg. Receiver's certists, 000. The bondholders propose to reorganize at once.

### NEW BEDFORD, MASS.

POPULATION 1890 WAS 40,733; IN 1880 WAS 26,845; AND IN 1870 WAS 21,320.

UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 18, 1887. In December, 1894,
the total debt was said to be \$352,687, and \$150,000 it was thought
would be necessary to complete reconstruction and electrical equip. The population of the city according to the company's officials was estimated in February, 1895, at from 55,000 to 60,000.

STOCK & BONDS— Date. Interest. Outstand'g. Last div., etc.
Stock, \$350,000 ... See text. \$350,000 See text.
Bonds ... 5 J-J 100,000 July 2, 1898
Consol. M. for \$500,000, \$1894 5 g J-J 160,000 Jan. 2, 1914
gold, not subject to call. { Interest at Old Colony Trust Co., Boston.

Bonds—In 1894 the company made a mortgage for \$350,000 of 5 per cent consols (of which \$100,000 to be reserved for prior bonds.)

Stock-Increase from \$260,000 to \$350,000 authorized in December. 1893, to be sold at 125. New stock in August, 1895, was all sold and

all paid in at \$125 per share.

Dividends—In 1892-93 7 per cent; in 1893-94, 6 per cent. Dividend of 4 per cent on the old capital stock, \$260,000, was paid June 1, 1895.

ROAD—In August, 1895, owned 18:3 miles of trolley road (measured as single track), of which 1:7 miles is sidings, switches, etc.

GROSS EARNINGS.—{1895, \$21,930; Jan. 1 to July 31, \$110,751.
Month of July. (1894, 21,706; do do 97,108.

EARNINGS—In year ending Sept. 30, 1894, road being in process of

reconstruction, earnings were reported as follows: Gross earns. .\$167,257 \$181,213 Dividends paid. \$15,600 \$18,200 Net ....... 31,805 52,227 Balance, sur., for Other income 7,973 1,251 year ....... 4,670 22,589 Other income. 7,973 Int., taxes, etc. 19,508 

BALANCE SHEET-The general balance sheet Sept. 30, 1894, was as follows:

\$661,847 \$661,847 OFFICERS-President, H. H. Crapo; Vice-President, F. S. Stevens; Secretary and Treasurer, C. F. Shaw.

#### NEW BRITAIN, CONN.

POPULATION 1890 WAS 19,007; IN 1880 WAS 13,979; AND IN 1870 WAS 9,840.

CENTRAL RAILWAY & ELECTRIC ORGANIZATION—Does both an electric light and street re ORGANIZATION BOTTOM BOTTOM OF THE New Britain Tramway and New Britain Electric-Light Co. Securities and balance sheet below include both railway and lighting plant, the earnings only the street railway.

ROAD-Oct. 1, 1894, owned road 9 miles in length, being 412 miles in city streets and 412 miles to Plainfield; switches, etc., 1 mile. Length of road paved 3 miles. Rails 35, 40, 56 and 60 lbs. Cars, 8 closed and 14 open.

EARNINGS-The earnings of the street railway (not including the electric-light plant) for year ending Oct. 1, 1894 (road being still in process of reconstruction most of the year) were: Gross from passengers \$51,019; sale of materials, \$1,010; total income, \$52,029; operating expenses, \$38,187; net, \$13,842.

BALANCE SHEET-Balance sheet, including both railway and light plant, Oct. 1, 1894, was as follows:

Liabilities 

...\$1,062,999 Total..... OFFICERS-President, A. M. Young, Waterbury; Teasurer, F. G. Platt, New Britain; General Manager and Purchasing Agent, E. S. Breed. Directors, C. S. Landers and F. G. Platt, New Britain; A. M. Young and S. Plume, Waterbury; John S. Bartlett, Chas. H. Newhall and M. P. Clough of Lynn, Mass.

#### NEW BRUNSWICK, N. J.

POPULATION 1890 WAS 18,603; IN 1880 WAS 17,166; AND IN 1870 WAS 15,058.

BRUNSWICK TRACTION CO.—
ORGANIZATION—Organized May 14, 1895, to purchase, equip with electricity and to operate the City Railway. Capital stock authorized, \$500,000.

DIRECTORS AND OFFICERS-President, Gottfried Kreisger; Vice-President, John Radel; Secretary and Treasurer, Edward H. Radel.

NEW BRUNSWICK CITY RAILWAY-ORGANIZATION-Chartered in 1868. In May, 1895, control of this horse road was sold to the Brunswick Traction Company. It is said the line will be changed to a double-track trolley road and that a singletrack trolley road from New Brunswick to South Amboy, by way of South River and Sayresville, about 14 miles, will also be built.

ROAD-Jan. 1, 1895, operated 4 miles of track.

EARNINGS-For years ending Dec. 31:

1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894. 1893. 1894.

#### NEW CASTLE, PA.

POPULATION 1890 WAS 11,600; in 1880 was 8,418; AND IN 1870 WAS 6,164.

NEW CASTLE ELECTRIC STREET RAIL-WAY-A trolley road.

EARNINGS—For year ending Dec. 31, 1894, gross earnings were \$7,680, against \$9,527 in 1893; no net earnings, the line having been torn up for nearly three months by paving on about 112 miles of street on which it ran.

OFFICERS-President, T. W. Phillips; Vice-President and General Manager, W. M. Brown; Secretary and Treasurer, John A. McKee; Superintendent, L. D. McClusky.

<sup>\*</sup> During the year \$14,986 was charged to profit and loss.

#### NEW HAVEN, CONN.

POPULATION 1890 WAS 85,981; IN 1880 WAS 62,882; AND IN 1870 WAS 50,840.

### FAIR HAVEN & WESTVILLE RAILROAD

ORGANIZATION—Incorporated June 20,1860. Stock for \$200,000 was issued Jan. 2, 1895, to pay for putting in trolley.

STOCK—

Par. Dividends. Outstanding. Last div.
Stock auth. (\$1,500,000). \$25 J-J \$600,000 Jan. 2, 1895

Dividends in 1894 were 8 per cent.

ROAD-Owns road 15 miles in length; switches, etc., 4; total, 15.4. Line extends from Fair Haven via Chapel St., New Haven, to Westville with branches to steamboat wharf, out East Chapel St., to railroad station, etc. Rails 50, 60, 70 lbs. steel T.

EARNINGS-For year ending Oct. 1, 1894, earnings., etc., were Gross earnings (pas'g'rs). \$203,122 | Operating expenses. \$155,802 | Other 5,202 | Net earnings 52,521 | Taxes 6,400 | Dividends 32,000 | BALANCE SHEET Oct. 1, 1894:

Assets. Construction Acct. \$381,969 Stock \$400,000 Equipment " 44,432 Stock to be issued Jan. 2, Power houses, etc. 100,146 Cash on hand. 87,706 Profit and loss. 14,253 \$614,253 \$614,253

OFFICERS—President and Purchasing Agent, Henry S. Parmelee; Vice-President, Samuel Hemingway; Treasurer, Leveritt Candee. Directors, H. S. Parmelee, John B. Carrington, Samuel Hemingway, E. Hayes Trowbridge, Geo. D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merriam, all of New Haven.

NEW ENGLAND STREET RAILWAY.
ORGANIZATION—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 controlled the Plymouth & Kingston Ry. Co. of Plymouth, Mass. It is no longer interested in the Haverhill and Gloucester companies.

 Jan. 1 to Dec. 22—
 1894.

 New Haven
 \$203,168

 Plymouth & Kingsto
 29,336

 1893. \$184,119 28,538 Inc. \$19,049 798 .\$232,504 \$212,657

\$19,847 OFFICERS - President, Major A. C. Pond, Boston, Mass.; Treasurer. Israel A. Kelsey, West Haven, Conn.

## NEW HAVEN STREET RAILWAY-A trolley

Organization—Has perpetual charter from State of Connecticut. It has absorbed the State Street Horse RR., the New Haven & Morris Cove Railway, the Lake Saltonstall RR. and the Edgewood Street RR. and Edgewood Avenue Electric companies. It has also taken a 99-year lease of the Whitney Avenue Railway Co. As to charter see editorial article in May, 1895, SUPPLEMENT.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.

Stock (\$1,250,000) \$100......\$1,000,000

1st mort., gold (\$600,000)... (1893 5 g M-S \$600,000 Sept. 1, 1913 \$500 and \$1,000......\$1nt. at trustee, Am. L. & Tr. Co., Boston.

1st purch'e M.\$250,000g..c. (1894 5 J-D 250,000 June 1, 1914 \$1,000 not subj. to call... (5 Int. at trustee, Am. L. & Tr. Co., Boston.

Bonds—The bonds of 1894 are limited to \$250,000, and are secured by a first mortgage liep on the street railway trackage of the Edgewood. by a first mortgage lien on the street railway trackage of the Edgewood Street Railroad Co., and as a second mortgage lien on all the mileage and property of the New Haven Street Railway Company. The American Loan & Trust Company of Boston is trustee of both mortgages

EARNINGS—For year ending Sept. 30, 1894:

Gross earnings. \$104,849 | Interest on bonds. \$28,963
Other income 1,832 | Taxes. 2,591
Net. 48,919 | Other payments. 11,598

ROAD.—The company in 1894 was operating 28 miles of track in the ROAD.—The company in 1894 was operating 28 innes of track in the city of New Haven and suburbs. This, it is said, will be increased to over 40 miles. Of the total trackage 2½ miles on Whitney Avenue are held under a ninety-nine year leasehold. The company's lines radiate from the business centre of New Haven ("The Green") to East Rock Park, Fort Hale Park, the old Government Light house and the Point, and the bathing beach nearby, Lake Whitney and Lake Saltonstall, the suburban villages of Morris Cove, Whitneyville, East

BALANCE SHEET—Sept. 30, 1894, including road acquired from New Haven & Morris Cove Ry., State St. Horse RR. and Lake Saltonstall RR.

Liabilities. \$1,000,000 Total.....\$1,602,000 Total.....\$1,602,000

OFFICERS—President, D. Correy; Vice-President, C. A. Warren;
Secretary, Treasurer and General Manager, G. A. W. Dodge.

## HAVEN & CENTREVILLE STREET

RAILWAY.—A trolley road.

ORGANIZATION—This company was formed in 1893 and purchased the franchises and property of the old New Haven & Centreville Horse RR. (chartered in 1865), having obtained its title from the trustees for the first mortgage bondholders of that road. On Oct. 1, 1894, was in a transition state, changing from horse to electric power.

ROAD—Owns road 2½ miles in length (1½ miles paved) extending corner Chapel and Church streets, New Haven, to Centreville.

EARNINGS-As a horse road for year 1893-94 gross earnings from passengers were \$32,553; other income, \$957; total income, \$33,510; net earnings, \$10,394; taxes, \$400; interest, \$7,100; balance, sur-

OFFICERS—President, J. Newton Pierrepont; Superintendent, T. A. Hall; Treasurer, W. M. Allyn. Directors: Cornelius Pierrepont, J. Newton Pierrepont, Lynde Harrison, New Haven; Edward J. Moore and James Moore, Jr., Philadelphia.

### WEST SHORE RAILWAY-A trolley road.

ORGANIZATION—Commenced operating July 1, 1894.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity.

Stock, \$50,000 (\$25)... \$50,000 f.p.

1st M., \$30,000, gold, \ 33\ 1894 5 J.J 25,500 July 1, 1914

subject to call.... \ Interest at Merchants' Nat. Bank, New Haven.

STOCK—Stock authorized and issued \$50,000, paid in full, with right to increase to \$200,000.

BONDS-Firsts are subject to call on three months' notice.

ROAD—Owns road 3% miles in length, extending from Savin Rock to Woodmont in the towns of Orange and Milford. Also has trackage over Winchester Avenue Line to centre of New Haven. Rails T 60 lbs. to yard. On Oct. 1, 1894, owned two enclosed cars and four electric motors.

EARNINGS-Month of July, 1895, gross, \$3,027 against \$2,282 in 1894. From July 1, 1894, to Sept. 30, 1894 (3 months), gross earnings were \$8,250; operating expenses, \$4,138; net, \$4,112.

OFFICERS, ETC.—President, James D. Dewell; Secretary and General Manager, Israel A. Kelsey; Treasurer, Henry Sutton. Directors—James D. Dewell, New Haven; Henry Sutton, West Haven; W. Walace Ward, Charles K. Bush and Israel A. Kelsey, all of New Haven.

#### WINCHESTER AVENUE RAILROADtrolley road.

ORGANIZATION-Operates in addition to the Winchester Ave. road

ORGANIZATION—Operates in addition to the Winchester Ave. road the New Haven & West Haven RR. Co., absorbed by consolidation

STOCK & BONDS.— Par. Interest. Outstanding. Last div. etc.
Stock, \$600,000.......\$25 \$400,000 Notreported.

1st M. gold 1892, c\* & r {
 Interest at 1st Nat. Bank, N. Y., and in Boston at Safe Deposit & Trust Co.

Debentures, gold s. f., 1894 6g, M-S \$100,000 Mar. 1, 1909
\$3,500 yearly...... Subject to call at 102 after March 1, 1899.

Interest at Boston Safe Deposit & Trust Co.

Bonds-The bonds are joint obligations of the Winchester Avenue RR. Co. and the New Haven & West Haven and cover all property owned or to be hereafter acquired under the charters.

The debentures on sale in May, 1895, are classed in the general balance sheet under bills payable.

ROAD-In August, 1895, was operating about 17 miles of road. LATEST EARNINGS-For month of July gross earnings in 1895 were \$30,650, against \$29,355 in 1894.

ANNUAL REPORT-Fiscal year ends Sept. 30. In 1893-94 earnings were: Gross, \$162,303; net, \$63,769; taxes, \$165; interest, \$12,500; dividends, \$20,000; balance, surplus, \$31,104.

GENERAL BALANCE SHEET SEPT. 30, 1894. \$400,000 500,000 148,018 14,847 141,196 \$1,204,061 \$1,204,061

Officers—President, A. C. Pond; Secretary, Treasurer and General Manager, I. A. Kelsey.

#### NEW LONDON, CONN.

POPULATION 1890 WAS 13,757; IN 1880 WAS 10,537; AND IN 1870 WAS 9,576.

## NEW LONDON STREET RAILWAY-A trolley

ORGANIZATION-Incorporated in 1886, and has perpetual franchise. Interest and dividends are payable at American Loan & Trust Co., Boston. Of the mortgage for \$150,000 the balance unissued is reserved to be applied under laws of Connecticut for new property, as needed,

at not exceeding 75 per cent of its cost. Dividends July, 1894, 21<sub>2</sub> p. c.; Jan., 1895, 3 p. c.; July, 3 p. c. ROAD—Owns 7·18 miles of road (single track) laid with 48-lb. **T** rails-ANNUAL REPORT—For year ending Sept. 30, 1894, earnings were:

OFFICERS—President and Secretary, Walter Learned, New London; Treasurer, Wm. A. Tucker, Boston, Mass.; Superintendent and Purchasing Agent, L. Bentley.

#### NEW ORLEANS, LA.

POPULATION 1890 WAS 242,039; IN 1880 WAS 216,090; AND IN 1870 WAS 191,418.

# ALGIERS GOULDSBORO & GRETNA RAIL—Said to operate 3.75 miles of track. OSSIGNAR Provident (7.5)

Officers-President, Treasurer and Superintendent, A. M. Halliday.

CANAL & CLAIBORNE RAILROAD-To be equipped with trolley.

ORGANIZATION—Organized in 1888. In 1895 several changes in the directory took place, a large interest in the stock having been purchased by Isidore Newman (who, it is said, is also a large stock holder in the Orleans and New Orleans & Carrollton roads] and others. In August, 1895, was preparing to change from mule power to electricity, and was proposing to issue additional bonds, but amount, etc., not determined.

STOCK & BONDS— Date. Interest. Outstand'g. Last div., etc.
Cacital stock author'd. } .... 5 J-D \$240,000 f.p. July,1895,2½%
1st mortgage, subject to call after 5 years. } 1892 6 M-N 150,000 1912 Last div., etc.

Dividends-Dividends of 5 per cent per annum have been paid since 1892. Interest at company's office. In June, 1894, paid 2½ per cent;
Dec., 2½ per cent; 1895, July, 2½ per cent.
ROAD—In August, 1895, operated 13½ miles of single-track road.

Officers—President, Jos. H. DeGrange; Secretary and Treasurer, B. J. DeGrange. Directors—J. W. Castle, President of the Hibernia National Bank; Harris Hyman, of Hyman, Hiller & Co.; J. K. Newman, son of Isidore Newman; I. S. West, L. Fabacher, Joseph H. De Grange and B. J. Montgomery.

NEW ORLEANS TRACTION— ORGANIZATION—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 re-building for operation by electricity; 20 miles of new line are to be built.— See V. 59, p. 1007.

Capital Stock.
Common stock...
Preferred stock... Authorized. \$5,000,000 2,500,000 \$5,000,000 2,500,000 LATEST EARNINGS-6 mos., 1895 .. Gross, \$641,360; net, \$280,868 Jan. 1 to June 30. 1894 ... Gross, 457,293; net, 163,006 From January 1, 1894, to December 31, 1894, total gross earnings were \$976,968.

ROAD-In May, 1895, was operating about 115 miles of track, of which 100 miles electric. Esplanade line was put under electric power Nov. 12, 1894.-V. 59, p. 920, 1007.

OFFICERS-President, J. H. Maury; Secretary and Treasurer, H. Seligman.

Directors-The directors are: James H. Maury, Albert Baldwin, R. M. Walmsley, Henry Bier, Frank T. Howard, C. H. Hyams and J. C. Denis all of New Orleans. V. 60, p. 968.

NEW ORLEANS TRACTION SYSTEM-

CRESCENT CITY RAILROAD.

ORGANIZATION—Organized in 1866. In 1893 leased to New Orleans Traction for 50 years at 6 per cent on stock in addition to all interest charges, etc.

Onarges, etc.

STOCK & BONDS—

Date. Interest. Outstand'g. Last div., etc.
Capital stock (\$100) ... 6 J-J 10 \$2,000,000 July 10, '95, 3%
1st mortgage ... 1883 6 M. - N. 75,000 1895-99

Mortgage of 1886 ... 1886 6 M. - N. 40,000 May, 1, 1896
Consol M. for \$5,000, 1895 5g. J. J. 3,000,000 July 1, 1943

Consol M. of \$5,000, Onarge in the stock of the stock

Vault Co. of Louisville); bonds, in addition to those now outstanding, may be issued for extensions at \$30,000 per mile of completed track. The sinking fund is to be \$30,000 yearly on and after July 1, 1898, the bonds being subject to call at 110.

ROAD.—Operates 52 miles of trolley road in New Orleans.

EARNINGS-For 6 months ending April 30 gross, \$163,200, against \$115,868 in 1894.

OFFICERS-President, --; Sec'y and Treasurer, A. H. Ford.

NEW ORLEANS TRACTION SYSTEM-NEW

ORLEANS CITY & LAKE RAILROAD.

ORGANIZATION—Organized on May 17, 1883, and in 1893 leased to New Orleans Traction at 8 per cent on stock.

Mortgage of 1803 (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.—Operates 48 miles of electric, 8 miles of horse and 7 miles of steam road in New Orleans.

EARNINGS—For 6 months ending April 30 gross earnings were \$425,986, against \$326,726 under horses in 1893-4.

Officers-President, ----; Sec'y and Treasurer, A. H. Ford.

NEW ORLEANS & CARROLLTON RAIL-ROAD-A trolley road.

ORGANIZATION-Organized in 1883.

83.
Interest. Outstand'g. Last div.,etc.
text Q-M \$1,200,000 July'95,11296
(1897) STOCK & BONDS— Capital stock, \$100..... Date.  $1882 ext{ 6 F - A} ext{ 250,000} ext{ 1897} ext{ Interest at Hibernia Nat. Bank, N.O.} ext{ } ext{ } ext{ 1896} ext{ 1906} ext{ } ext{ }$ 1st mortgage..... 2d mortgage, gold...... 1893 6 F - A 350,000 1906 Interest at Hibernia Nat. Bank, N. O. (1907)

Dividends in 1894 were at rate of 6 per cent per annum; in January,

1895, 1½ p. c.; July, 1½ p. c. paid at company's office.

ROAD—Said to operate 19 miles of track on 9½ miles of street.

EARNINGS—From Jan. 1 to June 30, 1895 (6 months), gross, \$246,543. For fiscal year ending Dec 31, 1894, gross, \$535,169.

Officers-President, Jos. Lenes; Sec. and Treas., Walter V. Crouch.

ORLEANS RAILROAD-Being equipped with trolley. ORGANIZATION-Chartered July 1, 1887. In August, 1895, road was being equipped with trolley, to be completed in about two months.

cost of putting in trolley.

Dividends—June, 1894, 1½ per cent; December, 1894, none. ROAD—Operates 9½ miles of road on 9½ miles of street.

Officers-President, Peter Cougot; Secretary and Treasurer, L. N. Petitpain; directors, Paul Capedevielle, U. Koen, A. Fitzpatrick, Peter Cougot, B. M. Harrod, N. C. Cromwell, F. Limongi. Offices, corner La Harpe and White Streets.

ST. CHARLES STREET-Belng equipped with trolley. ORGANIZATION-Organized in 1866. In August, 1895, was equipping. its road with trolley, to be completed in about two months.

STOCK & BONDS— Capital stock, \$50.... 1st mortgage..... Date. 1881 Interest. Outstand'g. Last div.,etc. text, Q - J \$1,000,000 Jan.,'95,2% 6 J -D 105,000 1895-1901

Interest paid by National Bank of Commerce, N. Y. City. Stock increased from \$600,000 to \$1,000,000 in February, 1895.

Dividends in April, 1894, 112 per cent; July, 2 per cent; October, 2 per cent; in 1895, January, 2 per cent,

ROAD-Said to operate 15 miles of track on 11.4 miles of street. OFFICERS-President and Superintendent, Alden McLellan; Secretary, N. Riviere.

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

Population in 1890 was 1,515,501; in 1880 was 1,206,299; AND IN 1870 was 942,292.

### CENTRAL CROSSTOWN RAILROAD A horse

ORGANIZATION- Chartered March 28, 1873. May 28, 1890, leased the Christopher & Tenth St. RR. at 8 p. c. on stock and interest on debt. 

930; net, \$85,000.

ANNUAL REPORT-Last report in V. 59, p. 422, showed: 

OFFICERS—Geo. S. Hart, President; M. J. Masson, Secretary. Office 170 Christopher St., N. Y. City.

INDEX-V. 59, p. 234, 422, 955.

CENTRAL CROSSTOWN SYSTEM—CHRISTO PHER & TENTH STREETS RAILROAD—A horse road.

ORGANIZATION-Chartered April 25, 1873.

LEASE.-Leased to Central Crosstown May 1, 1890, at 8 per cent on stock and interest on bonds,

Outstand'g. Last div.,&c. \$650,000 July, 1895 180,000 Oct., 1898 30,000 ROAD-

Officers—President, Alfred Wagstaff; Secretary and Treasurer Geo. W. Linch.

Office-168 Christopher Street, N. Y.

#### DRY DOCK EAST BROAD TERY RAILROAD-A horse road, EAST BROADWAY & BAT.

ORGANIZATION-Chartered Dec. 8, 1863.

DIVIDENDS-On stock in 1892, 8 per cent; in 1893, 412 per cent; 1894 (1) per cent.

Net income...\$197,784 \$191,489 Bal. for year.su.\$7,693 df.14,405 OFFICERS—President, Richard Kelly; Secretary, E. T. Landon; Treasurer, John Byrnes. Office, 605 Grand St.

INDEX -V. 59, p. 422, 1058; V. 60, p. 301, 711; V. 61, p 152, 323.

EIGHTH AVENUE RAILROAD—A horse road. ORGANIZATION -Chartered Jan. 10, 1855.

FINANCES-Loans June 30, 1893, \$87,500. Owns bond and mortgage for \$250,000.

LATEST EARNINGS-Last report in CHRONICLE, V. 59, p. 780 showed: Other income. \$6,908 6,428 3 mos. end. Gross Sept. 30 earnings. 1894....\$204,511 1893....214,763 Net earnings. \$58,858 72,006 Ralance Charges. \$23,750 . 23,686 ANNUAL REPORT.-Report for the year ending June 30, 1894, is as

| 1894. | Gross earnings. | \$768,758 | Taxes | Dividends (13%) | Operating expenses | 554,565 | Dividends (13%) | Other income | 12,978 | Interest on funded debt | 60,000 | Color | C \$35,781 130,000 16,984

Officers-President, George Law; Secretary, J. Gelston Affleck Office: 50th St. and 8th Ave.

INDEX-V. 59, p. 780.

#### FORTY-SECOND STREET MANHATTAN-TILLE & ST. NICHOLAS AVENUE RAIL-VILLE WAY-A horse road.

Aug. 29, 1875.

Interest. Outstand'y Last div., &c.
\$2,500,000 Mch., 1910

Interest at Union Trust, N. Y. City.
6% as earned. 1,500,000 Jan., 1915
5 100,000
30,000 Meh., 1910 2d mort. income 6s....1,000 Real estate mortgage. Bills payable June 30, 1894 Open accounts, net Jan., 1915 30,000 44,299 Open accounts, net Miles.

42d St. No. River to E. River. 1'97
59th St. via 10th Ave. to Manhat. St. 3'29
42d St. via 7th Ave., etc., to
Boulevard, etc. 4'02
N.Riv., Manhattan St., St. Nich.
Ave., 110th St. to East Riv. 2'76 Branches. Total owned......24.90 Weight of rail......47 to 60 lbs.

LATEST EARNNIGS-For the 9 months ending March 31, 1895, gross, \$471,573; net, \$83,006; other income, \$2,998; charges, \$92,128; balance, deficit. \$6,124, against deficit of \$13,332 for same period in

ANNUAL REPORT—Last report and balance sheet in Chronicle, V 59, p. 422, showed:

OFFICERS-President, John S. Foster; Secretary, C. F. Naething, Office, 120 East 42d St., N. Y. City.

INDEX-V. 59, p. 192, 422, 780; V. 60, p. 794.

MANHATTAN ELEVATED RAILWAY-See INVESTORS' SUPPLEMENT.

#### METROPOLITAN TRACTION-

ORGANIZATION-Organized under laws of New York to construct and control railways in New York City. Its system, which covers 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 The Columbus Ave. line (cable) was opened in part Dec. 6, 1894.

In 1895, Jan., 114 p. c.; April, 114 p. c.; July, 114 p. c.

The investments in October, 1894, were understood to include the following. Of the bonds the \$3,000,000 Columbus & 9th Ave. 5s and the \$5,000,000 of Lexington Avenue 5s were sold in April, 1895. See V. 60, p. 657, 1146.

Metropolitan Street Railway.

Majority capital slock.

Metropolitan Street Railway.

Majority capital slock.

Broadway & Seventh Avenue

Part of capital slock.

23d Street (30 shares).

42d St. & Grand St. Ferry.

Investments in uncomp'ted roads.
Col. & 9th Av stock...\$3,000,000
do 1st mortgage....3,000,000
Lex. Av. & Pav F'y 1st 5,000,000
34th St. RR. securities. (!)
Lenox Avenue bonds... (!)
Other securities.
Met. Crosstown 2nds... 300,000

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 23d 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 Ave. Road then used horses, but was said to be earning interest on its bonds. The Lexington Ave. Road will be opened with cable in the fall of 1895 and the Lenox Ave. Road was opened July 9, 1895. The completion of these lines will give two distinct lines from the Battery to Harlem River. [The Lexington Avenue Co. has been consolidated with the Metropolitan Street Railway Co.]

OFFICERS-President, C. R. Henderson; Vice-President, P. A. B. Widener; Secretary and Treasurer, C. E. Warren. Directors—C. R. Henderson, P. A. B. Widener, W. C. Whitney, R. S. Hayes, W. L. Elkins, Thomas F. Ryan and Thomas Dolan.

Office-General office, 621 Broadway. President's office, Mutual

Life Building, New York City.

| NDEX.-V. 55, p. 167, 297, 421, 723; V. 59, p. 600, 738, 955, 1007; V. 60, p. 83, 562, 606, 711, 795, 967, 1146; V. 61, p. 69.

## METROPOLITAN TRACTION SYSTEM-METROPOLITAN STREET RAILWAY-

ORGANIZATION-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 completed and in operation. In Nov., 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. The Columbus & 9th Avenue cable road was opened to Ninety eighth Street on Dec. 7, 1894, its through cars now running via the Broadway line to the Battery. The 34th Street line was opened Jan. 10, 1895. The stock of the Metropolitan Street Railway is all owned by the Metropolitan Traction.

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 Av. & Pavonia Ferry mortgage is for \$5,000,000; trustee, Central Trust Co., New York. The bonds are guaranteed, principal and interest, by the Metropolitan Street Ry. Co. and cover the cable road from Broadway and 23d Street to the Harlem River on Lexington Avenue. (See V. 60, p. 1146).

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

And Seventh Avenue. Miles.

Gr. C'nt. St. to Chamb's St. F'y. 3·54
Gr. St. F'y to Chamb's St. F'y. 1·97
B'way,15th St. to Bowl'g Gr'n. 2·51
Gr. St. Fer. to 14th St. Fer.N. R.3·50
Lexington Avenue line 16·72
Branches 14·8
Second track 13·00
Sidings. 77

|   | Lines Leasea.               | nues   |
|---|-----------------------------|--------|
|   | Broadway & 7th Av           | 116.66 |
| 4 | 23d St. and leased line     | 24.77  |
|   | Ninth Avenue                | 16.00  |
| 1 | Central Park N. & E. River. | 126.00 |
| 1 | 42d St. & Grand St. Ferry . | 10.25  |
| 3 | Sixth Avenue                | 13.07  |
| ) | 34th Street                 | 4.00   |
| 1 | Columbus & Ninth Avenue.    | 6.42   |
|   |                             | _      |
|   |                             |        |

The Lexington Avenue & Pavonia Ferry line extends from Harlem River and Lexington Avenue, on Lexington Avenue, to 23d Street, on 23d Street to Broadway, connecting with the Broadway & Seventh Avenue Railroad, and back by the same route. There are also extensions and branches: First, on 116th Street, from East River to Morningside Park, and, second, down Manhattan Avenue to 110th Street, to connect with the Columbus & Ninth Avenue Railroad, by way of 109th Street and Manhattan Avenue.

Miles of track operated, 22.90; miles of cable track owned, 16.72, of which there are 13.16 miles of track constructed and 3.56 miles partially completed or in course of construction.

This line was put in operation with horses as far as 78th Street in April, 1895. The cable will be running in the fall. Franchise for ex-<sup>t</sup>ension from Lexington Avenue and 96th Street to Astoria Ferry was

purchased in May, 1895. V. 60, p. 795.
Under the charter of the 6th Avenue RR. Co. the Lenox Avenue underground road was constructed and opened in July, 1895. Various other extensions under different charters are projected.

Note.—The Broadway Surface line from 15th Street to Bowling Green has been consolidated into the Metropolitan Street Rv., 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—Results for year ending June 30, 1895, with balance sheet, were given in V. 61, p. 322, as follows:

1894-95. 1893-94. | 1894-95. 1893-94.

Gross earns. 5,509,027 5,351,812
Net earnings. 2,325,816 2,127,857
Oth. income. 269,067 46,652
Taxes paid. 320,850 326,865
Int. on bonds 70,000 79,247

| 272 | Rentals 1,582,442<br>Bal. for divs. 621,591<br>Dividends (!) | \$<br>1,453,858<br>314,539<br>328,000 |
|-----|--|---------------------------------------|
| 7   | Balance, def   | 13,461                                |

Officers-President and General Manager, H. H. Vreeland; Secretary, C. E. Warren; Treasurer, H. S. Beatty; Purchasing Agent, A. C. Tully. Office, 621 Broadway, N. Y.

INDEX.—V. 57, p. 1039; V. 58, pp. 987, 1073; Vol. 59, p. 600; V. 60, p. 302, 606, 657, 795, 1009; V. 61, p. 322, 325.

METROPOLITAN TRACTION SYSTEM-BLEECKER STREET & FULTON FERRY RAILROAD—A horse road. TRACTION

ORGANIZATION-Chartered Dec. 12, 1864.

Interest, Outstanding. 1½ J. – J. \$900,000 7 J. – J. 700,000 Maturity, etc July, 1895 Jan. 1, 1906 Miles

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 EARNINGS.—Not reported separately.

ROAD.—Road extends from 23d St., N. R., to Fulton Ferry. "to Union Squ're. Second track Total line..... 1212

PROFIT AND LOSS.-Surplus June, In which is included about miles of trackage over other

## METROPOLITAN TRACTION SYSTEM-BROADWAY & SEVENTH AVENUE-A horse and cable road.

ORGANIZATION-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

METROPOLITAN

1895

TRACTION SYSTEM

NINTH AVENUE—A horse railroad.

ORGANIZATION—Chartered July 29, 1859. The road is leased to the

Metropolitan Street Ry. Co., as below stated. Extension on 109th St. 450 feet to connect with Columbus & 9th Ave. line proposed in May.

STOCK— Par. Dividends, Outstanding. Last Divid. Stock (no bonds)..........\$100 text Q.—J. \$800,000 July, 1895

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. TRACTION SYSTEM-METROPOLITAN METROPOLITAN TRACTION SYSTEM—
SIXTH AVENUE RAILROAD—A horse railroad.
ORGANIZATION—Chartered Sept. 6, 1851. The road is leased to the
Metropolitan Street Railway Co., as below stated. On July 9,
1895, was opened the Lenox Avenue underground trolley road,
extending from the terminus of the Columbus Avenue Cable line at 109th Street, easterly through that street to Manhattan Avenue, and north along that avenue to 116th Street, through 116th street to Lenox to retire at maturity the other bonds in the table. The outstanding consols paid for laying the Broadway cable. The consols are guaranteed, principal and interest, under the terms of the mortgage by the Metropolitan Street Railway Co., which now owns the Broadway line south of 15th Street. They cover the road owned in fee, also the right Avenue, and along that avenue north to the Harlem River at 146th St. to use the tracks on Broadway from 15th Street to the Battery; they are also a direct lien on the entire cable and its accessories. Trustee, N. Y. Guaranty & Indemnity Co. The Broadway & 7th Avenue assumed the Broadway Surface 1st mortgage bonds for \$1,125,000 and payment of interest on the second mortgage bonds for \$1,000,000, in part consideration for use of Total track (rail 60 lbs.).. 13.07 V. 60, p. 562. tracks between 15th Street and the ferry. Under lease of South Ferry road it also assumed that company's bonds for \$350,000. LEASE—Leased June 13, 1890, | RENTAL interest on bonds and for unexpired term of charter and 10 per cent on \$2,100,000 stock. Houston West St. & Pavonia Ferry, now Metropolitan St. Ry. Co. METROPOLITAN TRACTION STHIRTY-FOURTH STREET RAILROAD—A horse road. SYSTEM-ORGANIZATION—Chartered in 1884 but road not finally completed till January, 1895. The property is operated by the Metropolitan Traction Road—Owns in fee. 2
59th St. & 7th Av. to Barclay
St. and Broadway.
51st St. and 7th Ave. to Park
Place and Broadway.
Second track. Operates under contract. Miles.

15th St. down B'way to Bowling Green (B'dway Surface)
Vesey and Church St. to South
Ferry. '8
Second track. 338 Company, which purchased the old stock, \$100,000, and bonds, \$600,000, and also Thirty-Fourth St. Ferry & Eleventh Ave. stock, \$1,200,000, Miles. and bonds, \$700,000. What the securities are at present is not known. ROAD-The road constructed consists of about 4 miles of track, extending from foot of East 34th Street to foot West 34th Street, with Total track operated..... 2314 trackage to 42d Street Ferry. INDEX-V. 58, p. 733. Office 761 Seventh Ave. METROPOLITAN TRACTION SYSTEM - TWENTY-THIRD STREET RAILWAY-A horse railroad, Cable METROPOLITAN TRACTION SYSTEM - CENTRAL PARK NORTH & EAST RIVER RAILROAD. - A horse power is to be introduced. ORGANIZATION-Chartered Jan. 29, 1872. Leased to the Metropolitan ORGANIZATION-Chartered July 19, 1860. The "Belt Line" leases Street Railway Co. for the unexpired term of the charter and for any trackage rights from Dry Dock and N. Y. Central cos. The Metropolitan Traction Co. owns a majority of the capital stock and the road extensions of the same. Rental is 18 per cent per annum on capital stock of \$600,000. | STOCK & BONDS.— Par. Interest. Outstand'g. Last dir., &e. Stock | 100 | 18 | Q.-F. | \$600,000 | Aug., 1895 4½ |
Debentures | 1,000 | 5 | J.-J. | 150,000 | Jan., 1906 |
Broadway surface 1st | M., guar. | 1,000 | 5 | J.-J. | 375,000 | July, 1924 |
ROAD—Lines owned. | Miles. | 23d St. North to East River. | 23s | Branch to 34th St. Ferry | ½ | 23d St. to Fulton Ferry RR. |
Branch to 34th St. Ferry | ½ | 23d St. to Fulton Ferry, etc. 12½ |
Weight of rails. | 47 lbs. | INDEX—V. 60, p. 562. | Total track operated. | 184 |
Number of cars | 100 is leased to the Metropolitan Street Ry., as below stated. STOCK & BONDS-Par. Interest. Outstanding. Last Div , etc. Total operated. 26

Number of cars ... 196

EARNINGS prior to lease: Year ending June 30, 1802.

Gross ... \$813,317

Net ... 221,342 LEASE.—Leased to Metropolitan Ry. Co. Oct. 14, 1892 for length of charter and renewals thereof (V. 55. p. 894). RENTAL.—S per cent on stock till October 1, 1897, thereafter 9 per cent (V. 55, p. 894). NEW YORK & HARLEM RAILROAD-Ahorse railroad. ORGANIZATION-Chartered April 23, 1831. Owns also a steam road leased to N. Y. Central (see RRs.), its securities, which cover the horse METROPOLITAN TRACTION SYSTEM-COLUMBUS & NINTH AVENUE RAILROAD—A cable road. roads as well as the steam line, being described under the title New York & Harlem among steam railroads in the Investors' Supplement. In August, 1895, it was announced that experiments would be made ORGANIZATION-Chartered in 1892, and its road completed to 110th with the storage battery on the 4th Ave. and the Madison Ave. street Street in April, 1895. Its entire capital stock was owned in 1894 by car lines with a view to introducing that system. the Metropolitan Traction Company. The following table applies only to the horse roads. STOCK & BONDS- Miles. Date. Interest. Outstand'y. Maturity. Stock (par \$100). \$3,000,000

1st mortgage, gold, {6½ 1893 5 g.M-S 3,000,000 Sep.1, 1993 (\$1,000, &c.).c.kr\* {Trustee is N. Y. Guar. & Indemnity Co., N. Y. City.

BONDS—The firsts are guaranteed, principal and interest, by the Metropolitan Street Rallway. ROAD-Owns cable track from Columbus Avenue and 110th Street down Columbus Avenue to 64th Street; also on Manhattan Avenue, from 110th to 109th Streets, and 109th Street from Manhattan Avenue NEW YORK WESTCHESTER & CONNECT-ICUT TRACTIONORGANIZATION, ETC.—Incorporated in New York February 12, 1895, to Columbus Avenue, and controls the road on 9th Avenue to 53d Street and on 53d Street to 7th Avenue, of which 4.6 miles in operation with capital of \$600,000. Its principal office will be in New Rochelle. (V. 60, p. 302.) The termini of the road are the intersection of the in May, 1895. Total cable track completed in May, 1895, 6.42 miles. INDEX-Vol. 60, p. 606, 657, 1146. Boston Post Road and the Bronx River in Westchester County and the METROPOLITAN TRACTION SYSTEM-FORTY-SECOND STREET & GRAND STREET FERRY-A horse intersection of the Boston Post Road and the Byrum River in West chester County at the eastern State line of this State, 16 miles of road railroad. in all.-V. 60, p. 302. ORGANIZATION-Chartered February 16, 1863. NORTH & EAST RIVER RR.—A horse road.
ORGANIZATION—Chartered in 1885. Road was built and trough laid STOCK & BONDS— Par. Stock 100 1st M. extended 1,000 Interest. 18 Q.—F. 6 A.-O. Outstanding. Last div., &c. \$748,000 August, 1895 236,000 Jan. 1, 1909 for underground trolley, but later the copper trough for underground trolley was removed. Road has been operated with horses by John H O'Rourke, of Brooklyn, the contractor who built the road. dends or interest have been paid. The company in 1895 settled with the city and the percentage of gross receipts to be paid the city has been reduced by the Sinking Fund Commissioners from 35 per cent to 1s of 1 Officers. -President, H. H. Vreeland; Secretary, Charles E. Warren, 621 Broadway.

PEOPLE'S TRACTION COMPANY— ORGANIZATION—Incorporated Jan. 30, 1895, at Albany, N. Y., to build and operate a street railway to be 2012 miles long in the upper

urer, T. F. Carney. Office, 47 Broadway, N. Y. City.

No interest has been paid. Mortgage trustee is Wm. W. Flannagan.

ROAD-Road runs from Fulton Ferry to Cortlandt Street Ferry through Fulton Street.—V. 60, p. 711.

OFFICERS—President, Robert Avery; Secretary, Geo. Fruh. Treaspart of New York City and in the annexed district. Capital stock, \$1,500,000.-V. 60, p. 220.

SECOND AVENUE RAILROAD-A horse railroad.

DIVIDENDS-In 1892, 412 per cent; in 1893, 4 per cent; 1894, (?) p. c.

LATEST EARNINGS-For the year ending June 30 earnings were: 

 12 mos. Gross earns.
 Net earns.
 Other inc.
 Int., taxes, etc. Bal., sur.

 1894-5...\$954,963
 \$220,048
 \$2,500
 \$129,428
 \$93,120

 1893-4...1,013,460
 218,695
 4,673
 121,885
 91,483

BALANCE SHEET-Balance sheet of Dec. 31, 1894, was as follows:

\$3,909,534 \$3,909,534

OFFICERS—President, George S. Hart; Secretary, John B. Underhill-Office, 2d Av. and 96th St., N. Y. City. INDEX-V. 59, p. 955, 1008; V. 60, p. 178, 303, 607; V. 61, p. 282.

THIRD AVENUE RAILROAD—A cable railroad.
ORGANIZATION.—Chartered Oct. 8, 1853. A cable road since Dec. 5, 1893.

STOCK & BONDS. Par. Interest.

Stock was increased from \$7,000,000 to \$9,000,000 in Jan., 1895. Proceeds for floating debt and cable construction and equipment. Listed on New York Stock Exchange to April, 1895, \$8,600,000.

| ROAD—Owned. | Miles. | Sidings | Miles. | Sidings | Wiles. | Sidings | Sid

DIVIDENDS-On capital stock in 1895, May, 4 per cent; in August, 212 per cent; in 1894, 8 per cent; 1893, 4 per cent; 1892, 7 per cent 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 a7,000,000. In December, 1894, to \$9,000,000. Loans and bills payable Dec. 31, 1894, \$1,050,000.

LATEST EARNINGS .- For the nine months ending Mar. 31 earnings were: 9 mos. Gross carns. Nel earns. Other inc. Int., taxes, etc. Bal., sur. 1894-5...\$1,791,695 \$775,310 \$21,932 \$253,607 \$543,635 1893-4... 1,220,171 439,535 15,517 206,806 248,246

ANNUAL REPORT.—Earnings have been as follows, horses being used on the avenue line till December 5, 1893. Annual report for year ending Oct. 31 was in V. 59, p. 878.

Taxes &c... \$80,283 \$68,004 177,300 Dividends (6) 420,000 (5) 240,000 Bal. sur, yr. 8,202 112,139 June 30... 232,093 299,200 Fiscal yr. to 

BALANCE SHEET, -Following is the balance sheet of Mar. 31, 1895:

Assets.

Cost of road and equip.\$13,456,302

St'ks & b'nds oth'r cos. 15,000

Increased stock. 15,352

Cash on hand. 584,572

Total......\$14,071,226 Total......\$14,071,226
OFFICERS.—President, A. J. Elias; Secretary, Alfred Lazarus. Office, Total.....\$14,071,226 65th Street and Third Avenue.

INDEX-V. 59, p. 234, 371, 782, 1008, 1142; V. 60, p. 303, 874.

TWENTY-EIGHTH & TWENTY-NINTH STS. CROSSTOWN RAILROAD-A horse road. Not in operation.

ORGANIZATION-Chartered in 1885, and road partially completed but never put in operation. In January, 1895, the Common Council was proposing to take steps to annul its franchise, but in June, 1895, the company was granted an extension of time for constructing its road. The old securities pledged for City Railway Improvement company's bonds and afterwards sold are described below.

ROAD-Projected to extend across town on 28th and 29th streets, 5 miles of track.

Officers-President, Jonathan H. Crane; Vice-President, D. D. Conover; Secretary, De Witt J. Apgar, 45 William Street, New York City; Treasurer, John H. Davis.

UNION RAILWAY OF NEW YORK-A trolley

ORGANIZATION-Formed by the consolidation of the Harlem Bridge Morrisania & Fordham Ry.Co., etc., in '92. Operates road from Harlem

to Fordham; from Port Morris to 129th 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. In April, 1895, the Union Railway Company was seeking authority to increase its capital stock from \$2,000,000 to \$4,000,000 and to issue a new loan, but in August, 1895, it was stated that the increase in stock had not been permitted by the State RR. Commission, as company's charter did not permit it. A stockholders' meeting was called for July 1 to authorize the guarantee of the Southern Boulevard Railway Company bonds .-V. 60, p. 838.

ROAD— Miles.
Main line (single track) 4.89
Branches (single track) 4.78
Second track 9.09
Weight of rail per yard 70 to 72 lbs.
Weight of rail per yard 70 to 72 lbs.
Westchester Electric 15.54 LATEST EARNINGS - From July 1 to March 31, nine months:

9 mos. end. Gross Met Int, taxes, Mar. 31. earnings. earnings. rents, etc. Balance. 1894-5. \$333,288 \$146,087 \$99,475 sur.\$46,612 1893-4. 337,483 173,276 127,428 sur. 45,848 Loans and bills payable March 31, 1895, were \$135,000, being the

same as on Dec. 31, 1894.-V. 60, p. 303.

GENERAL BALANCE SHEET DEC. 31, 1894.

\$4,439,782 \$4,439,782

ANNUAL REPORT-Last report in CHRONICLE, V. 9, p. 422, showed: ANNUAL REPORT—Last report in Chaoxicis, v. 8, p. 422, showed to Yr.end.J'ne 30. 1894. 1893. [1894. 1893.] Gross earnings.\$471,926 \$324,606 [1894. 1893.] Int. on bonds...\$100,000 \$86,076 [1894. 1893.] Other income. 1,084 575 [1894. 1893.] Balance sur, yr. 95,364 40,732 [1894. 1893.] Tot. sur, June 30 130,350 40,732

BALANCE SHEET of Sept. 30, 1894. Capital stock, funded debt and loans payable remain the same as June 30.

Liabilities. Assets.

Cost of road and equip..\$4,129,207
St'ks&b'ds of other co.'s
Other perm. investm'ts.
Due by co.'s & individs.
Supplies on hand.
St'ks&b'ds of other co.'s
St'ks&b'ds Assets. \$4,403,282 \$4,403,282

OFFICERS-President, General Manager and Purchasing Agent, E. A. Maher; Secretary and Treasurer, T. W. Olcott. Office, 2389 3d Ave.

DIRECTORS—Elected in 1895, Charles A. Stadler, Edward A. Maher,

John C. De La Vergne and Thomas Olcott, of New York; John W. Mc-Namara, Anthony N. Brady and Robert C. Pruyn, of Albany, and William Shaw, of Troy

INDEX-V. 59, p. 422, 740; V. 60, p. 303, 838.

### NEWARK, N. J.

POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508; AND IN 1870 WAS 105,059.

CONSOLIDATED TRACTION OF NEW JER-SEY.

Organization—Incorporated in March, 1893, to acquire control of street railways in New Jersey. January 2, 1894, leased for 999 years New Jersey Traction Company (which see) and so Newark Passenger Railway; also secured the Jersey City & Bergen road. System reaches from Jersey City to Newark, Orange, Elizabeth, etc.

CAPITALIZATION-An official statement of Jan. 1, 1895, gave the following:

 
 8tock authorized
 \$15,000,000

 8tock outstanding
 15,000,000

 8tock paid in
 15,000,000
 Mortgage to Manhattan Trust Company, trustee.

 First mortgage, \$1,000, 5 per cent gold bonds.
 \$15,000,000

 Outstanding.
 11,711,000

 Other debts
 570,734

 11,711,000 570,734

Underlying Bonds.

The gold bonds of 1893 are free from tax and secured not only by mortgage, but also by deposit of 9,989 shares of J. C. & Bergen RR., 6,000 shares Newark Plank Road Co., and 991 shares of Jersey City Harrison & Kearney Railway Co. \$7,000,000 of bonds were retained by the trustee to be issued from time to time to an amount equal to 75 per cent of the actual cash value of extension, betterments, equipments, or new construction, as certified to under oath by Consolidated Traction Company, but the trustee may require further evidence if in its judgment the same is necessary. These bonds may also be issued

te sequire stock or property of other corporations owning or operating street railways, provided the consent of the trustee is obtained. Shares, leans or other properties so acquired are to be deposited with trustee as further security for this obligation of the company.

ROAD,-An official statement of Jan. 1, 1895, showed the track then operated by the Consolidated Traction Company to aggregate 162 miles, including :

N. J. Tractiou Co... Stock owned. Newark Pass'ger Ry. Stock owned. Rapid Transit St. Ry. Leased. J. C. & Bergen RR. Stock owned. J. C. Har, & K. RR. Stock owned. Newark Plank Road. Stock owned.

Roads Operated since Apr. 20, '94. N. Y. & Newark Line, connecting Newark and Jersey City over Plank Road.

Total miles of track in oper'n, 162 Under construction, 19 miles.

In July, 1895, the line between Newark and Elizabeth was opened. The stock paid in, debts and mileage of the leased and controlled

| Times again at which signs are seen use.      | Miles. | Stock.    | Debts.                 |
|---|--------|-----------|------------------------|
| New Jersey Traction Co                        | .None  | \$500,000 |                        |
| Newark Passenger By                           |        | 6,000,000 | \$5,232,000<br>500,000 |
| Rapid Transit Street Ry                       |        | 1,000,000 | 258,000                |
| Jersey City & Bergen RR                       |        | 18,000    | 200,000                |
| Jersey City Har. & K. Ry<br>Newark Plank Road |        | 162,000   | 109,475                |
|   |        |           |                        |

ANNUAL REPORT-For the year ending Dec. 31, 1894, earnings were: From passengers \$2,086,891 Expend'res for repairs superintendence and management...... \$1,396,765 .....\$2,100,745

\$703,980 Balance OFFICERS.—President, E. F. C. Young, Secretary, T. J. George;
Treasurer, R. F. Bower, Purchasing Agent, G. Campbell. Directors—
At the annual meeting held at Jersey City March 25, 1895, the
following were elected: E. F. C. Young, John D. Crimmins, P. A. B.
Widener, C. A. Griscom, A. J. Cassatt, Frank Thomson, Wm. L. Elkins,
Thomas Dolan, E. B. Gaddis, Wm. J. Sewell, M. R. Shanley, J. O'Rourke,
J. B. Sarford, A. O. Garrage, The Research, J. D. Machay, V. B. Sanford, A. Q. Garretson, Thos. F. Ryan and J. D. Mackey,-59, p. 920, 969.

CONSOLIDATED TRACTION SYSTEM-JER-

EY CITY & BERGEN RAILROAD— ROAD—Owns 28 miles of track from Jersey City to Bergen Point,

ROAD—Owns 28 miles of track from Jersey City to Berger Point, etc.; total track, 44 miles. Controlled by Consolidated Traction Co.

STOCK & BONDS—

Date. Interest. Outstand g. Maturity.

\$1,000,000 f.p.

1st mortgage (\$1,000). c°. 1873 7 J. – J. 258,000 Jan. 1,1903 Total cost of road and equipment to Jan. 1, 1895, \$1,442,298.

ANNUAL REPORT-Year ending Dec. 31:

| 1893 | 1892 | 1893 | 1892 | 1893 | 1892 | 1893 | 1892 | 1893 | 1892 | 1893 | 1892 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | 1893 | ment" were \$296,322. Earnings for 1894 are not reported separately.

CONSOLIDATED TRACTION SYSTEM-NEWARK PASSENGER RAILWAY-Mostly electric. ORGANIZATION-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, whose bonds were assumed when that road was purchased. Charter said to be perpetual.

STOCK & BONDS— Par. Interest, Outstanding. Last div. &c. Stock. \$100 Text. \$6,000,000 (?)

New & Blm. St. Ry. 1st. \$6 F.A 100,000 Feb. 1, 1901

Orange & Newark 1st M. \$6 A-O 496,500 Apr. 1, 1905

Int. at Manhattan Tr. Co., N. Y. City.

Belle. & Newark 1st M. \$77 J.-D 200,000 June 1, 1900

Newark & Irvington 1st. 1,000 6 J.-D 50,000 June 1, 1900

& \$1,000 ... 6 M.N 753,500 Nov. 1, 1905

Essex Pass. cons. M. \$500

& \$1,000

& \$1,000

Newark Passenger cons. \$1,000 5 g. J - J 3,604,000 July 1, 1930

1890, \$6,000,000 g...e\*; Trustee Solicitors Loan & Trust Co., Phila;

Interest on consol. 5s is payable in Philadelphia (at the People's Bank, 435 Chestnut street); on other bonds at Manhattan Trust Co. of New York. The consols are guaranteed principal and interest by the Consolidated Traction Co. of New Jersey, and in February, 1895, the guaranty was stamped on the bonds.—V. 59, p. 969.

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 equired to retain therefrom by any law of the United States or the

quired to retain therefrom by any law of the United States or the State of New Jersey

Jan. 1, 1895, total funded debt was \$5,232,000 (no other debts reported) and total cost of road and equipment was \$11,616,987.

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.

ROAD—January 1, 1895, aggregated 83 miles of track.

EARNINGS are included in reports of Consol. Traction Co. of N. J. and

are not reported separately.

OFFICERS—President, E. F. C. Young; Sec. and Treas., E. N. Hill.— V. 59, p. 969.

CONSOLIDATED TRAC TRACTION SYSTEM-

ORGANIZATION-New Jersey Traction Company organized in 1892 and in 1893 passed into control of Consolidated Traction Company which in February, 1895, owned the entire capital stock.

Dividends in 1893 aggregated 10 per cent.

CONSOLIDATED TRACTION
Newark Plank Road Co. SYSTEM-

ORGANIZATION-Controlled by Consolidated Traction Co.

STOCK, ETC.— Outstanding. Paid in.
Stock (Jan. 1, 1894) \$162,000 \$162,000
Unfunded debt Jan. 1, 1894. 109,476
ROAD—Jan. 1, 1894, there were 445 miles of track, but road was not

CONSOLIDATED TRACTION RAPID TRANSIT STREET RAILWAY. SYSTEM-

ORGANIZATION—In February, 1892, leased to Newark Passenger Railway, and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system. Rental is 114 per cent on \$500,000 stock, besides interest, taxes, etc.

Total cost of road and equipment to Jan. 1, 1895, \$1,004,000.

Dividends of 1134 per cent yearly are guaranteed by the Newark Passenger and New Jersey Traction companies upon the trustees' cer tificates issued for stock.

ROAD -Miles of track 12:07.

OFFICERS-Treasurer, Cortlandt Riker.

NEWARK & SOUTH ORANGE RAILWAY ORGANIZATION-Successor to Newark & South Orange Horse Car RR. Incorporated April 6, 1865.

Imp't M., \$500,000. .... 1895 ...... (?)

Interest is payable at Fidelity Trust & Deposit Co., Trustee, Newark, N. J.

Bonds-Of the first mortgage \$1,000,000 bear 4 per cent interest to and including April 30, 1902; thereafter 5 per cent. The remaining \$500,000 are 5 per cents for entire period.

Dividends in 1893 amounted to \$45,000, equal to 3 per cent on \$1,500,000 stock; in 1894 to \$30,000, or 2 per cent.

1893. \$7,452

OFFICERS-President, E. S. Ward; Vice-President, G. Kreuger; Secretary and Treasurer, William Scheerer.

UNION TRACTION CO.—A trolley road.
ORGANIZATION—Incorporated Nov. 2, 1894. This company proposes to operate a direct line of about 16 miles from Newark to Hackensack, N. J., to pass through the townships or boroughs of Lodi, Carlstadt, New Carlstadt, East Rutherford, Rutherford, Union, Kearney and Belleville, and to make direct connection with the Consolidated Traction Co. of Newark and Jersey City. In November, 1894, arrangements were concluded for this company to absorb the Rutherford & Hackensack Electric Ry.

| Miles Out| STOCK & BONDS- mort'd. Date. Interest. standing. Maturity. |
| Stock (\$1,500,000 au.) (\$100) (\$) |
| Stock (\$1,500,000 au.) (\$100) (\$) |
| Stock (\$1,000,000 \$ (\$) 1894 5g. J-D (\$) Dec., 1924. (\$1,000 and \$100) g.... |
| Int'st at Met. Tr. Co., trustee, N. Y. City. Officers--President, G. S. Furbush; Vice-President, H. G. Bell; Secretary, W. R. Hurd; Treasurer, J. S. Forgotston.

The corporators are: G. S. Furbush, Brookline, Mass.; E. T. Galloway, H. G. Bell, Charles Burrows, J. H. Bell, Rutherford, N. J.; H. G. Broking, Carlstadt, N. J.; L. H. Levin, J. S. Forgotston, New York City; O. G. Burnap and Frank Gardner, Brooklyn, N. Y.-V. 59, p. 1059.

### NEWARK, OHIO.

POPULATION 1890 WAS 14,270; IN 1880 WAS 9,600; AND IN 1870 WAS 6,698.

& GRANVILLE ELECTRIC

STREET RAILWAY—A trolley road.
ORGANIZATION—Chartered May 10, 1888. Franchise runs till May 10, 1913. Has owned since April 7, 1892, a controlling interest in the stock of the Newark City Railway.

Sinking fund is provided for redemption of \$5,000 bonds yearly until second mortgage is wiped out and then of first mortgage until that is paid.

Dividends-In 1892, 1893 and 1894 none.

ROAD—Operates 13½ miles of track, connecting the city of Newark with Granville. Rails 30 to 61½ lb. T and girder.

EARNINGS-For year ending Dec. 31 earnings were as follows:

| 1894 | 1893 | 1894 | 1895 | 1894 | 1895 | 1895 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 1896 | 2,373

Officers-President, R. Scheidler; Vice-President, J. A. Flory; Treasurer and Secretary, W. C. Christian.

#### NEWBURG, N. Y.

POPULATION 1890 WAS 23,263; IN 1880 WAS 18,049; AND IN 1870 WAS 17,014.

NEWBURG ELECTRIC RAILWAY CO .- A trolley road.

Organization.—Successor in 1894 to succeed old Newburg Street ailway Co. Also leases electric road to Orange Lake.

STOCK & BONDS—
Stock \$150,000, par \$100.

1st M. (\$250,000) g.,(\$500)
Not subject to call.

ROAD—Operates 19 miles of track, including the Newburg & Orange

Lake and Walden & Orange Lake, operated under lease.

LATEST EARNINGS—From Jan. 1, to July 31, 1895, (7 months) gross, \$41,812; net, \$17,932; fixed charges, \$12,663; balance, surplus, \$5,269. For 6 months to December 31, 1894, gross, \$40,103, against \$10,433 in 1893.

Officers-President, Benjamin Norton, Brooklyn, N. Y.

NEWBURG ELECTRIC SYSTEM-NEWBURG & ORANGE LAKE RAILROAD—A trolley road.

ORGANIZATION-Chartered May 2, 1894, and leased to Newburg Electric Railway.

NEWBURG ELECTRIC SYSTEM - WALDEN & ORANGE LAKE RR.-A trolley road.

ORGANIZATION-Chartered in October, 1894, and leased to Newburg Electric Railway.

Interest. Outstanding. STOCK & BONDS-Date. Maturity \$100,000 6 g. J-D 1st mort., gold .... Interest at Hamilton Trust Co., Brooklyn, N. Y.

#### NEWBURYPORT, MASS.

POPULATION 1890 WAS 13,947; IN 1880 WAS 13,538; AND IN 1870 WAS 12,595.

NEWBURYPORT & AMESBURY RAIL-ROAD.—A trolley road.

ORGANIZATION—Incorporated May 23, 1871.

Mar. 1, 1912

Interest is payable in Boston at International Trust Company, mortgage trustee.

Notes payable were \$90,053 Aug. 1, 1895.

ROAD-Owns 18 miles of main track and 1.68 miles sidings, etc.. in the city of Newburyport and the towns of Amesbury, Merrimac and Newbury. Rails 35 and 40 pounds.

H. Brown; Secretary and Treasurer, R. G. Calef; General Manager and Purchasing Agent, C.F. Dennis.

#### NEWPORT, KY.

CINCINNATI NEWPORT & COVINGTON.-See Covington, Ky.

### NEWPORT, R. I.

POPULATION 1890 WAS 19,449; IN 1880 WAS 15,693; AND IN 1870 WAS 12,521.

NEWPORT STREET RAILWAY—A trolley road ORGANIZATION—Incorporated July 30, 1888.

30,000 See below. 30,000  $\begin{cases} Jan., 1895, \\ 3^{1_2} & per et. \\ 50,000 & Dec. 1, 1910 \end{cases}$ Pref. stock, 7 p. c., cum.. ..... 7 J-J 1st M. \$50,000 (\$500) e. 1890 5 J-D Unfunded debt Jan.1,'95 ....

Interest is payable at the Industrial Trust Co., Providence, R. I Dividends—On preferred from 1885 to January, 1895, inclusive, 7. per cent per annum. On common in 1891,5 per cent; 1892,7 per cent;

1893, 6 per cent; 1894, none.

ROAD.-Owns 4.17 miles of track. Rails, 45 lb. T.

EARNINGS—For year ending Dec. 31, 1894, gross, \$37,713; net, \$3,-228; interest, \$2,500; rentals, \$1,100; taxes, \$870; dividends on preferred stock, \$2,100; dencit for year \$3,342. A judgment of \$7,191 paid for damages claimed on account of an accident. Passengers carried during the year, 731,928.

OFFICERS-President, General Manager and Purchasing Agent, A. C

Titus; Secretary and Treasurer, Francis Burdick.

### NEWTON, MASS.

POPULATION 1890 WAS 24,379; IN 1880 WAS 16,995; AND IN 1870 WAS 12,825.

NEWTON STREET RAILWAY-A trolley road. ORGANIZATION—Chartered in 1887. Increase of stock from \$135,000 ORGANIZATION—Chartered in 1887. Increase of stock from \$135,000 to \$210,000, at par, was authorized in June, 1893. Several extensions were talked of in January, 1895.

STOCK & BONDS—

Stock (\$240,000, par \$100)

Stock (\$240,000, par \$100)

Last div., etc.

Q-J See below. July 15, '95

See

Dividends in 1892-93 aggregated \$11,002 (8 per cent); in 1893-94, \$12,690; in 1895, January, 2 p. e.; April, 2 p. e.; July, 2 p. c.

Slock-In February, 1895, there were outstanding 1,350 shares of fullpaid and 675 shares of 35 per-cent-paid stock.

ROAD-Owns from Newton to Waltham and Watertown, 814 miles main track (measured as single); sidings, 34 mile.

LATEST EARNINGS—4 months \ 1894-95, gross earnings...\$20,797 from Oct. 1 to Jan. 31...........\ 1893-94, gross earnings.... 19,249 ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| 1894. | 1893. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894

BALANCE SHEET-The general balance sheet Sept. 30, 1894, was as

Liabilities. 
 Construction.
 \$196,723
 Stock
 \$158,725

 Equipment.
 90,791
 Funded debt
 135,000

 Other property.
 34,406
 Unfunded debt
 9,840

 Cash and current assets
 2,122
 Profit and loss
 20,477

Total assets.....\$324,042 Total liabilities.....\$324,042
OFFICERS—President and General Manager, H. B. Parker; VicePresident, E. Stearns; Secretary, J. C. Lone; Treasurer, Charles Whipple Smith; General Manager and Purchasing Agent, F. G. L. Henderson.

NEWTON & BOSTON STREET RAILWAY-

Organization—Operates trolley road. STOCK & BONDS— Dale. Interest. Outstanding. 

missioners to be increased to \$140,000.

ROAD-Owns 4.9 miles of road (measured as single track); also con trols and operates Wellesley & Boston Street Ry., 4 miles long, completed in August, 1895, extending from West Newton to Wellesley.

EARNINGS—In year ending Sept. 30, 1894, gross, \$33,478; net, \$8,216; charges, \$7,677; balance, surplus, \$539; total surplus, \$592. In 1892-93, gross, \$26,708; net, \$3,313.

BALANCE SHEET-The general balance sheet Sept. 30, 1894, was

 
 Construction
 \$117,905
 Stock
 \$100,000

 Equipment
 64,958
 Funded debt
 83,500

 Other property
 63,288
 Unfunded debt
 63,500

 Cash and current assets
 1,440
 Profit and loss
 591
 \$247,591 \$247,591

OFFICERS—President, General Manager and Purchasing Agent, H. B. Parker; Vice-President, A. R. Mitchell; Treasurer, J. L. Richards; Clerk, R. A. Sears.

NEWTONVILLE & WATERTOWN STREET RAILWAY A trolley road.
ORGANIZATION—Owns 2:14 miles of track. Stock, \$50,000; par, \$100. Unfunded debt Sept. 30, 1894, \$9,500. No funded debt.
EARNINGS—For year ending Sept. 30, 1894, gross, \$6,314; deficit under operating expenses, \$963; interest, taxes, etc., \$386; total deficit for year, \$1,349. In 1892 93 gross, \$1,483; net, \$67. Total deficit Sept. 30, 1894, \$1,282.

OFFICERS—President, H. B. Parker; Secretary, R. A. Sears; Treasurer, James L. Richards.

### NIAGARA FALLS, N. Y.

POPULATION 1890 WAS 5,502; IN 1880 WAS 3,330; AND IN 1870 WAS 3,006.

NIAGARA FALLS & LEWISTON RR.-A trolley

Organization—Road was opened July 17, 1895, and run from Niagara Falls City along the Niagara River to Lewiston, N. Y., 7 miles. Capital stock, \$1,300,000. President, J. M. Brinker.—V. 60, p. 1010.

NIAGARA FALLS & SUSPENSION BRIDGE RAILWAY

ORGANIZATION-Chartered Oct. 20, 1882. Road rebuilt and double tracked in 1892.

LATEST EARNINGS-For quarter ending Dec. 31:

 3 mos.
 Gross.
 Net.
 Other inc.
 Int. & tax.
 Balance.

 1894.
 \$12,934
 \$3,177
 \$3,624
 \$7,000
 def.
 \$199

 1893.
 13,233
 4,231
 3,769
 7,000
 sur.
 1,000

 Profit and loss surplus Dec.
 31, 1894, \$13,305.

EARNINGS-For year ending June 30 earnings were as follows:

| 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894

ROAD-Owns 1314 miles of track as follows: Single track on main line and branches, 10 miles; second track, 212 miles; sidings, 34 mile. Rails, 60 lbs.

OFFICERS-President, Chas. B. Gaskill; Secretary and Treasurer, Chas. B. Hill. Buffalo, N, Y.

## NORFOLK, VA.

POPULATION 1890 WAS 34,871; IN 1880 WAS 21,966; AND IN 1870 WAS 19,229.

NORFOLK STREET RAILROAD— ORGANIZATION—A consolidation June 7, 1894, of the Norfolk City RR. Co. and the Suburban City Railway & Improvement Company. Franchise is for fifty years from January, 1888, and does not give exclusive rights to operate street railways in the city.

None Feb. '95.

In February, 1895, the consolidated mortgage had not yet been exe-

cuted, but it was to be for \$1,000,000.

ROAD-Operates from 14 to 15 miles of track in City of Norfolk, Va. Road will be extended to Lambert's Point, 2 miles from city limits.

Rails 70 to 80 lb. girder.

OFFICERS—President, Thos. Clyde; Secretary & Treasurer, H. C. Whitehead; General Manager, W. M. Rosborough.

PORT NORFOLK ELECTRIC RAILWAY-ROAD, ETC. -Sald to operate 3'2 miles of track. President, W. H. Stewart; Treasurer, Gen. Manager and Purch. Agent, M. W. Mason.

#### NORRISTOWN, PA.

POPULATION 1890 WAS 19,791; IN 1880 WAS 13,063; AND IN 1870 WAS 10,753.

SCHUYLKILL VALLEY TRACTION-A trolley

ORGANIZATION-Incorporated in September, 1893, as successor to the Norristown Bridgeport & Conshohoeken Traction Co. Since Jan. 15, 1895, has controlled and operated the Conshohoeken Ry., the Montgomery County Pass, Ry., the Citizens' Pass, Ry. and the Norristown Pass, Ry Stock, \$250,000, par \$50.\$250,000 | ROAD—Operates 17 miles of track Fixed chgs. (whole syst'm) 14,400 | and 26 cars.

LATEST EARNINGS-Month of July, 1895, gross, \$5,543, against 84,814 in 1894.

Officers-President, J. W. Shepp; Vice-President, E. A. Murphy; Secretary and Treasurer, D. B. Shepp. Office, Norristown, Pa.

SCHUYLKILL VALLEY TRACTION SYSTEM-AMBLER ELECTRIC RAILWAY.

ORGANIZATION, ETC.-Chartered June 18, 1894, to build an electric railway through the Borough of Ambler, over the Broad Axe Turnpike to Harmanville, connecting with the Conshohocken Railway. Stock \$50,000, par \$50.

SCHUYLKILL VALLEY TRACTION TEM-CIT.ZENS' PASSENGER RAILWAY-A trolley road.

ORGANIZATION-Chartered in April, 1887, with no consideration for franchises, no paying required, and no right of interrupting traffic reserved to borough. Opened to traffic April 27, 1887, and equipped with electric apparatus in 1893. Now operated by Schuylkill Valley Traction Company.

Date. Interest. Outstanding. Maturity. STOCK & BONDS-Stock (\$80,000) \$50..... 5 g. F-A 80,000 Feb. 1, 1925 Subject to call at 105 Feb. 1, 1905 1st mort., \$80,000, gold.. } 1895

The mortgage of 1895 was made to pay floating debt incurred in changing from horse to electric power. Trustee is the Norristown Title Trust & Safe Deposit Co.

ROAD-Owns 6 miles of main and 25 miles of side track of 5 ft. 212 in. gauge. Rails 66 lb. girder, 60 lb. T.

SCHUYLKILL VALLEY TRACTION SYS-TEM-CONSHOHOCKEN RAILWAY-

ORGANIZATION-Company was chartered in January, 1893, to run from Norristown to Conshohocken, through the borough of Conshohocken, and then on to connect with the trolley system of Philadelphia. It possesses for a consideration perpetual exclusive franchise in the Borough of Conshohocken, with no paying required and no right of in-terrupting traffic reserved to borough. In February, 1895, the part from Norristown to and through Conshohocken had been completed. The road was opened in January, 1895, and is now operated by Schuylkill Valley Traction Company, which guarantees the principal and interest on its bonds.

STOCK & BONDS— Miles. Date. Interest. Outs'd'g. Stock (\$250,000) \$145,000 \$145,000 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$18t M., \$250,000, g. { .... 1894 5g. J-J 100,000 July 1, 1924 \$180,000,

Interest is payable at the office of the Norristown Title Trust Com-

pany, the mortgage trustee.

ROAD—Owns 5½ miles of track of 5 ft. 2½ in. gauge. Rails 60 lb. T and 66 lb. girder.

SCHUYLKILL VALLEY TRACTION SYSTEM-MONTGOMERY COUNTY PASSENGER RAILWAY.

ORGANIZATION—Chartered in January, 1893, and road opened in 1894. Now operated by Schuylkill Valley Traction Co.

Stock, \$150,000 . . . . \$150,000 f. p. lst M., \$150,000,6,J-J 15,000 (Due 1924.) ROAD—Owns  $1^{1}$ 2 miles of track of 5 ft.  $2^{1}$ 2 in. gauge. Rails 45 lb. girder.

SCHUYLKILL VALLEY TRACTION SYSTEM-NORRISTOWN PASSENGER RAILWAY-A trolley road.

ORGANIZATION-Chartered in August, 1884, with no consideration for franchises, no paving required, and no right of interrupting traffic reserved to borough. Opened to traffic April 11, 1885, and equipped with electric apparatus in 1893. Now operated by Schuylkill Valley Traction Co.

Stock, par \$50. . . . . \$75,000 f. p. 1st mort., 6, J-J. . . . . 75,000 Dated 1893. Due 1923. | ROAD—Owns 4 miles of main and 25 miles of side track, of 5 ft. 24 in. gauge. Rails 66 & 45 lb. girder.

### NORTH ADAMS, MASS.

POPULATION 1890 WAS 16,074; IN 1880 WAS 10,191. HOOSAC VALLEY STREET RAILWAY-A trolley road.

ORGANIZATION—Chartered April 7, 1886. In June, 1895, the State RR. Commissioners authorized a new issue of \$50,000 stock and

\$100,000 twenty-year 6 per cent bonds. These bonds will be used toprovide for present issue of bonds, due 1906, floating debt, and part of

cost of Williamstown extension. In August, 1895, none had been issued, STOCK, BONDS, ETC.— Date. Interest. Outstand g. Maturity, etc. \$50,000 \$50,000 Bonds 6 50,000 1906 

ings, etc. Extension to Williamstown, 6 miles, was under construction

EARNINGS- For years ending Sept. 30:

Gross. \$26,848 \$28,091 Bal., surp. for year. \$636 \$3,32 Net. 5,614 7,918 Int., taxes, etc. 4,978 4,591 Tot. surp. Sept. 30. 6,646 6,016 6.010

OFFICERS-President and Treasurer, C. Q. Richmond; General Manager, W. T. Nary.

#### NORTH ATTLEBOROUGH, MASS.

POPULATION 1890 WAS 6,727.

INTER-STATE CONSOLIDATED STREET RAILWAY-A trolley road.
ORGANIZATION-Organized April 21, 1895. Successor to the Attle-

borough North Attleborough & Wrentham Street Ry. and the Inter-State Street Railway, which was sold in foreclosure in March, 1895. See V. 60, p. 606. Owns 22:42 miles main line track and 1½ mile, sidings, etc., from Main Street, Pawtucket R. I., to North Attleborough, Mass., Hebronville, Dodgeville and Attleborough. The combined population of these towns was in 1890 about 41,937.

In July, 1895, this company applied to the Massachusetts RR. Commission for permission to issue \$400,000 of stock and \$250,000 of bonds. Decision is expected on Sept. 12.

EARNINGS-Month of July, 1895, gross, \$10,290; net, \$5,970, about & of the system being in operation.

OFFICERS-President, M. J. Perry; Secretary and Treasurer, E. R. Price. Directors—M. J. Perry, E. R. Price, H. R. Barker, L. B. Goff, C. L. Watson and H. F. Barrows. Office, 144 Washington Street, No. Attleborough, Mass.—V. 60, p. 432, 606, 748.

#### NORTHAMPTON, MASS.

Population 1890 was 14,990: in 1880 was 12,172; and in 1870 was 10,160.

## NORTHAMPTON STREET RAILWAY-A

ORGANIZATION-Chartered Feb. 26, 1873.

| STOCK, BONDS, ETC. | Date. Interest. Outstand g. Div'nds,&c. Stock, \$300,000, par \$100. | \$300,000 f.p. Jan., 1895 Bonds, not subject to call. | 5 | 25,000 to \$225,000 In year 1893-94 stock was increased from \$150,000 to \$225,000, and

in order to build line to Easthampton, 5 miles, was afterwards increased to \$300,000.

Dividends-In year 1893-94 distributed \$12,000; in January, 1895, paid 5 per cent on \$225,000; in July, 1895, 5 per cent.

ROAD-Owns 1538 miles of main track and 34 mile sidings, etc.

LATEST EARNINGS-For 7 months ending July 31, 1895, gross \$47,-890; net \$22,103.

ANNUAL REPORTS-For years ending Sept. 30 earnings have been

| as tonows.          | 1894.         | 1893.       | 1894.  | 1893.   |
|---------------------|---------------|-------------|--|---------|
| Gross               |               | \$32,359    | Bal. for div'nds . \$18,812                            | \$7.280 |
| Net                 |               | 9,288       | Dividends 12,000                                       | None.   |
| Int'st, taxes, etc. | 2,374         | 2,008       | Bal. surp. for yr. 6,812<br>Tot. sur. Sept. 30. 11,032 |         |
|                     |               |             | Tot. sur. Sept. 30. 11,032                             | 4,220   |
| CITO                | ATTENDANCE TO | IT LATOR OF | 1001 0mm 90 1001                                       |         |

\$132,325 55,708 53,061 19,938 ... \$225,000 Equipment.... Other property 25,000 11,032Surplus..... Cash and current assets.

\$261.032 Total assets. Total liabilities..... \$261,032 Officers—President, John Olmsted; Secretary, J. A. Sullivan; Treasurer, N. D. Winter; General Manager, A. E. Smith.

#### NORWALK, CONN.

POPULATION IN 1890 WAS 17,747; IN 1880 WAS 13,956; AND IN 1870 WAS 12,119.

NORWALK STREET RAILWAY—A trolley road. ORGANIZATION—Chartered in May, 1862.

Stock (\$150,000), \$25.\$100,000 f.p. | ROAD—Operates 5 miles of track 1st mort., 6s, J&J, \$100,100, 1919. | Subj. to call at 105 after July 1, '99. |

EARNINGS-Year ending Sept. 30, 1894, gross, \$28,733; net, \$3,648;

interest, \$2,135; taxes, \$760; balance, surplus, \$753.

Officers—President and Treasurer, E. J. Hill; Secretary, General Manager and Purchasing Agent, W. F. Acton.

#### NORWALK TRAMWAY-

ORGANIZATION-Incorporated in June, 1889. Charter said to be perpetual.

STOCK & BONDS—

Stock (\$100)

Stock (\$100)

1st mort., \$20,000 p. m., 1893

gold, \$1,000

c\* { Interest. Outstand g. Maturity. See below. \$163,000

for June 1893

see below. \$163,000

for June 1893

see below. \$163,000

sept. 1, 1923

gold, \$1,000

c\* { Interest at Atlantic Tr. Co., trustec, N.Y. City. Subject to call at 104.}

The first mortgage bonds are a first lien upon all property of every description now owned or hereafter acquired. Under the terms of the

mortgage the bond issue is limited to \$20,000 per mile of construction and equipment, and under laws of State cannot exceed 75 per cent of the cost of road and equipment. Issue will be \$185,000 bonds and \$185,000 stock when new car house and power house are conDividends-July 1, '93, road was put in operation; dividends of 2

per cent have been paid yearly.

ROAD—Owns and operates from City of Norwalk to South Norwalk, and also to the excursion grounds at Roton Point on Long Island Sound, to Gregory's Point and to Five Mile River, a total trackage, with sidings, of 912 miles. Road laid with 48 and 58 and 70 lb. T rails.

EARNINGS-For the year ending June 30, 1894, gross earnings on an EARNINGS—For the year cutting June 30, 1534, gross catalings of a average mileage of 334 miles were \$30,582; net, \$14,612. With 742 miles in operation net earnings were, in June, 1894, \$3,103; July \$5,217; August, \$4,403; total, \$12,724.

OFFICERS—President, C. A. Johnson; Vice-President, G. N. McKibbin; Secretary and Treasurer, G. W. Mansfield; Superintendent and

Purchasing Agent, K. W. Mansfield.

NORWICH, CONN.
POPULATION 1890 WAS 16,192; AND IN 1880 WAS 15,112;

Mortgage of 1893 is for \$350,000, of which balance unissued is reserved for improvement and additions, being issuable therefor only under general laws of Connecticut to 75 per cent of actual cost of such improvements and additions.

Dividends—In 1895, Jan.,  $2^{1}2$  p. c.; July,  $2^{1}2$  p. c. ROAD—Owns  $12\cdot46$  miles of track, of which  $11\cdot915$  miles main line and branches and '55 miles sidings. Rails T 35, 40, 45 and 48 lbs. to

ANNUAL REPORT-Year ending Sept. 30 earnings were as follows: Average miles operated 12·46 | Interest paid 1894. | 1894. | Gross from passengers \$78,153 | Taxes, etc. 3,785 | Other income. 1,916 | Dividend (2¹2 p. c.) 6,250 | Total gross income 80,069 | Balance surplus 6,091 | Net earnings 29,376 | Total surplus Oct. 1 16,091

OFFICERS—President, C. P. Cogswell; Secretary, General Manager and Purchasing Agent, E. P. Shaw, Jr.; Treasurer, W. A. Tucker.

#### OAKLAND, CAL.

POPULATION 1890 WAS 48,682; IN 1880 WAS 34,555; AND IN 1870 WAS 10,500.

CENTRAL AVENUE RAILWAY—A trolley road ORGANIZATION.—Chartered in 1891 for 50 years.

STOCK & BONDS-Mls. Date. Interest. Outstand'g. Matur'y. 

ROAD-Operates 514 miles of track on 3 miles of street.

EARNINGS-From Oct. 1, 1893, to Sept. 30, 1894, (12 months) gross earnings were \$37,073; net about \$8,000; interest paid, \$1,852; balance, surplus, \$6,148.

Officers,—President, W. F. Beck; Vice-President, A. H. Clough

Secretary, W. F. Rudolph.

EAST OAKLAND STREET RAILWAY-A

ROAD -Said to operate 6 miles of track. Receiver, J. C. Johnson.

HIGHLAND PARK & FRUIT VALE RAIL-

ROAD-A trolley road.

ROAD-Said to operate 10<sup>1</sup>2 miles of track on 6 miles of street.

RECEIVERSHIP—Receiver, F. J. Woodward.

OFFICERS—President, E. C. Sessions; General Manager and Purchasing Agent, J. E. Morris.

OAKLANDCONSOLIDATEDSTREET RAIL-WAY.—An electric road.

ORGANIZATION—Principal franchise dated Sept. 18, 1889, "grants

the exc usive use of the prominent streets and avenues of Oakland and suburbs for a period of fifty years."

STOCK & BONDS— Date. Interest. Outstand'y Maturity, etc. Capital stock \$50.

1st mort. \$500,000 gold, \$1894 6g. F-A. 361,000 Aug. 1, 1911 \$1,000.

2 Trustee, California Safe Deposit & Trust Co. Stockholders are personally liable under the California State law for the debts of the corporation. The mortgage covers entire property; also all rights, privileges and franchises now owned or hereafter acquired.

ROAD consists of 25 miles of track, 40-pound steel T and girder rail LATEST EARNINGS-From Jan. 1 to June 30, 1895 (6 months), gross \$62,342; net, \$16,243.

ANNUAL REPORT .- For year ending Dec. 31, 1894, earnings were: 

ent, A. K. Grimm; Treasurer, California Safe Deposit & Trust Co.

OAKLAND RAILROAD-A cable and trolley road. ROAD-Said to operate 16.2 miles of track. Supt., Geo, Y. Loring.

OAKLAND SAN LEANDRO & HAYWARDS ELECTRIC RAILWAY CONSOLIDATED-ELECTRIC RAI

ORGANIZATION—A consolidation May 8, 1894, of the Oakland San Leandro & Haywards Electric Railway and the Twenty-third Avenue Electric Railway cos., the bonds of each being assumed. Annual meeting third Saturday in July.

23d Ave. Ry. 1st mort., 1893 6g M-815 \$250,000 Mar. 1, 1923 gold, \$1,000 each..... Interest is payable by check.

Mortgage trustee is the California Title Insurance & Trust Co.

Bonds—In January, 1895, there were no other bonds outstanding.

No additional bonds can be issued under the mortgages of 1892 and 1893, above described. Both mortgages have sinking fund commencing ten years after date and increasing from 2 per cent yearly (of total bonds outstanding) for the first five years to 8 per cent for last five

years. The bonds are not subject to call before maturity.

Dividends—From May 10, 1894 (the date of the consolidation) to January, 1895, quarterly dividends of 75 cents a share had been paid Stock for \$200,000 was in the treasury on Jan. 10, 1895.

ROAD-Miles of track in February, 1895, 25; miles of road, 22. Miles

of track operated with electricity, 22.

Officers—President, W. Meek; Vice-President, Wm. J. Landers; Secretary, A. L. Stone; Treasurer, C. E. Palmer. Office, Oakland, Cal.

#### & MOUNTAIN VIEW RAIL-PIEDMONT & WAY-A cable road.

ORGANIZATION, ETC.-Incorporated March 25, 1895, to purchase and acquire all the rights, franchises and property of the Consolidated Piedmont Cable Co. Capital stock, \$1,000,000.

Officers—Among those interested are Charles R. Bishop, E. A.

Heron and J. R. Spring, of San Francisco, Cal.

#### OGDENSBURG, N. Y.

Population 1890 was 11,662; in 1880 was 10,341; and in 1870 was 10,076.

#### OGDENSBURG STREET RAILWAY-Being equipped with trolley

ORGANIZATION-Chartered Dec. 22, 1885. Stock authorized, \$70,000 outstanding, \$28,500. In June, 1895, additional stock for \$80,000 was authorized for construction and improvements. Owns 4.6 miles of track laid with 20 to 25 lb. rails.

Quarter ending Dec. 31 were as follows:

|                    | 4001  |         |  |       |
|--------------------|-------|---------|--|-------|
|                    | 1894. | 1893.   | 1894.  | 1893. |
| Gross earnings     | \$964 | \$1,242 | Taxes \$27   | \$26  |
| Net (loss)         |       |         | Balance, deficit 913   | 129   |
| Inc. other sources |       | 175     | The state of the s |       |

Officers-President, W. H. Daniels; Secretary, Edgar A. Newell Treasurer, A. E. Smith.

#### OLEAN, N. Y.

POPULATION 1890 WAS 7,358; IN 1880 WAS 3,036; AND IN 1870 WAS 1,327.

OLEAN STREET RAILWAY-A horse and trolley

ORGANIZATION-Chartered March 1, 1880.

### OMAHA, NEB.

POPULATION 1890 WAS 140,452; IN 1880 WAS 30,518; AND IN 1870 WAS 16,083.

DUNDEE PLACE CAR LINE-An electric road. ROAD, E7C .- Said to operate 112 miles of track. President, R. W. Patrick

## EAST OMAHA STREET RAILWAY-A trolley

ORGANIZATION-Chartered April 18, 1893, and afterwards bought out the line of the Inter-State Bridge & Terminal Ry. Co. Company holds an exclusive franchise on all the streets in East Omaha until January, 1919, and for the same time exclusive rights across the Omaha Bridge & Terminal Company's bridge, spanning the Missouri River and leading to Council Bluffs, Iowa. This latter franchise is regarded as very valuable. At present lines are only operated in the suburb, East Omaha, but they will ultimately be extended to Council

STOCK & DEBT-Authorized capital \$1,000,000, par \$100; issued and outstanding, full paid, \$78,000. No bonds. Total indebtedness, May 7, 1895, \$15,750.

Dividends of 6 per cent paid January, 1894, and January, 1895.

ROAD—Operates 545 miles of single track on 312 miles of street.

Gauge 4 feet 812 inches. Rails 40 lb. 7 and 45 lb. girder.

EARNINGS-From April 18, 1893, to Jan. 1, 1895, were as follows:

| 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894 \$9,210 1,661

LAKE MANAWA RAILWAY—A steam road.

ORGANIZATION—Said to operate 5 miles of track. In August, 1895, application for a receiver was made. President and General Manager, F. C. Reed.-V. 61, p. 240.

OMAHA STREET RAILWAY-Ahorse, cable and electric road:

ORGANIZATION-Incorporated Jan. 1, 1889. This is a consolidation

of all the street railway properties of the city operated by cable, horse and electric powers. Has the benefit of three franchises and is authorized to use any motive power except steam.

Date. Interest. Outstanding, Maturity.

M. - N. \$5,000,000 f. p.

1st 6 J. - J. 500,000 July, 1896 

This is the date after which the 6 per cents can be called for pay

Interest on both loans is payable at the Farmers' Loan & Trust Co. Sufficient consols are reserved to retire the first 6s.

ROAD-Nov. 14, 1894, the company operated 8919 miles of track.

OMAHA & COUNCIL BLUFFS RAILWAY & BRIDGE—An electric road.

ORGANIZATION—The Union Pacific Railway Co. in 1888 sold its interest in the Council Bluffs St. Ry. Co. to this company, which uses the Omaha RR. Bridge owned by the Union Pacific in order to reach Council Blaffs

STOCK & BONDS-Date. Interest, Outstanding.

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ROAD-Said to operate 20 miles of track.

Bonds-The first morigage of 1888 is in the first place for \$500,000 \$100,000 being held in trust against accident to bridge, and additional bonds may be issued at \$25,000 per mile for road acquired and unen-cumbered. The sinking fund is \$20,000 yearly till January 1,1899, and

OFFICERS-President, G. C. Barton; Vice-President, J. J. Brown Secretary, C. T. Stewart; Treasurer, J. H. Millard; General Superintendent and Purchasing Agent, W. S. Dimmock.

#### ORANGE, N. J.

POPULATION 1890 WAS 18,844; IN 1880 WAS 13,207; AND IN 1870 WAS 9,348.

ORANGE MOUNTAIN CABLE COMPANY ORGANIZATION-Chartered in 1891 for 50 years. On Sept. 24, 1894 placed in hands of receiver.

STOCK & BONDS— Date. Interest. Outst'd'g. 'Maturity.
St'kk3350,000 auth.par \$100) ... \$284,100 f.p. ...
1st M \$350,000,\$1,000... 1891 5 M-S 349,000 1911
Other indebtedness. ... 101,712 Maturity.

Coupon of March, 1894, in default. Trustee, Fidelity Title & Deposit Co. of Philadelphia.

FORECLOSURE SALE—Road was offered for sale on June 4, but no bids were received. Another sale has been ordered.

ROAD-In January, 1895, owned 112 miles of cable incline, extending to top of Orange Mountain, in Township of West Orange. Rail, 56 lbs. EARNINGS-For year 1894 gross earnings were \$6,176; expenditures

for repairs, \$14; for superintendence and management, \$2,000.

OFFICERS—President, A. Z. Mason; Vice-President and General
Manager, F. W. Child; Secretary and Treasurer, A. W. Kissam.—V. 60

#### SUBURBAN TRACTION,-Mostly a trolley road.

ORGANIZATION-Chartered April 13, 1893, and has a perpetual franchise. In December, 1894, a receiver was appointed. Receiver Watson Whittlesey reported May 10, 1895, that the road will not be reorganized or sold this year, as he is improving and extending it.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity, Stock, par \$100. \$1,500,000 ... \$1,500,000 ... \$1,500,000 ... \$1,500,000 ... \$1,000,000. \$1 mortgage. \$0,000 ... \$1,000, in default. Trustee, Am. Loan & Trust Co., Boston. January 1, 1895, the receiver reported outstanding first mortgage bonds, \$60,000; consols, \$477,000; other debts, \$69,389. The SUP-PLEMENT is informed that consols for \$800,000 have been certified, so

that it would appear that \$323,000 are out as collateral for floating

ROAD-In January, 1895, owned 10 miles of track. Rails 80 girder 56-lb. T and 45-lb. chair.

EARNINGS-For years ending Dec. 31 earnings were:

Earnings. 1894. 1893. Expenditures. 1894. 1893. From passeng'rs.\$41,906 \$34,990 Repairs. \$1,402 \$2,025 Other sources. 600 638 Sup'intend.&man. 41,535 36,511 OFFICERS—President and Purchasing Agent, A. W. Child; Vice-President, J. L. Seward: Secretary, A. W. Kissam; Treasurer, A. P. Foster.

#### OSWEGO, N. Y.

POPULATION 1890 WAS 21,842; IN 1880 WAS 21,117; AND IN 1870 WAS 20,910.

OSWEGO STREET RAILWAY—A trolley road.
ORGANIZATION—Organized May 7, 1885. Franchise granted by State
Railroad Commission is for 850 years. Interest due April 1, 1895, was
not paid and the road is now in the hands of a receiver. V. 60, p. 606. Knickerbocker Trust Co., N. Y., Trustee.

S. M. Coon, of Oswego, N. Y., desires the co-operation of the bondholders in protecting their interests.

competitors

EARNINGS-For year ending Sept. 30, 1894, gross, \$24,157; net-

RECEIVERSHIP-Receiver, F. A. Emerick, Oswego, N. Y.

OFFICERS—President and Treasurer, George F. Ells; Vice-President, L. Couch; Secretary and Superintendent, F. E. Pritchard.—V. 60 p. 606.

#### OTTUMWA, IOWA.

POPULATION 1890 WAS 14,001; IN 1880 WAS 9,004; AND IN 1870 WAS 5,214.

## OTTUMWA ELECTRIC RAILWAY-A trolley

ORGANIZATION—Chartered Sept. 4, 1889. Street railway franchises expire in 1918; electric-light franchises, one in 1907, the other perpet ual; steam heating perpetual.

STOCK & BONDS—

Date. Interest. Outstand g. Maturity.

Stock (\$500,000 authorized).

1st M, \$200,000 gold... | 1892 6 g. J - D | 200,000 June 1, 1912

S.f.notsub.to call \$1,000.c\* | Interest at Bank of New York, N. Y. City, and at Ill. Tr. & Sav. Bank, trustee, Chicago.

Bonds—Beginning May 1, 1897, and annually thereafter, there is to be a sinking fund sufficient to purchase and cancel \$5,000 bonds each

year at 105 and interest. If bonds are not purchasable, funds accu-

Stock-\$100,000 was issued for franchises of horse railroads, and \$200,000 fully paid in at par by present company.

ROAD—In 1895 company operated 712 miles of track in city of Ottumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder and 40 lbs. T. The company has a large new, substantially built brick power station, thoroughly equipped with the modern machinery and appliances. In addition to operating all street railways in the city, it also does all of the municipal, commercial and residence electric lighting, has just taken (January, 1895.) a new five years contract for city lighting, to take effect March 1, 1895. It also supplies electric power for

stationary motors, operating elevators, printing presses, etc.

Company also operates a system of steam heating, with 3½ miles of mains in the streets, utilizing exhaust steam and supplementing with ive steam in severe cold weather as required.

The company began business in 1889 and has paid no dividends since as it has made extensive improvements every year since then.

Officers-President and General Manager, W. R. Daum; ident J. B Sax; Secretary, T. H. Eaton; Treasurer, C. F. Blake.

#### OWENSBORO, KY.

POPULATION 1890 WAS 9,837; IN 1880 WAS 6,231; AND IN 1870 WAS 3,437.

OWENSBORO CITY RAILROAD—A trolley road ORGANIZATION—Chartered in 1886. Franchise runs till 1936 and gives exclusive rights to operate street railway in said city.

STOCK & BONDS— Miles. Date. Interest. Outstand g. Maturity.
Stock, \$50,000 (par \$50).

1st M., \$500 each. {8½ 1888 6 J-J 25,000 1908}
Interest at Louisville Banking Company.
2d \$100,000 (\$500), cur., {8½ 1894 6 J-J 75,000 Jan. 1, 1917
not subject to call. (Interest at Louisville Trust Company, Dividends-None to January, 1895, all surplus earnings having been used to extend the road.

Bonds-Of the \$100,000 second mortgage 6s \$25,000 are reserved for

first mortgage when due.

ROAD—Owns 8<sup>1</sup>2 miles of trolley t ack in Owensboro and suburb\*.

OFFICERS—President, W. E. Whitely; Secretary, R. A. Miller; Treasurer, J. H. Parish.

PADUCAH, KY.
POPULATION IN 1890 WAS 12,797; IN 1880 WAS 8,036; AND IN 1870 WAS 6,866.

PADUCAH STREET RAILWAY-A trolley road ORGANIZATION-Incorporated in 1876.

Interest is payable at the office of the trustee, Columbia Finance & Trust Co., Louisville, Ky. Sinking fund commences April 1, 1895, \$600, and same every six

ROAD-Owns about 8 miles of track.

OFFICERS-President, Geo. C. Thompson; Vice-President, C. Dallam; Secretary and Treasurer, T. J. Flournoy; General Manager, A. S. Thompson; Purchasing Agent, D. B. Simon.

### PAINESVILLE, OHIO.

POPULATION IN 1890 WAS 7,558; IN 1880 WAS 5,516; AND IN 1870 WAS 4,995.

PAINESVILLE FAIRPORT & RICHMOND STREET RAILWAY—A trolley road.

ORGANIZATION—It was the original plan to build 614 miles of track, but now the intention is to combine this road with the Cleveland & Painesville Railway, recently chartered, and to have 24 miles of track in operation by July 1, 1896.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity Stock, \$150,000, par\$100 ...... (3) (1) 1st M., \$150,000, gold ...... 1894 6 J-J \$150,000 Jan. 1, 1919

Interest is payable at office of the mortgage trustee, the Savings &

Trust Company of Cleveland, Ohio.

ROAD—Owns 1 mile of track now but will probably have 5 miles by

OFFICERS—President and General Manager, I. K. Pierson; Vice-President, F. C. Moodey; Secretary and Treasurer, E. W. Rudder.

PARKERSBURG, W. VA. PARKERSBURG TRACTION.-V. 60, p. 523.

#### PASSAIC, N. J.

POPULATION IN 1890 WAS 13,028; IN 1880 WAS 6,532.

PASSAIC & NEWARK ELECTRIC TRACTION-A trolley road.

Organization—Incorporated April 30, 1895, with an authorized capital of \$250,000, presumably to control the Passaic & Newark Electric Ry. Messrs. Albert S. Jones of New York, Charles A. Stelling and James W. Clinton, both of Passaic, are interested. Line to Belleville

## PASSAIC & NEWARK ELECTRIC RAIL-

ORGANIZATION-The company Jan. 1, 1895, reported securities, earn ings, etc., as follows:

 Stock issued
 \$88,000
 ROAD

 Paid in (70 p. c.)
 61,600
 Track built
 3 miles

 Debts
 None reported
 Projected (add'l)
 3 miles

 Cost of road and equip
 \$57,828
 Gross earning in year 1894.\$3,184

#### PATERSON, N. J.

POPULATION 1890 WAS 78,347; IN 1880 WAS 51,031; AND IN 1870 WAS 33,579.

#### THE NEW JERSEY ELECTRIC RAILWAY. -A trolley road

ORGANIZATION-Incorporated in November, 1894, being solidation of the Paterson Passaic & Rutherford Electric Railway and the Jersey City Hoboken & Rutherford Electric Railway. The Paterson Passaic & Rutherford was a consolidation of the Paterson & 

loan of 1895 \$900,000 was in the treasury in February, 1895, along with \$900,000 of stock.

ROAD—A system of electric railway projected to run between Singac, Paterson, Passaic, Rutherford, Hoboken and Jersey City—total 60 miles, of which 50 miles of track (on 30 miles of street) reported in operation in May, 1895.

OFFICERS-President, C. A. Johnson, 80 Broadway, New York City, Vice-Pres., T. D. Jordan; Treas., J. A. Morrisse; Sec., J. A. Scanlan.

#### PATERSON RAILWAY-An electric road.

ORGANIZATION-Incorporated May, 1890, with a perpetual charter. Organization—incorporated May, 1890, with a perpetual charter, The company is a consolidation of the five horse railways which existed in Paterson prior to June, 1891. The work of equipping these lines with electricity was finished in November, 1892. The company owns and operates 42 miles of electric railway in Paterson, N. J. extending to Passaic, Garfield Clifton, Haledon and Acquackanonk

Total funded debt Aug. 1, 1895, was \$1,450,000; total cost of road, car houses, etc., \$2,037,406.

For year ending Dec. 31, 1894, operating expenses were \$157,520; net earnings. \$86,401; fixed charges, \$88,597; net deficit, \$2,196, but have since received back from an insurance company \$2,500, making an actual gain of \$304.

ROAD—In August, 1895, was operating 42 miles of track laid with 69 and 90 lb. girder rails, with a gauge of 4 ft.  $8^{1}$ 2 in. The road is equipped with Westinghouse and General Electric motors and has 90 cars and 20 other vehicles.

OFFICERS-President, G. A. Hobart; Vice-President, Wm. Barbour; Secretary, Albert A. Wilcox; Treasurer, A. H. Tuttle; Purchasing Agent, J. R. Anthony; Manager, M. R. McAdoo.

# PATERSON CENTRAL ELECTRIC RAILROAD—A trolley road. ORGANIZATION—A consolidation of the Paterson Central Railway Co.

and the Central Electric Railway Co.

The securities, road, earnings, etc., are as follows:

| Stock, par \$100\$150,000 f. p. Funded debt21,000 Other debtsNot reported. Cost road and equip. 168,823 ROAD—Owns 5½ miles of single track, gauge 4 ft. 8½ in., laid with 58½ lb. g. rails, and has 20 cars, equipped with Westingh'se motors. | 31, 1894, earnings were:         From passengers       \$27,452         Other income.       400         Payments-       6,255         All other expenses       24,571 |
|--|---|
| Officers-President, T. H. Baker  | well; Vice-President, Eugene Stev-<br>Treasurer, A. H. Tuttle; Purchasing   |

#### PEORIA, ILL.

POPULATION 1890 WAS 41,024; in 1880 WAS 29,259; AND IN 1870 WAS 22,849.

Agent, J. R. Anthony, Jr.

CENTRAL RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 31, 1888. Charter amended in August, 1895.

STOCK & BONDS— Miles. Date. Interest. Outstand g. Maturity.
Capital Stock. \$600,000
1st mortgage. '88 or '89 5 sem-an. 200,000 10-15 years.
Other bonds (!)

Sinking fund was to be equal to 1 per cent on \$400,000 capital stock.

ROAD—It is said to operate 24 miles of track and 12 miles of road.

Officers—President, S. Clark; Secretary, J. N. Ward; Treasurer,
E. Callender; General Manager and Purchasing Agent, J. Finley; Superintendent, P. Brady.

FORT CLARK STREET RAILWAY-ORGANIZATION-Incorporated May 17, 1873, and sold in foreclosure April 30, 1895, for \$275,000 to the bondholders.—V. 60, p. 794.

#### PHILADELPHIA, PA.

POPULATION 1890 WAS 1,046,964; IN 1880 WAS 847,170; AND IN 1870 WAS 674,022.

# DELAWARE COUNTY & PHILADELPHIA ELECTRIC RAILWAY—A trolley road. ORGANIZATION—Completed from Media, Pa., to Baltimore Avenue,

Philadelphia, in January, 1895; connects with the Lombard & South Street cars of the Electric Traction system.

Date. Interest. 

ROAD-On Jan. 1, 1895, owned 9 miles of trolley track. Rails 80-lb.

T and girder.

Officers—President, J. S. Austin; Vice-President, S. L. Kent; Secretary, Samuel Haigh; Treasurer, W. H. Sayen.

ELECTRIC TRACTION (PHILADELPHIA)—
ORGANIZATION—Incorporated May 8, 1893, and acquired various lines in the city. During the year ending June 30, 1894, \$2,016,273 was spent for equipping the property with trolley.
Consolidation—Union Traction—In August, 1895, the boards of directors of the Electric, Philadelphia and People's Traction companies formally approved the plan for uniting their interests.

It is proposed that the Union Traction Company shall purchase the shares of the Electric Traction Company at the rate of \$85 per share for each share on which \$50 has been paid and \$70 per share for each share on which \$30 has been paid and pay for the same in trust certificates. Electric Traction stockholders may subscribe to new Union Traction stock to the amount of 77 per cent of their holdings. See V. 61, p. 197, and also "Union Traction," this Supplement.

Dividends. Authorized. \$8,750,000 Increase of stock from \$2,500,000 to \$5,000,000 was made in April, 1894, at par. In October, 1894, an additional \$2,500,000 was offered to stockholders.

In June, 1895, the balance of the \$8,750,000 in treasury (\$1,131,000) was offered to stockholders at par (\$50), but only \$30 per share called at that time, \$15 being payable June 25 and \$15 on Sept. 9. The proceeds will be used to build the Fox Chase line, about 21 miles. In August, 1895, there was on the list of the Philadelphia Stock

Exchange \$7,618,900 full-paid stock. Funded debt none.

ROAD-Operates 129 miles of track.

EARNINGS-For year ending June 30, 1894, earnings were:

GENERAL BALANCE SHEET JUNE 30, 1894. 

Total assets......\$3,427,769 | Total liabilities.....\$3,427,769 | OFFICERS—President, J. J. Sullivan; Secretary and Treasurer, F. Weckerley. Office, 2501 Kensington Avenue, Philadelphia.—V. 60, p. 711, 748, 1104; V. 61, p. 152, 197.

ELECTRIC TRACTION SYSTEM-CITIZE NS PASSENGER RAILWAY-

ORGANIZATION—Incorporated March 25, 1858. Leased to Frankford & Southwark Passenger Railway Company April 1, 1892, for 909 years for the following guaranteed dividends per share per annum; style for the throwing guaranteed try thanks per share per share the style of the s

Paid in \$192,500; \$20 per share on 8 500 shares and \$16 per share on 1,500 shares.

ELECTRIC TRACTION SYSTEM-FRANKFORD

& SOUTHWARK PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 4, 1854. Absorbed the Lombard

& South Streets Passenger Railway in 1890 and secured control of
the Lehigh Ave. Railway in 1893. Under a lease to the Electric Traction Co. for 999 years from July 1, 1893, this road is now guaranteed dividends for the several years named below of the following amount per share

1st 2d 3d 4th 5th 6th 7th 8th 9th 10th & after \$12 \$12 50 \$13 \$13 50 \$14 \$14 50 \$15 \$16 \$17 \$18

x Free from tax.

Interest on all loans payable by Elec. Tr. Co., 421 ChestnutSt., Phila.

ROAD—Owns 45 miles of track, acquired as follows:
Frankford & Southwark Passsenger Railway. 20 miles,
Lembard & South Streets Passenger Railway. 19 miles,
Lehigh Avenue Railway. 6 miles.

ELECTRIC TRACTION SYSTEM-SECOND & THIRD STREETS RAILWAY-

ORGANIZATION-Incorporated April 10, 1853. Leased Jan. 1, 1893. the Frankford & Southwark Passenger Railway Company for 999 years for the following guaranteed dividends per share per annum: 1893, 1894-95, 1896-97, 1898-99, 1900, 1901, 1902 & aft. \$8 50 \$9 \$9 50 \$10 \$10 50 \$11 \$12

This lease was assumed by the Electric Traction Company July 1, 1893, which company now operates the road.

STOCK & BONDS - Miles. Date. Interest. Outstand'y. Last div., etc. Stock, par \$50...... 37 ..... Q-J \$1,060,200 Jan., 1895

### HESTONVILLE MANTUA & FAIRMOUNT-

ORGANIZATION-Incorporated April 6, 1859. Franchise is perpetual Operates from 52d Street and Lancaster Avenue over Arch, Race and Vine streets, etc. Commenced to operate with troll-y in December, 1894. On May 6, 1895, the Fairmount Park & Haddington Passenger Railway was leased for 999 years, and a 6 per cent annual dividend guaranteed on its stock, as below stated.

x Interest is free of tax.

Interest is payable in Philadelphia.

Dieldends-On preferred both on Jan. 25 and July 15, 1895, 3 per

Consolidated mortgage for \$1,250,000 was executed in 1894, of which sufficient reserved for prior liens when due, and remainder, as also pre-ferred stock, sold to meet expense of electrical equipment.

ROAD-Operates about 17.83 miles of track in Philadelphia. Trolley cars began regular trips on Race and Vine streets Jan. 28, 1895.

LATEST EARNINGS,—From Jan. 1 to July 31, 1895, gross, \$275,916, against \$187,191 in 1894.

ANNUAL REPORT-For year ending June 30 earnings were as follows under horse-power. Net earnings with the trolley fully in use are expected to be largely increased.

| 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1893. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894

BALANCE SHEET JUNE 30, 1894. Assets. Liabilities.

Construction \$410,708 Equipment 150,512 Funded debt 1,250,000 Ground rents & morts 22,367 Real estate sales 14,148 Sundry accounts 13,881 Cash and cash assets 1,232,004 Profit and loss 33,842

Total \$2,140,590 Total \$2,140,590
OFFICERS—President, J. Hopkins; Vice-President and General Man.
ger, J. Blum; Treasurer, W. R. Benson. Office, 4,300 Lancaster Ave -V. 60, p. 835.

### HESTONVILLE MANTUA & FAIRMOUNT SYSTEM-FAIRMOUNT PARK & HADDINGTON PASSENGER RAILWAY-A trolley road.

ORGANIZATION-The securities, lease, etc., are as follows :

## HOLMESBURG TACONY & FRANKFORD ELECTRIC RAILWAY-A trolley road. ORGANIZATION-Incorporated in 1855.

STOCK & BONDS-Date. Interest. Outstand'g. Maturity. Stock (1)
1st mort, \$400,000, gold, \$1895 5g. M-N \$350,000 May, 1925.
\$1,000 and \$500....o\* Trustee, West Phila, Title & Trust Co.
BONDS—The bonds cannot be redeemed before maturity.

ROAD—This line is entirely within the city limits of Philadelphia, commencing in the most populous section of Frankford and running over the Frankford & Bristol Turnpike and Tacony Street to Torres dale, 7 miles, returning by same route with cross lines passing through

Bridesburg, Wissinoming, Tacony, Holmesburg and Collegeville, To tal mileage, including switches, etc., will be about 17 miles, and is expected to be completed in September, 1895.

The company has entered into a traffic arrangement with the Electric Traction Company, which gives it the right to transfer over the lines of the Electric Traction Company's system.

OFFICERS-President, H. A. Mullen.-V. 60, p. 967.

PEOPLE'S TRACTION—An electric road.

ORGANIZATION—A Pennsylvania corporation, chartered in March. 1893, to operate and equip with trolley the People's Passenger Ry.,

nearly the entire capital stock of which it purchased.

CONSOLIDATION—UNION TRACTION—The boards of directors of the People's, Philadelphia and Electric Traction companies in August, 1895, formally approved the plan for consolidating their interests by incorporating the Union Traction Company. This company is to acquire the shares of the People's Traction Company at \$76 per share,

Trust certificates are secured by pledge of People's Passenger Ry. stock. Sinking fund \$25,000 yearly.

Stock.-The stockholders will take action September 26 on the proposed reduction of the par value of their stock from \$50 to \$30, its paid-up value. This will reduce the capital stock of the company to \$6,000,000, which will bring the combined capital of the Electric and People's companies within the limit prescribed by law under which the two companies can be absorbed by the Union Traction Company.

In August, 1894, \$2,000,000 of stock unissued was offered to stockholders at \$47 50 for half-paid stock (\$25 paid). The entire 200,000 shares of authorized capital are now outstanding, all (\$30) paid. LATEST EARNINGS.—Jan. 1 to July 31, 1895, 7 months, gross, \$1,-

135,564 against \$619,792 in 1894.

Officers-President, J. Lowber Welch; Secretary and Treasurer, C. O. Kruger.-V. 61, p. 152, 197.

# PEOPLE'S TRACTION SYSTEM-GERMANTOWN PASSENGER RAILWAY.—A trolley road. ORGANIZATION—Incorporated April 21, 1858. Leased Oct. 1, 1881,

to the People's Passenger Railway Company for 999 years, but rental

Stock-Paid in \$572,800; \$15 per share on 20,000 shares and \$35

per share on 10,000 shares. ROAD-Owns 31 miles of track.

PEOPLE'S TRACTION SYSTEM-GREEN & COATES STREETS PHILADELPHIA PASSENGER RAILWAY-A trolley road.

ORGANIZATION—Incorporated April 21, 1858. Leased to People's Passenger Railway for 999 years from Sept. 1, 1881, at an annual rental of \$60,000, interest on bonds, and expense of management.

Mortgage trustee, Fidelity Insurance Trust & Safe Deposit Company. ROAD-Owns 7 miles of road.

# PEOPLE'S TRACTION SYSTEM-PEOPLE'S PASSENGER RAILWAY.—An electric road. ORGANIZATION—Incorporated April 15, 1873. Of the capital stock the

People's Traction in July, 1893, owned 55,407 shares of common and 22,950 of preferred.

| OTOCK & DUNDS.          | Treece. | There est. | Juisianu y.             | Lust atv., etc |
|-------------------------|---------|------------|-------------------------|----------------|
| Common stock \$25       |         | Text.      | \$60,000 shs. 7         |                |
| Preferred stock \$25    |         | Text.      | \$30,000 shs. \$277,402 |                |
| 1st mortgagec           | 1875    | 7 JJ.15    | 219,000                 | Jan. 15, 1905  |
| 2d mortgage*c           |         |            |                         | July 15, 1911  |
| Con. M* \$1,125,000?    | 1882    | 5 MS.      | 246,000                 | Mar. 1, 1912   |
| \$1,000 c&r             | Truste  | e Guaranty | Trust & Safe            | Deposit Co.    |
| Loans and bills payable | June    | 30, 1894   |                         |                |

\* Free of tax. ¶ Amount shown by balance sheet.

Interest on the first mortgage 5s and 7s is payable at the office of the Real Estate Title & Trust Co.

LEASED LINES,-The Germantown Passenger Ry is operated under 999-year lease from Oct. 1, 1881, but rental modified in 1893, stock to receive dividends as follows: 1894, \$4 50; 1895, \$4 75; 1896, \$5; 1897, and after that, \$5,25.

The Green & Coates st. road is leased for \$60,000 yearly interest on bonds, etc.

ROAD-Company operates 49 miles of track.

EARNINGS-Year ending June 30, 1894: OFFICERS-President, H. C. Moore; Sec. and Treas., David C. Golden.

PHILADELPHIA TRACTION—A trolley road.
ORGANIZATION—Incorporated Aug. 21, 1883, and controls an extensive system of roads in Philadelphia, Pa. The subsidiary companies are separately described below. It should be remembered that of these outstanding securities the Philadelphia Traction owns some.

CONSOLIDATION—Union Traction—In August, 1895, the boards of directors of the Philadelphia Traction, People's Traction and Electric Traction companies all formally approved the plan for uniting their interests. The Philadelphia Traction stockholders will hold a special meeting of stockholders on September 26 to vote on the question of leasing their system to the Union Traction Company. The plan adopted provides that the property and franchises of the Philadelphia Traction Company shall be leased at a rental which will give each stockholder a net dividend of \$4 per annum on each share, payable in gold coin, free of taxes, this rental being measured at 4 per cent upon a valuation of \$100 per share for each share of Philadelphia Traction Company stock. Philadelphia Traction stockholders may subscribe for new Union Traction stock to the amount of 77 per cent of their holdings. See V. 61, p. 197, and also "Union Traction" Co., this Supple-MENT.

STOCK & BONDS—Date. Interest. Outstanding. Last div. &c. Capital stock (par \$50)..... text J.-D. See text. June, '95, 4% Col. trust gold bonds \(^1\) 1887 4 g. F.-A.15 \$1,053,000 Aug.15, 1917 Sub. to call at 1050 \(^1\) Interest, free of tax, payable at People's Bank. The bonds are secured by deposit of W. Philadelphia and Union Passenger Ry. stock. Loan originally \$1,300,000, reduced to present figures by sinking fund drawings at 105.

STOCK-In June, 1894, stock had been raised to \$10,000,000, and in July, 1894, \$5,000,000 additional was taken by stockholders at par. In 1895, an additional 100,000 shares of stock (par \$50 each) were offered stockholders at par; instalments of \$10 each to be payable on the 10th day of April, June, August, October and December, 1895. The new issue will increase the capital to \$20,000,000. V. 60, p. 523. The total authorized stock is \$30,000.000.

ROAD-The system aggregates 194 miles, consisting of the following "Passenger Railways:"

"Passenger Railways:"

| Miles | Miles | See | West Phila. Pass. Ry | 27.25 | Ridge Ave. Pass. Ry | 15.25 | Morris & Tasker | 7.30 | Marshall Streets | 3.05 | Marshall Street | 3.05 | Other lines | 15.81 | Continental Pass. Ry | 9.80 | Empire Pass. Ry | 9.80 | Phila. City Pass. Ry | 9.45 | Aphila. Pass. Ry | Pass. Ry | 9.45 | Aphila. Pass. Ry | Pass

ANNUAL REPORT.—Report for year ending June 30, 1895, was in V.

| Year ending June 30- | 1895.        | 1894.                                 | 1893.                                 |
|----------------------|--------------|---------------------------------------|---------------------------------------|
| Miles of track       | . 203        | 181                                   | 134                                   |
| Receipts             | .\$5,662,051 | \$5,194,991                           | \$4,986,838                           |
| Operating expenses   | 4,660,842    | \$3,415,516<br>1,286,901              | \$3,310,498<br>1,283,590              |
| BalanceDividends     |              | \$4,702,417<br>\$492,574<br>\$490,000 | \$4,594,088<br>\$392,749<br>\$390,000 |
| BALANC               | E SHEET JUN  | E 30, 1895.                           | In and the state of                   |

.....\$22,406,278 Total.....\$22,406,278

Officers.-November, 1894, the following were elected: Directors-P. A. B. Widener, William L. Elkins, Thomas Dolan, James McManes, Joseph B. Altemus, George W. Elkins. Officers—P. A. B. Widener, President; William L. Elkins, First Vice-President; George D. Widener, Second Vice-President, and D. W. Dickson, Secy. & Treas. INDEX.—V. 59, p. 967; V. 60, p. 178, 523; V. 61, p. 151, 152, 197.

PHILADELPHIA TRACTION SYSTEM-CATHARINE & BAINBRIDGE STREETS RAILWAY-A trolley road. ORGANIZATION-Incorporated May 14, 1889, and leased to the Philadelphia Traction March 1, 1890, for 99 years.

STOCK & BONDS— Miles. Date. Interest. Outst'd'g. Last div., etc. Stock, par \$50... \$150,000 \$150,000 (\$1,000)c ... 1890 5 x A-O 150,000 Apr. 1, 1920 Interest at People's Bank. Mortgage trustee, Penn. Co. for Insurance of Lives & Granting of Annuities.

Dividends-Dividend of 6 pr. et paid for year ending June 30, 1893. ROAD-The road aggregates 5.10 miles of track.

PHILADELPHIA TRACTION SYSTEM—CONTINENTAL PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Sept. 3, 1873. Leased Jan. 1, 1880, to Union Passenger Railway Company for 99 years at rental of \$6 per

ROAD-Owns 9.80 miles of track.

PHILADELPHIA TRACTION SYSTEM-EMPIRE PASSENGER RAILWAY—A trolley road. ORGANIZATION—Incorporated Feb. 10, 1869. Leased Dec. 26, 1878, SYSTEM-

Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Street Passenger Railway Company for 999 years, but on July 1, 1889, the former sold out its interest to the latter, which is now operated by the Philadelphia Traction Company.

Road-Owns 9.8 miles of track.

PHILADELPHIA TRACTION SYSTEM-PHILADELPHIA CITY PASSENGER RAILWAY—A trolley road.
ORGANIZATION—Incorporated April 9, 1859. Leased to West Phila-

delphia Passenger Railway Company for 900 years from Jan. 1, 1884, for interest on bonds, \$2,500 per year for organization and dividend of \$7 50 per share. The West Philadelphia Passenger Railway Company is now operated by the Philadelphia Traction Company.

ROAD-Owns 9.45 miles of track.

PHILADELPHIA TRACTION SYSTEM-PHILADELPHIA & DARBY RAILWAY-A trolley road. ORGANIZATION-Incorporated May 2, 1881. Leased to the Philadel-

phia City Passenger Railway Company for 999 years from Jan. 1, 1870, for \$8,000 per annum and interest on bonds. The lessee company is leased by the West Philadelphia Passenger Railway Company, which is itself operated by the Philadelphia Traction Company.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Last div., etc. \$2 J J \$200,000 July, 1895 \$1.5t mortgage .......... 4 M-N 100,000 May 1, 1927 Interest at People's Bank, Philadelphia, Pa.

ROAD-Owns 14.80 miles track.

PHILADELPHIA TRACTION SYSTEM-PHILADELPHIA & GRAY'S FERRY PASSENGER RAILWAY-A trolley road.

ORGANIZATION-Leased to Philadelphia Traction Co. for 999 years, from Jan. 1, 1891, at rental 1st five years, \$43,225, or \$3 50 per share per annum, and \$49,400, or \$4 per share per annum thereafter, the lessee to pay all taxes, running expenses, etc.

STOCK & BONDS— Mls. Date. Int. Outstand'y. Last Div., etc. Stock, par \$50..... \$312J-J \{ \frac{12,350 \text{ shs.}}{\\$25 \text{ paid.}} \} July 8, 1895

Dividends are payable at the office of the Real Estate Title Insurance, & Trust Company.

ROAD-Owns 10.20 miles of track.

PHILADELPHIA TRACTION SYSTEM-RIDGE AVENUE PASSENGER RAILWAY. ORGANIZATION—Consolidation of Girard College Passenger Railway

and the Ridge Avenue & Manayunk Passenger Railway on March 8, 1872. Leased to the Philadelphia Traction Co. for 999 years from Sept 1, 1892, for dividend of \$10 per share per annum from Sept., 1892

ROAD-Owns 15.25 miles of track.

PHILADELPHIA TRACTION SYSTEM-SEV-ENTEENTH & NINETEENTH STREETS PASSENGER RAILWAY -A trolley road.

ORGANIZATION-Incorporated April 12, 1859. Leased to the Continental Passenger Railway Co. for 99 years from July 1, 1879, at rental of \$15,000 per annum, being 3 per cent on 10,000 shares (of \$50 par) stock, interest on bonds, taxes, expenses, etc. Entire stock is owned

PHILADELPHIA TRACTION SYSTEM-SOUTHERN PASSENGER RAILWAY.

PHILADELPHIA TRACTION SYSTEM-THIRTEENTH & FIFTEENTH STREETS PASSENGER RAILWAY A trolley road.

ORGANIZATION-Incorporated April 8, 1858. Leased Jan. 1, 1892, to Philadelphia Traction Company for following rental: From January, 1892, to January, 1894, \$9 per share per annum; 1894 to 1897, \$10 per share; 1897 to 1900, \$11 per share, and from Jan., 1900, \$12 per share.

Trust & Safe Deposit Co., the trustee of both mortgages.

The consols are guaranteed principal and interest by the Philadel-

phia Traction Company, and the coupons are payable "free of all national, State or municipal taxes.'

ROAD-Owns 13:10 miles of track.

PHILADELPHIA TRACTION SYSTEM—UNION PASSENGER RAILWAY—A cable and horse road.

ORGANIZATION—Incorporated April 8, 1864. Leased to Philadelphia Traction Company for 999 years from June 30, 1884, at an annual rental of \$285,000, or \$9 50 per share on stock, and interest, taxes, etc Its lease of the Continental Co. was assigned to the Traction Co.

x Free from tax.

ROAD-Owns 32 miles of track.

SYSTEM-PHILADELPHIA TRACTION SYSTEM
WEST PHILADELPHIA PASSENGER RAILWAY—Cable and horse.

ORGANIZATION-Incorporated May 14, 1857. Leased Jan. 1, 1884, to the Philadelphia Traction Co. for 999 years, at an annual rental of \$130,000, or 20 per cent on stock, and interest, taxes, etc.

ROAD-Owns 27-25 miles of track.

#### PHILADELPHIA & WEST CHESTER TRACTION-

ORGANIZATION—Chartered in 1895. This company will absorb the Delaware County & Philadelphia, Castle Rock & West Chester Passencer Railway Company, and will construct an electric line to West Chester. The Delaware County Road in May, 1895, was said to be building its line on the West Chester Turnpike towards Newtown Square at the rate of 2,000 feet a day.—V. 60, p. 837.

#### UNION TRACTION .- A trolley road.

ORGANIZATION-Formed in August, 1895, and has acquired practi-cally all the shares of the Electric Traction and People's Traction Companies, in place of which it will issue in certain proportions its collateral trust certificates secured by the shares placed in trust. Will also lease the Philadelphia Traction at 8 per cent on its capital stock. These companies include all the leading street passenger railway lines within the city of Philadelphia, except those of the Hestonville Mantua & Fairmount Passenger Ry. Co. See terms of consolidation, etc., in statements for the constituent companies. See also Chronicle, V. 61, p. 152, 197.

Int. or Out-Dale. Dividends. standing. STOCK & BONDS— Date stock, \$30,000,000, See text. 

STOCK-It is expected to call a first instalment of \$5 per share on or about the 1st of October, 1895; and a second instalment of \$5 per share within 90 days thereafter. It is not expected that any further immediate calls will be necessary. The privilege is given to the stockholders of the Philadelphia Traction Company, the Electric Traction Company and the People's Traction Company of subscribing to all the shares of the new company in proportion to their several holdings. This entitles each shareholder to subscribe to 77 per cent of the number of shares held by him in the Philadelphia, People's or

Electric Traction Company.

TRUST CERTIFICATES—The trust certificates are to be issued to pay for the shares of the Electric and People's Traction compan es purchased, and are to be secured by a deposit in trust with the Pennsylvania Company for Insurances on Lives and Granting Annuities of all the shares of the stock of the Electric Traction Company and the People's Traction Company thus purchased. The amount to be issued is estimated at \$29,735,000.

The capitalization of the Union Traction system and the fixed charges (estimated) for the first fiscal year ending September 30, 1896,

will be:

Constituent Companies—
Capital stock \$57,891,200
Funded debt \$11,675,600
Union Traction Co—
Capital stock \$30,000,000
Collateral trust 4s. \$29,735,000 \$2,135,000 580,000 1,600,000 1,189,400 600,000 \$6,104,400 215,000

Total net capital'n.\$108,301,800 GENERAL FINANCES-On the two calls of \$5 each per share on the stock of the Union Traction Company, amounting to \$6,000,000, it is

Total net charges ...

\$5,889,400

stated that about \$4,500,000 will be used for work now "in sight;" that is, for the building of road through Fairmount Park, with its bridge over the Schuylkill River, and for finishing work under way. INCORPORATORS-The incorporators are the following, who it is said

will also be directors of the new corporation: John Lowber Welsh, Caleb S. Fox and William H. Shelmardine, of the People's Traction Company; P. A. B. Widener, William L. Elkins, Thomas Dolan, Joseph B. Altemus and James McManes, of the Philadelphia Traction Company, and Jeremiah J. Sullivan, Alfred Smith and Alexander M. Fox, of the Electric Traction Company.—V. 61, p. 152, 197, 283.

#### PHILLIPSBURG, PA.

POPULATION 1890 WAS 3,245.

CLEARFIELD TRACTION.—A trolley road.

ORGANIZATION—Chartered in July, 1894. Franchise is perpetual and does not give exclusive right to operate street railways in Phillipsburg 

ROAD-It is the intention of the company to construct and put in operation 15 to 20 and may be 30 miles of road during year 1895. Contract awarded to John A. Seely, of Complete Electric Construction Co., 121 Liberty Street, N. Y. City.

The company controls by stock and lease the following corporations Philipsburg & Hontzdale Passenger Railway; Philipsburg & Suburban Electric Railway and the Hontzdale & Suburban Electric Railway-

OFFICERS-President, A. Markle; Secretary and Treasurer, E. S. Doud both of Hazleton, Pa.

#### PIQUA, OHIO.

POPULATION 1890 WAS 9,090; IN 1880 WAS 6,031; AND IN 1870 WAS 5,967.

MIAMI VALLEY RAILWAY—A trolley road.
ORGANIZATION—Chartered in August, 1889. Franchise runs till 1914

STOOK & BONDS— Miles. Date. Interest. Outstanding. Maturity.

Stock (\$300,000) \$100 ... \$300,000

1st M., \$200,000, gold, { 14 1893 6 g M-N 200,000 1908 \$1,000 ... (Interest at Chase National Bank, N. Y. City.

Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the cashier of the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the Chase National Bank, N. Y. City, Mortgage trustee is the

#### PITTSBURG, PA.

POPULATION 1890 WAS 238,617; IN 1880 WAS 156,389 AND IN 1870 WAS 86,076.

#### CENTRAL TRACTION.-Cable and trolley.

ORGANIZATION-Chartered Dec. 21, 1888, and purchased control of

ORGANIZATION—Chartered Dec. 21, 1888, and purchased control of the Central Passenger Railway.

STOCK & BONDS—Miles. Date. Interest. Outstanding.
Stock—par \$50. F-A {30,000 shares}
1stM.\$375,000 { 6 1889 5 J-J \$375,000 July 1, 1929 cable line \$500 { Interest at Union Trust Co., Pittsburg. Bonds of road controlled.

Cent. Pass. Ry. 1st M. \$250, 4 1894 6 A-O 125,000 Oct. 1, 1924 000, \$1,000... Interest at Union Trust Co., trustee, Pittsburg. Dividends—Feb. 1, 1892, \$2 50 in stock.

ROAD—In December, 1894, was operating 10 miles of road, of which it owned cable line 6 miles and controlled by ownership of capital stock.

owned cable line 6 miles and controlled by ownership of capital stock

trolley road owned by the Central Passenger Railway, 4 miles.

Annual Report—For year ending Dec. 31, 1894, earnings were as below. In his report President Whitney said the falling off in receipts was due to the decreased business of the first six months of the year, while the increase in expenses was for cables now in use, which will serve for three or four months of the present year. The President also says: "The bonds of the Central Passenger Railway Company received from them have been sold to an amount sufficient to discharge all the floating indebtedness of the Central Traction Company, and the remainder are in your treasury as a part of your assets.'

| 1894. 1893.<br>Grossearnings.\$164,118<br>Other income 3,451        | Net income \$61,798<br>Payments 70,353 | 1893.<br>\$84,399<br>68,567 |
|---|--|-----------------------------|
| Total income. \$167,569 \$178,679<br>Operating exp., 105,771 94,280 |  | r.\$15,832                  |

| BAL   | ANCE SHEET                              | DEC. 31, 1894.  |                   |
|---|---|---|-------------------|
| Assets. Treasury bonds Cash in bank. Accounts receivable. Real estate (for sale). Unavailable— Construction and equip. Cent. Passenger Ry. Co. Real estate. | 3,588<br>20,000<br>1,196,564<br>125,000 | Cent. Pass. bonds, guar.<br>Accounts payable<br>Loss and gain | 125,000<br>32,724 |
| Total   | \$1,463,085                             | Total   | \$1,463,085       |

OFFICERS-President, G. I. Whitney; Vice-President, T. A. Gillespie; Sec., G. L. Herron; Treas., G. F. Wright. V. 60, p. 930; V. 61, p. 153.

#### CITIZENS' TRACTION-A cable and trolley road.

ORGANIZATION—Incorporated July 6, 1887. Annual meeting, third Monday in November. On Sept. 1, 1887, purchased the entire capital stock (\$200,000) of the Citizens' Passenger Ry., which it now holds. All its lines changed to cable or electric power.

Guaranty-The company guarantees \$250,000 bonds of the Penn Street Passenger Railway Company, which see below.

Dividends—In 1892, 6 per cent; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, Jan., 3 p. c.; July, 2 p. c. See V. 61, p. 112.

Interest is payable at office of N. Holmes & Sons, Pittsburg, Pa.

ROAD.-On Feb. 18, 1895, company owned and operated 28.70 miles

LATEST EARNINGS-Month of July, 1895, gross, \$53,391, against \$49,075 in 1894. ANNUAL REPORT.—For the year ending October 31 earnings were:

1893. \$76,453 39,71

GENERAL BALANCE SHEET JUNE 30, 1894 Assets.

Construct and equip. \$2,086,809
Real estate. 309,778
Investments 2,192,665
Miscellaneous 31,198
Cash and cash assets. 28,788

Construct and equip. \$2,086,809
Real estate. \$3,000,000
Real estate. \$3,000,000
Current accounts, etc. 111,929
Profit and loss. 167,309 Total \$4,649,238 Total \$4,649,238 OFFICERS.—President, John G. Holmes; Vice-President, H. S. A. Stewart; Secretary, John G. Bright; Treasurer, Nathaniel Holmes; General Manager and Purchasing Agent, J. E. Rugg. V. 60, p. 930; CITIZENS' TRACTION SYSTEM-PENN STREET PASSENGER RAILWAY-A trolley road. ORGANIZATION-Chartered May 19, 1892. Operated by Citizens' Traction on March 31, 1893. ROAD-Extension for the Citizens' Traction along Frankstown Ave. nue to city line and the boroughs of Brushton and Wilkinsburg, etc., 5

of track.

CONSOLIDATED TRACTION—Trolley road.
ORGANIZATION—Chartered in July, 1895, for 99 years to merge the
Pittsburg, the Duquesne and Central Traction companies. The shareholders of the new company are C. L. McGee, George W. Elkins, William Flinn, George Sheppard and John M. McBride. They are all
directors of the company except Mr. McBride.—V. 61, p. 153.

## DUQUESNE INCLINED PLANE.— ROAD—Said to operate 1,586 feet of track. President, S. Severance.

#### DUQUESNE TRACTION-A trolley road.

Feb., 1895, paid 2 p. c.; Aug., 2 p. c.

ROAD.—In '93 the company leased, controlled or operated 11 companies, with a capital aggregating \$249,700 and having 26.2 miles of road.

EARNINGS—For years ending June 30 earnings have been as follows:

| 1894.             | 1893.      | 1894.  |
|-------------------|------------|--|
| Gross\$343,101    | \$369,640  | Interest, taxes, etc \$13,134  |
| Oper. exp 210,825 |            | Surplus for year \$47,204  |
| Net \$132,276     |            | Passengers carried6,579,510  |
| Other inc 3,790   | *********  | CHEST CONTRACTOR STATE S |
| GENERAL           | BALANCE SI | IEET JUNE 30, 1894.  |

\$4,558,784

Officers.—President, C. L. Magee; Secretary, James A. McDevitt; Treasurer, John F. Steel.—V. 60, p. 930; V. 61, p. 153.

#### FEDERAL STREET & PLEASANT VALLEY A trolley road.

ORGANIZATION—Incorporated March, 1868, and on July 12, 1889, consolidated with the Observatory Hill and People's Park companies The leased lines (Allegheny & Bellevue, Allegheny Street, Perry Street

Dividends-Dividends are payable at Farmers' Dep. Bank; in Janu-

ary, 1895, 2 per cent; in July, none. See V. 61, p. 112.

Bonds—The consolidated mortgage of 1892 is for \$1,250,000, of which the balance unissued is reserved in the hands of the trustee to retire the several issues of the company and of all the roads consolidated with it. The consols of 1892 are \$1,000 and cover 28 miles of track. Mortgage trustee is the Fidelity Title & Trust Co., Pittsburg. None of the loans outstanding in January, 1895, were subject to call before maturity.

ROAD-In February, 1895, owned in fee 28 miles of track, Pittsburg

1893.

1894.

and Allegheny, Pa.; rails 66 pounds.

ANNUAL REPORT—For year ending June 30 earnings were: 1894. 1893. |

| Net earnings 104,077 126,273<br>Other income 10,709                              | Rent, taxes, etc (?) \$63,250 (?)  |
|--|--|
| BALANCE SHEET-June 30, 1894  | LOST Alle Days from the state of the sail  |
| Assets— Property account \$990 054 Construction and equip. 1,680,996 Real estate | Liabilities—     \$1,400,000       Capital stock     \$1,250,000       Funded debt     1,250,000       Car house mortgage     15,000       Current accounts     4,829       Profit and loss     54,855 |
| Total\$2,724,684   | Total\$2,724,684   |

OFFICERS—President, D. F. Henry; Vice-President, R. H. King ceretary, Wm. H. Graham; Treasurer, R. F. Ramsey; Purchasing Agent, D. M. Bryar.-V. 61, p. 112.

### FORT PITT INCLINED PLANE CO.-

ORGANIZATION—A consolidation of June 6, 1881.

STOCK & BONDS— Miles. Date. Interest. Outst'd'y.
Stock. \$60,000
Mortgage, \$150,000... 1881 6 M-N 30,000
Bills payable,&c., June 30,'93... 8,276
ROAD—Said to operate inclined plane 350 feet in length. Maturity. Nov. 1, 1901

EARNINGS-For year ending June 30, 1894, gross \$5,377; net, \$1,541; other income, \$70; fixed charges, \$2,061; balance loss, \$450.

OFFICERS-President, William Flinn; Secretary and Superintenden

S. H. French; Treasurer, F. L. Stephenson.

KNOXVILLE INCLINED PLANE.—
ROAD—Said to operate 2,640 feet of track.

Dividends in 1893-94 were 10 per cent per annum.

ROAD-Owns double-track road from Carson Street, Pittsburg, to

Grand View Avenue, at top of hill, 640 feet. Angle, 35d. 6m.

EARNINGS—Earnings have been as follows for year ending June 30:

| 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894. | 1894 Surplus fund June 30, 1894, \$37,844.

OFFICERS-President, James M. Bailey; Secretary and Treasurer

## PENNSYLVANIA INCLINED PLANE RAILWAY.-

ROAD-Said to operate 840 feet of track. President, Joshua Rhodes

### PITTSBURG ALLEGHENY & MANCHES TER TRACTION— ORGANIZATION—Incorporated Dec. 14, 1889, and July 25, 1890 ALLEGHENY & MANCHES-

leased Pittsburg Allegheny & Manchester Passenger Railway for 999 years and Pittsburg Union Passenger Railway for 985 years.

STOCK & BONDS—
Stock, \$3,000,000 (\$50) f. p.

Date. Interest. Outstand'g. Last div., etc
Stock, \$3,000,000 (\$50) f. p.

Fen. 1 \$2,994,839 Aug. 1,'95, 24

Dividends are payable atcompany's office.
Dividends are payable atcompany's office.
Stock & Bonds &

Dividends-In 1892, 14 per cent; 1893, 5 per cent; 1894, 212; 1895 February, paid 2 per cent; August, 2 per cent.

ROAD-Operates 20 miles of track in cities of Pittsburg and Alle gheny. Rails 70 lbs. per yard.

ANNUAL REPORT-Fiscal year ends April 30, and for the year 1894-95 the gross earnings decreased 1.38 per cent. In years ending October 31 earnings have been as follows:

| 1894.                        | 1893.     | 1894.  | 1893.             |
|------------------------------|-----------|--|-------------------|
| Gross\$437,431<br>Net 99.146 |           | Interest \$88,567<br>Rents, taxes, etc. 15,480                             | \$92,143<br>8,541 |
|                              | in above. | Dividends 2 <sup>1</sup> <sub>2</sub> p. c.<br>Tot. surp. Oct. 31.\$93,247 | 5 p. c.           |
|                              |           | 100. Surp. Oct. 31. \$93,247   | *****             |

Loans and bills payable October 31, 1894, \$245,500.

| DALANCE OFFET June 30, 1001.      |  |
|-----------------------------------|--|
| Assets.                           | Liabilities.   |
| Stocks and investments            | Capital stock\$3,000,000   |
| in street railways\$2,922,690     | Funded debt 1,495,000  |
| Construction and equip. 1,487,004 | Guar. bonds 100,000  |
|                                   | Personal property of   |
|                                   | leased lines 82,548  |
| Cash and cash assets 41,300       | Bills and accts. payable. 253,866  |
|                                   | Profit and loss 60,447   |
| 100                               | THE LAND CONTRACTOR OF THE PARTY OF THE PART |
| Total \$4,991,861                 | Total\$4,991,861   |
|                                   |  |

These included with others: Pittsburg Allegheny & Manchester Passenger Ry., \$2,450,000; Pittsburg Union Passenger Ry., \$464,566 OFFICERS—President, George B. Hill; Vice-President, Joshua Rhodes Secretary, A. M. Neeper; Treasurer, W. Montgomery; General Manager and Purchasing Agent, G. F. Greenwood.

# PITTSBURG ALLEGHENY & MANCHESTER TRACTION SYSTEM-PITTSBURG ALLEGHENY & MANCHESTER PASSENGER RAILWAY—A trolley road.

ORGANIZATION-Chartered April 12, 1859, and leased July 25, 1890, to Pittsburg Allegheny & Manchester Traction Company.

STOCK-Stock is \$350,000, and on June 30, 1893, the balance sheet showed no other liabilities whatever.

# PITTSBURG ALLEGHENY & MANCHESTER TRACTION SYSTEM-PITTSBURG UNION PASSENGER RAILWAY-A trolley road.

ORGANIZATION—Chartered as Union Passenger Railway Nov. 2, 1878 and leased July 25, 1890, to the Traction Company.

STOCK, BONDS, ETC.—Stock subscribed, \$100,000, par \$50; paid in, \$82,755; no dividends. Its bonds, for \$100,000, are described in the statement for the Traction Co. above, being included in that company's balance sheet.

#### PITTSBURG & BIRMINGHAM TRACTION-A trolley road.

ORGANIZATION—Incorporated Aug. 15, 1889; Nov. 19, 1889, leased P. & B. Passenger Ry., including South Side Pass. Ry. Co. Has also leased and operated since Dec., 1891, Pittsburg Incline Plane Co. and Mt. Oliver Incline Plane Co.; operates also Birm. Knoxville & Allen town Traction Co.

| 14   |  |
|--|--|
| STOCK & BONOS.— Date. Interest. Outstand'g Last div., \$3,000,000 Below. Stock (850) Stock | electricity 2 miles); operates Duquesne Traction, 26°3 miles.  ANNUAL REPORT—Fiscal year ends June 30.   |
| Justantoed bonds 106,000   | Gross earns\$421,953 \$422,561 Interest\$38,310  |
| On June 30, 1894, bills payable were \$44,425; accounts payables, \$90; accrued interest and unpaid coupons, \$33,127.  Dividends—For year 1892-93 paid 2 p. c.  | Net earnings \$138,554 \$156,777 Other income. 9,480 6,656 Deficit for year. \$69,268  |
| DIVIDENDS—ON Year 1932-01 miles of track on 7 miles of street.  ROAD—Owned in 1894 14 01 miles of track on 7 miles of street.  LATEST EARNINGS—The earnings in July, 1895, are reported  | as Total net\$148,034 \$163,433 GENERAL BALANCE SHEET JUNE 30, 1894.   |
| ANNUAL REPORT- For the year ending June 30, 1895, the rep  | ort Construct'n and equip. \$1,465,000 Stock\$1,900,000  |
| Submitted at the annual meeting showed   | 17 Miscellaneous. 192,840 Unfunded debt. 231,111 Bills payable, etc. 7,052 Profit and loss. 56,660   |
| Ket  | 5,- OfficersPres't, Geo. W. Elkins; Sec. and Treas., J. G. Traggardh   |
| 860,492. GENERAL BALANCE SHEET JUNE 30, 1894.  | PITTSBURG TRACTION SYSTEM-<br>BLOOMFIELD STREET RAILWAY-   |
| Assets   | ORGANIZATION—Chartered in 1893. The stock is owned by the Pittsburg Traction Company, which is guarantor of bonds.  STOCK & BONDS— Miles. Date. Interest. Outstandly. Maturity.  Stock (par \$50)  |
| Total \$5,422,226 Total, \$5,422,  | ROAD—Owns about 3 miles of track.  |
| OFFICERS-President, E. H. Jennings; Secretary and Treasur<br>A. S. Petric. Directors elected October, 1894, are Dr. J. M. D<br>C. M. Clark, A. C. Wettengel, Harry Moore, E. H. Jennings, W. R. Fo<br>Henry J. Lotz.—V. 61, p. 282.<br>PITTSBURG & BIRMINGHAM TRACTIO  | RAILWAY—A trolley and horse road.  ORGANIZATION—Chartered Mar. 26, 1879. Franchise is for 99 years STOCK & BONDS—Mls. Date. Int. Outstanding. Last Div., etc.  N Stock, \$1,500,000, \(\frac{1}{2}\)   |
| SYSTEM - BIRMINGHAM KNOXVILLE & ALLENTO TRACTION - STOCK & BONDS - Date. Interest. Outstanding. Mature Stock (1)   | Jist M., currency 16 1892 5 3-3 500,000 July 1, 1922  Jinterest is payable at the office of the City Savings Bank, Pittsburg  The bonds are not subject to call. Mortgage trustee is the Fidelity  |
| Ist mortgage, \$500,000, 1891 6 g.M-S 375,000 Sep.1,19 gold, \$1,000   | Dividends-In 1892, June, \$3 50 in scrip; Dec. 31, \$2 50 cash; in   |
| of trustee, Fidelity Insurance Trust & Safe Deposit Co. of Philadelpi<br>ROAD—Said to operate 1.4 miles of horse and 1,600 feet of cable tra   | ia. ROAD—Owns 16 miles of track on 8 miles of street. Rail, 80-lb. girder ik. ANNUAL REPORT—For the year ending Dec. 31 earnings were as fol   |
| PITTSBURG & BIRMINGHAM TRACTIC<br>SYSTEM-PITTSBURG INCLINE PLANE—<br>ORGANIZATION—Leased December 1, 1891, for 999 years to Pittsb   | Gross earn'gs, \$161,279 \$147,486 Taxes\$10,001 \$9,84  |
| & Birmingham Traction Co., at rental equal to interest on bonds:<br>10 p. c. on \$150,000 stock, free of tax, but dividends have been 9 p  | nd Other income. 14 Balance, surplus for year 18,138 4,01  |
| yearly, balance being carried to surplus.  | BALANCE SHEET—The balance sheet June 30, 1894, was as follows  Assets—  \$   Liabilities— \$   |
| STOCK & BONDS— Date. Interest. Outstandly. Maturit Stock, par \$100, full paid. Q-F \$150,000  1st M., \$1,000 each. c* 1889 6 J-J 150,000 July 1, 1  2nd mortgage. { Subject to call on any June 1 after 1894 { Int. (x) at Fidelity Ins., etc., Co., trus., Pl   | 29 way. 1,403,773 Funded debt. 500,000 Construction and equip. 647,972 Bills payable, etc. 59,06 Cash and cash assets. 11,580 Profit and loss. 4,450   |
| X Free of tax.  ROAD—Road extends from Forty Hill, Pittsburg, on Bradistreet to Washington Avenue, on top of hill.   | William Annual Control of the Contro |
| PITTSBURG & CASTLE SHANNON RAI<br>ROAD—A steam and incline plane road.<br>ORGANIZATION—Chartered Sept. 21, 1891.   | ST. CLAIR INCLINE PLANE—A cable road.  ORGANIZATION—Chartered Sept. 9, 1885. Road completed in 1889.   |
| STOCK & BONDS  | 5tock  |
| Pa., 6½ miles, incl. two inclines of 1,375 and 2,112 feet respective   | Determine In own, 2000, 2 2 per cent, and none cince (to hiteren, co.  |
| EARNINGS—For year ending June 30, 1893, earnings were:         Freight.       \$78,671       Net income.       \$25,         Passengers, etc.       44,961       Interest       14,         Miscellaneous.       5,511       Miscellaneous.       2,   | EARNINGS—For year 1894 gross, \$13,232 (against \$17,210 in 1893) maintenance, \$10,222; interest and taxes, \$5,390; bal., deficit, \$1,427 OFFICERS—President, W. S. Hughes; Secretary, W. S. Jones; Treas urer, R. B. Mellon.   |
| Total earnings\$129,143 Balance, surplus\$8, OFFICERS—President, Walter Chess; Vice-President, J. M. Bai Sec. and Treas., E. J. Reamer; Supt. and Purch. Agent, O. A. Rogers   | 58 ey; SCHENLEY PARK & HIGHLANDS RAIL WAY.—A trolley road.   |
| PITTSBURG CRAFTON & MANSFIELD  | THE SECOND AVENUE TRACTION-A trolle  |
| STOCK & BONDS— <i>Miles. Date. Interest. Outs'd'g</i> Stock, \$500,000, par \$50 \$500,000  1st mort, \$250,000, \$ 1894 5 J-J 250,000 July 1, 1  currency Int. at Pittsburg Tr. Co., Trustee, Pittsburg,  | road. ORGANIZATION—"Practically a consolidation," effected about Dec. 1 1894, of three important street railway companies, viz.: Second Avenue Passenger Railway Company, into which company   |
| ROAD—Owns 10 miles of track on 5 miles of road.  OFFICERS—President, John C. Reilly; Secretary, Thos. S. Bigelov  PITTSBURG TRACTION—A cable and trolley road.   |  |
| ORGANIZATION—Incorporated April 14, 1887. Leased Pittsb<br>Oakland & East Liberty Pass. Ry Co. for 999 years from June<br>1887, and road changed to cable. June 17, 1887, Central Transit  | for 999 years by the Second Ave. Traction.  Glenwood & Dravosburg Passenger Railway Company, into which company the Dravosburg Passenger Railway Company and the Pitts   |
| consolidated with this co. Dec. 17, 1891, operating contract execute the contract of the contr | 1, leased for 999 years.  McKeesport & Reynoldtown Passenger Railway Company is noveled owned by the Second Avenue Traction.   |
| earnings of the two roads every six months, the Pittsburg Traction<br>receive ·575 thereof and the Duquesne Traction ·425.   | to STOCK & BONDS—  Stock, common, par \$50.  Date. Interest. Outsland'g Maturity \$4,000,000 f.p.  |
| STOCK & BONDS.— Date. Interest. Outstanding. Last div.,<br>Stock, \$2,500,000 (par \$50) text FA. \$1,900,000 Aug., 18:<br>1st mort. 5s  | to STOCK & BONDS— Date. Interest. Outstand'g Maturity Stock, common, par \$50 \$4,000,000 f.p  |
| P.O. & E.L. b'ds. ass'd 6 p. c. 7,000 Feb. 1, 1  Guaranteed bonds—   | General mortgage 1889 5 J-J 120,000 July 1, 1909   |

Bonds-The 2d Avenue Traction mortgage is for \$2,500,000, of which \$500,000 reserved to retire prior liens at maturity and \$250,000 for future extensions, equipment, etc. The bonds are tax exempt as regards any or all taxes at any time laid on principal or interest by the United States or the State of Pennsylvania, the company agreeing to pay the same. These bonds cannot be redeemed before maturity and are secured by a mortrage covering all the real estate, tracks, franchises and property of every kind and description now belonging to or which may hereafter be constructed or acquired by the Traction Com-

ROAD—The company has 60 miles of track, including 5 miles now under construction between Turtle Creek and Wilmerding. Its line extends from the Exposition Building in Pittsburg past the Post Office, etc., and via Second Avenue to Braddock, Brinton and Turtle Creek; forking at Glenwood, it also extends to Dravosburg, Reynoldtown and

McKeesport, also to Homestead and Birmingham.

EQUIPMENT, ETC.—As to the property, the company's President in March, 1895, said: "The line is electrically equipped throughout in the best and most substantial manner, with new and ample rolling The central power station is located at Glenwood, and has four compound condensing engines with a capacity of over 2,100 horse power. The line is laid throughout with heavy steel rails from 42 lbs. to 90 lbs. per yard, the greater part 75 lbs., 76 lbs and 90 lbs.'

EARNINGS-From July 1, to December 31, 1894, (6 months) gross, \$106,281; net, \$56,338. For year ending June 30, 1894, gross, \$174,705; net, \$62,269.

OFFICERS-President, James D Callery; Secretary and Treasurer John W. Taylor; Office, Glenwood, Pittsburg, Pa.

SECOND AVENUE TRACTION SYSTEM-MUKEESPORT & REYNOLDTON PASSENGER RAILWAY.-A trolley road.

ORGANIZATION-Chartered in 1882 and began operations in 1887 Sold to the Second Avenue Traction Co. in 1895.

ROAD—Operates 12 miles of track.

Officers—President, J. C. Smith; Vice-President, W. P. Womper
Secretary, W. B. Peters; Treasurer, E. F. Woods; General Superintendent, W. L. Osborne; Purchasing Agent, J. C. Smith. Office, 105 Fifth Avenue, McKeesport, Pa.

SUBURBAN RAPID TRANSIT.—A trolley road. ROAD—Said to operate 7 miles of track on 4½ miles of street. Capital stock, \$300,000; par \$50. First mortgage is for \$200,000 gold 6 per cent bonds, due 1913, of which \$100,000 are said to be outstanding; interest payable M. & S. President, H. Miller; Secretary, Treasurer and Purchasing Agent, Thomas A. Noble.

PLYMOUTH, MASS.
POPULATION 1890 WAS 7,314; IN 1880 WAS 7,093; AND IN 1870 WAS 6,238.

PLYMOUTH & KINGSTON RAILROAD-A trolley road. Chartered in Feb. 1889.

ORGANIZATION-In 1894 stock was mostly held in trust for the New

ORGANIZATION—In 1894 stock was mostly near in trust for the New England Street Railway Co., which see under New Haven, Conn.

STOCK & BONDS—

Date. Interest. Outstand'g. Last div., etc.

Stock \$100,000 (\$100).

See below.

\$70,000 f. p. See below.

\$1890 5 J - J 35,000 Jan. 1, 1910

Int. is payable at Internat'l Tr. Co., Boston.

Debentures.

\$1894 v J - J 4,000 1899

Interest at Boston Safe Dep. & Trust, Boston.

Unf'd debt Sept. 30,'94.

Dividends of 7 per cent per annum were paid in year 1892-93; in 1893-94, 6 p. c.

ROAD-Operates 8.75 miles of track, etc., extending from Plymonth to Kingston.

EARNINGS-For years ending Sept. 30 earnings have been:

| 1894. | 1895. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896

OFFICERS-President, A. L. Gordon; Treasurer, James D. Thurber Plymouth, Mass.; General Manager and Purchasing Agent, C. E. Barnes; Clerk of Corporation, Thomas Loring, Newtonville, Mass.

### PORT HURON, MICH.

POPULATION 1890 WAS 13,543; IN 1880 WAS 8,883; AND IN 1870 WAS 5,973.

CITY ELECTRIC RAILWAY. - A trolley road.

ORGANIZATION—Chartered in 1892 and franchise runs till May 30.
1922. Railroad officials report population in 1894 to have been between 18 and 19 thousand.

| Stock & Bonds - Miles. Date. Interest. Outstand g. Maturity. | Stock \$100,000 (\$100) ... | \$100,000 | \$100,000 | \$1893 6 g. M - 8 | 120,000 | Mar. 1, 1913 | gold, \$1,000 ... | [Int. at Hanover National Bank, N. Y. City.

Bonds-The mortgage trustee is the Union Trust Company of Detroit. In January, 1895, \$80,000 of the bonds were still reserved for additions and extensions at not exceeding 60 per cent of actual cost.

ROAD-Operates 9 miles of track on 8 miles of road in city of Port

ANNUAL REPORT-For fiscal year ending December 31 earnings were: 1894. 1893. 1894. 1894. earnings. \$444,787 \$46,702 Taxes. \$802 arnings. 14,126 15,784 Insurance 2,210 1893 Gross earnings.... Net earnings.... \$831

Officers-President, W. Canham; Secretary, F. J. Dixon; Treasurer, W. L. Jenks; Gen. Manager, A. Dixon; Superintendent, H. A. Dixon.

#### PORTLAND, ME.

POPULATION 1890 WAS 36,425; IN 1880 WAS 33 810; AND IN 1870 WAS 31,413.

PORTLAND RAILROAD.—An electric and horse road, ORGANIZATION—Chartered March 19, 1863, under laws of Maine. At a meeting Jan. 21, 1895, the stockholders voted to equip the entire road with trolley and to issue part of the authorized issue of first mortgage bonds to meet this expense.

STOCK & BONDS— Miles. Date. Interest. Outst'ng.

8t'ck auth.\$500.000,\$100 ... See below. \$300,000 ...

1st mortgage, \$500,000 g 16<sup>1</sup>2 1893 4<sup>1</sup>2 g. M-N 400,000 May 1, 1913

Notes pay'le (June 30,'94) ... ... 13,000 ...

The bonds cover all the property, equipment and franchises.

Dividends—In year 1892-93, 4 per cent; in 1893-94, 6 p. c.
ROAD—Owns 20:14 miles of track in Portland, Deering and West-

ANNUAL REPORT—For the fiscal year ending Dec. 31, 1894, gross earnings, \$207,552; net, \$37,572; interest, \$8,622; balance, surplus, \$28,950. For the year ending June 30 as below: \$28,990. For the year causing a second secon

OFFICERS-President, Wm. R. Wood; Secretary, Treasurer and Purchasing Agent, E. A. Newman. Office, Portland, Me.

#### PORTLAND, ORE.

POPULATION 1890 WAS 46,385; IN 1880 WAS 17,577:

CITY & SUBURBAN RAILWAY-A trolley and steam road.

ORGANIZATION-Incorporated in 1891 as successor to the Willamette Bridge Railway and Trans-continental Street Railway com panies. In August, 1895, operated 53 electric cars and 12 passenger coaches hauled by steam motors.

Date. Interest. Outstandg. Maturity. STOCK & BONDS-STOCK & BONDS—

Date. Interest. Outstandg. Maturity.

\$t'k, auth. \$1,000,000 (\$100). \$753,300

Willamette Bridge Ry., 1st | 1889 6 M - S | 100,000 Sept. 1, 1919 mortgage, \$100 each. | Interest at Am. Loan & Trust, Boston.

Wav. & Wood. El. Rv., 1st M., | 1891 6g, A - O | 110,000 Apr. 1, 1921 City & Sub. consol. M., not | 1891 6g, M - S | 640,000 Sept. 1, 1916 subj. to call, \$100 each, g. | Int'st at Sec. Sav'g & Tr. Co., Portland.

Bonds.—City & Suburban consolidated mortgage is for \$1,000,000, of

which \$210,000 is reserved for the prior liens and (February, 1895,) \$150,000 for other purposes. Mortgage trustee is the Security Savings & Trust Co., Portland.

ROAD.-In August, 1895, was operating 50 miles of track, including thirteen different lines, of which eleven start from the corner of Third and Yamhill streets. Runs t. Mt. Tabor and St. Johns. About 12 miles are operated by steam and 38 miles by trolley. Rails 30 and 40 lb. T and girder.

OFFICERS.-President, Henry Failing; Vice-President, T. Woodward; Secretary and Treasurer, C. F. Swigert; General Manager, H. C. Campbell.

CITY & WEST PORTLAND PARK MOTOR-

A steam and trolley road.

ORGANIZATION—Chartered April 4, 1889. Franchise is perpetual, except that for trolley, which runs till 1912.

STOCK & BONDS— Date. Interest. Outstanding. Maturity
Stock, \$100,000. None '94 \$100,000
1st M., \$100,000, gold, \$100 \ 1891 6 J-J 100,000 July 1, 1911
and \$1,000. Not subject to call.

Interest at Illinois Trust & Savings Bank, trustee, Chicago, Ill.

ROAD-Owns 7 miles of track in Portland, extending to suburbs of West Portland Park. Trolley, 1 mile; steam, 6 miles. Rails 35 and 50

Officers-President, E. T. Johnson; Vice-President, Treasurer, Gen. Manager and Purchasing Agent, T. A. Wood; Secretary, W. Hosea Wood.

#### CONSOLIDATED STREET RAILWAY-An electric road.

ORGANIZATION-A consolidation of the Multnomah St. Railway, Metropolitan Railway and Portland & Vancouver Railway.
RECEIVERSHIP—In Dec., 1894, O. F. Paxton was appointed receiver.

The January, 1895, coupons on the consols were not paid.

Stock & Bonds.— Date. Interest. Outstanding. Last Div., etc.

| EARNINGS For years chaing December of Carmings were. |        |              |             |          |  |
|--|--------|--------------|-------------|----------|--|
|  | 1894.  | 1893.        | 1894.       | 1893.    |  |
| Gross earn'gs.                                       |        |              | Interest    | \$28,500 |  |
| Operat'g exp   |        |              | Taxes       | 4,238    |  |
| Net earnings   | 41,688 | 85,053       | Balance     | 52,255   |  |
|  | 71.7   | LAZON OFFINA | PRG 91 1004 |          |  |

| Miscellaneous 219,375 | Capital stock<br>Bonds<br>Other indebtedness<br>Profit and loss | \$525,000<br>800,000<br>340,364<br>8,801 |
|-----------------------|---|--|
|                       |   |  |

...\$1,674,165 Total..... OFFICERS—President, G. B. Markle; Secretary, D. F. Sherman; Treasurer, J. L. Hartman; Supt. and Purchasing Agent, J. E. Thielsen. —V. 59. 1141.

EAST SIDE RAILWAY-A trolley and steam road. ORGANIZATION-Chartered in July, 1892. Successor to the Mount Taber Street Railway Company. The steam motor line from Mount Taber to Mount Scott, seven miles in length, built by the Portland Chicago & Meunt Scott Railroad Company, has been operated by it ever since completion. The company went into receiver's hands before the first coupon on its bonds matured.

was completed March 1, 1893. Runs also to Gladstone and Gladstone

The total cost of the system is said to have been \$525,000.

EQUIPMENT—Electric motor cars, 19; trailers, 4; steam motors, 3.

OFFICERS—In receiver's hands. President and General Manager
George A. Steel; Treasurer, James Steel; Secretary, J. B. Cleland.

PORTLAND STREET RAILWAY-Ahorse car line ORGANIZATION, ETC.—Chartered Sept. 15, 1871. Franchise runs till Sept. 12, 1896. The first street line in Portland. Formerly paid well, but since paralleled by electric roads in adjoining streets. Went into receiver's hands in July, 1894. Road about 2 miles in length, known as First Street line. Owns two cars and four horses.

Officers-President, J. Holladay; Secretary, T. Gray. V. 60, p. 837.

PORTLAND TRACTION-A cable road.

ORGANIZATION-Successor in 1894 of the old P rtland Cable Co. which went into receiver's hands in 1892.

Miles. Date. Interest. Outstand'g. Maturity \$100,000 STOCK & BONDS-Block, \$100,000.....

ROAD-Operates 7 miles of cable road in Portland, the principal line extending from the Union Depot to Portland Heights, 31g miles, with branch to ball grounds. A short branch to Front Street was not in operation in January, 1895. The plant is said to be most substantial, there being two Hamilton-Corliss engines of 350 horse-power each.

OFFICERS-President is Isaac Hecht and Secretary Frank L. Brown both of San Francisco; General Manager, F. I. Fuller.

#### PORTSMOUTH, VA.

POPULATION 1890 WAS 13,268; IN 1880 WAS 11,390.

PORTSMOUTH STREET RAILWAY-A horse

ORGANIZATION -Chartered in 1887. Municipal franchises expire in Dec., 1918. In March, 1895, the road was reported sold to Major John Finney and Gen. J. K. Sigfried of Pottsville, who propose to put in trolley and to build extensions to Port Norfolk and West Norfolk.

V. 60, p. 563.

#### POTTSVILLE, PA.

Population 1890 was 14,117; in 1880 was 13,253; AND IN 1870 was 12,384.

SCHUYLKILL ELECTRIC RY.—A trolley road ORGANIZATION—Chartered Oct. 5, 1889. Leased for 99 years the Pottsville & Reading Ry., guaranteeing the interest on the \$100,000 of bonds of that road. The road, it is estimated, will give service to a population of 50,000.

The mortgage trustee is the Real Estate Trust Company of Philadel-The bonds are exempt from State and income tax in Pennsyl vania and are an absolute first mortgage on the property and fran-chises of the company at present owned or in future acquired, A sinking fund of \$5,000 per annum, beginning February 1, 1900, is provided for in the mortgage.

ROAD-When completed the lines of the company will connect Pottsville with Minersville, Schuylkill Haven, Cressona, Forestville, Yorkville, Heckscherville, Port Carbon, Mt. Carbon, Palo Alto and Tumbling Run, and will include about 34 miles of road.

OFFICERS-President, C. H. Barritt; Vice-President, F. G. Yuengling; Secretary, J. Newlin; Treasurer, General Manager and Purchasing Agent, W. A. Barritt, Jr. Office, 635 Drexel Building, Philadelphia.

SCHUYLKILL ELECTRIC SYSTEM.-POTTS-VILLE & READING RAILWAY.-A trolley road. ORGANIZATION-Chartered in August, 1894, and leased for 99 years

to the Schuylkill Electric Ry. Co. for interest on bonds. Its securities, etc., are as follows:

Stock, \$50. \$100,000 f. p. | Main line. | S miles. | Stock, \$50. \$100,000 f. p. | Main line. | S miles. | S mi

TAMAQUA & POTTSVILLE ELECTRIC RAILROAD-A trolley road.

ORGANIZATION-Chartered in May, 1892. Its securities, etc., are as

POUGHKEEPSIE, N. Y.
POPULATION IN 1890 WAS 22,206; IN 1880 WAS 20,207; AND IN 1870 WAS 20,080.

POUGHKEEPSIE CITY & WAPPINGERS FALLS ELECTRIC RAILWAY—A trolley road.
ORGANIZATION—Incorporated by special act of New York Legislature in March, 1894. Is a consolidation of the City Railroad Company, the South Avenue Surface Railroad and the Poughkeepsie & Wappingers Falls Street Surface Railway. Operates a system of about 20 miles of oad in the principal streets of Poughkeepsie and by a branch to Wappingers Falls.

tate, equipment and franchises and all extensions, etc., which may here after be made. The bonds are limited to \$25,000 per mile of completed trolley road, \$10,000 of this being issuable when track is laid and remaining \$15,000 when equipped with trolley. No bonds can be issued in excess of \$500,000 "until the stockholders of this company shall consent to such excess in the manner provided by the laws of the State of New York." Yearly, beginning Jan. 1, 1897, a sum equal to 1 per cent of the "bonds issued hereunder" is to be paid to the sinking fund for the purchase of bonds at not exceeding 110. If bonds are not pur-

chasable, funds accumulate.
ROAD-Lines are as follows

| HOAD BILLOS GEO TO TOTAL |        |                      |        |
|--------------------------|--------|----------------------|--------|
| Road.                    | Miles. |                      | Miles. |
| Main Street              |        | Second track         |        |
| North Side               |        | Sidings              | . 2    |
| South Side               |        | Vassar College track | . 112  |
| Wappingers Falls branch  | . 8    |                      |        |

Commenced partial operation Oct. 11 and in full operation Dec. 15, 1894. Had carried 1,556,948 passengers up to August 18, 1895.

LATEST EARNINGS-Gross earnings from beginning of operation, Oct. 11, 1894, to August 1, 1895, \$63,575; net, \$23,512.

OFFICERS-President, J. W. Hinkley, 489-493 Main Street, Pough-keepsie, N. Y.; Secretary and Treasurer, E. Mora Davison, office, 23 Nassau Street, New York City.

#### PROVIDENCE, R. I.

POPULATION 1890 WAS 132,043; IN 1880 WAS 104,856; AND IN 1870 WAS 68,904.

PROVIDENCE-PAWTUCKET-PAWTUXET VALLEY, R. I.—UNITED TRACTION & ELECTRIC.

(See Map on adjoining page.)

ORGANIZATION-Controls by ownership of stock and bords the entire street railway system of the city of Providence and of the towns of North Providence, East Providence, Cranston and Johnston, and all the street railways of the city of Pawtucket and towns of Lincoln and Cumberland, serving, it is said, a population of about 245,000, In addition to the above the United Traction & Electric Co. controls by ownership of stock and bonds the street railway system in the Pawtuxet Valley located in the towns of Warwick, Coventry and Cranston, serving at present a population of nearly 20,000, and also an electric light plant serving to a considerable extent the same population. Proposed extensions of this system will further serve a population of some 5,000 and at the same time provide direct connection with the main lines operated in the city of Providence and suburban territory. 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.

STOCK & BONDS-Date. Interest. Outstanding. Maturity. 

Bonds—Totalissue 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, R. I., and additional to 104 miles of track, but at a rate not exceeding \$12,000 per mile of such new track. The bonds are secured by mortgage on all the mortgage bonds and substantially all the stock of the Union Railway Co. of Providence and all the shares of stock of the Pawtucket Street Railway Co.

The Providence Cable Tramway Co. is leased to the Union Railway Co. for 50 years for 6 per cent on its capital stock, all but two shares of which is owned by the Union Railway Co.

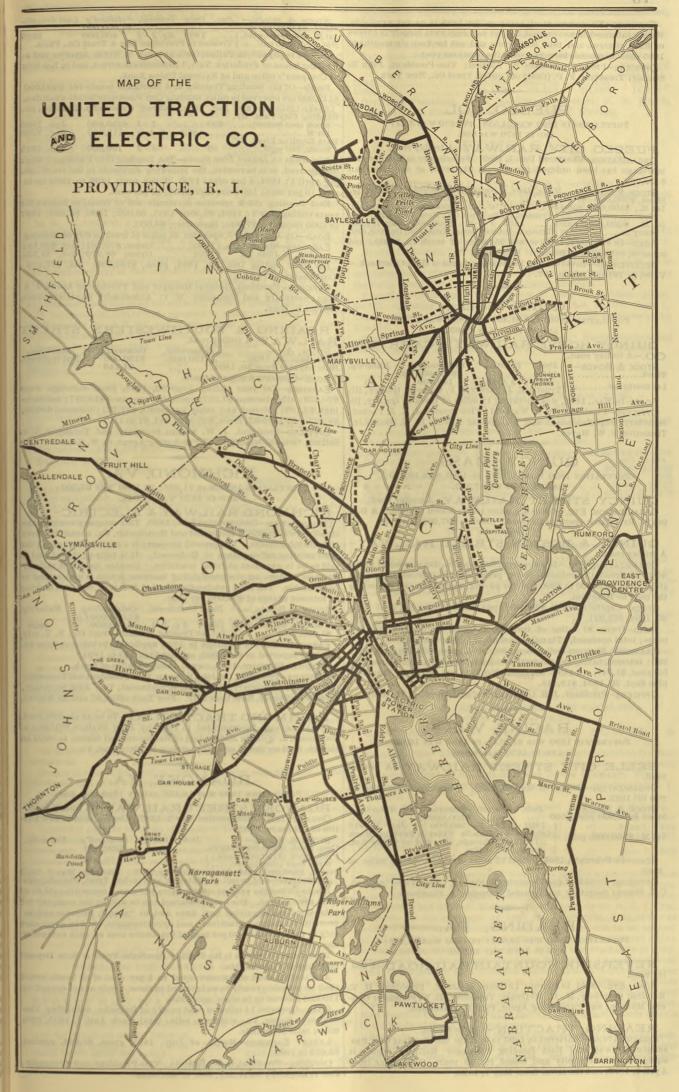
ROAD.—The companies above mentioned were operating early in 1893, in the cities and towns designated about 8212 miles of track. During 1894 this road was equipped with electricity, and 2112 miles were built, making a total of 104 miles. January 1, 1895, there were completed and in operation 122 miles, which include 7 miles of the Pawtuxet Valley Electric Street Railway.

SECURITIES PLEDGED.—These in July, 1895, included all but 35 shares of the \$2,000,000 capital stock of the *Union RR*. of Providence, all of the \$200,000 capital stock of the *Pawtucket Street Ry*. (no bonds) and all of the \$3,000,000 first mortgage bonds of the Union RR. of Providence. The Union RR. owns \$299,800 of the \$300,000 capital stock of

the Providence Cable Tramway Co. (no bonds).

TREASURY SECURITIES—The United Traction & Electric Co. has in its treasury \$361,800 of the \$400,000 capital stock and \$150,800 of the \$198,000 first mortgage bonds of the Pawtuxet Valley Electric Street Railway.

All the above-described roads of the United Traction & Electric Co., including the Providence Cable Tramway, are now operated by electricity, and since completion of the electrical equipment in April, 1894, the arge increase in the earnings anticipated has been fully realized



EARNINGS-No statement of carnings for 1894 is as yet available informed, however, that the not earnings were largely in excess of fixed charges, and that both gross and net for first six months of

1895 show handsome increases over the previous year.

Official—President, Nelson W. Aldrich; Vice-President, John E. Searles; Treasurer, F. P. Olcott of Central Trust Co., New York.

#### PUEBLO, COL.

POPULATION IN 1890 WAS 24,558; IN 1880 WAS 3,217; AND IN 1870 WAS 666.

PUEBLO CITY RAILWAY-A trolley road.
ORGANIZATION-Charicred Dec. 1, 1889. Foreclosure sale under first ortgage has been ordered for August 31, 1895, at not less than \$150,000

ROAD—In February, 1895, owned 25 miles of track in Pueblo and suburbs, extending to Bosmer, Rails 35-ib. T. RECEIVERSHIP—Receiver and Purchasing Agent is H. E. Chubbuck.—

V. 60, p. 1010; V. 61, p. 197.

QUINCY, ILL, POPULATION 1890 WAS 31,494; IN 1880 WAS 27,268; AND IN 1870 WAS 24,052.

QUINCY HORSE RAILWAY & CARRYING CO.-A trolley road.

STOCK & BONDS—

Stock ... Sino ... Sino

QUINCY, MASS.
POPULATION 1890 WAS 16,723; IN 1880 WAS 10,570; AND IN 1870 WAS 7.442.

QUINCY STREET RAILWAY-A trolley road.

ORGANIZATION, ETC.—Owns 4½ miles track; leased to Quincy & Boston St. Ry., which operates the road. Stock is \$37,200; par 100.

QUINCY & BOSTON STREET RAILWAY-A trolley road.

ORGANIZATION, ETC.-In January, 1895, application was made to the State Railroad Commissioners for permission to increase the capital stock from \$200,000 to \$300,000, for paving, equipment and extending the road to Hingham.

STOCK-Capital stock is \$200,800, par \$100. Unfunded debt Sept-30, 1894, \$65,921.

ROAD-Owns 13 miles of track and leases Quincy St. Ry., 412

miles; total operated, 1712 miles, including 19 mile sidings

EARNINGS—For year ending Sept. 30, 1894, gross, \$57,616; net, \$21,-295; interest, taxes, etc., \$9,500; dividends, \$10,047; balance, surplus for year, \$1,747. In 1892-'93, gross, \$50,774; net, \$11,601. Total surplus Sept. 30, 1894, \$19,448.

OFFICERS-President, J. R. Graham; Sec. and Treas., F. H. Smith.

#### RACINE, WIS.

Population 1890 was 21,014; in 1880 was 16,031; and in 1870 was 9,880.

BELLE CITY STREET RAILWAY .- A trolley

ORGANIZATION-Chartered May 23, 1883. Franchise understood to run till 1982

STOCK & BONDS-Stock \$200,000 par\$1,000 Date. Interest. Outstand'y Maturity.

\$200,000 f.p.

\$1892 6g, J-J 300,000 July 1,1912
Interest at Illinois Trust & Savings Bank
(Trustee), Chicago, Ill., and at Chase Nat.
Bank, N. Y. City. 1st M., \$300,000. gold..

ROAD-In February, 1895, owned 12 miles of road with 15 miles of

OFFICERS-President and Treasurer, Jackson I. Case; Vice-President, C. L. Shoop; Secretary and General Manager, A. Shewmon.

### READING, PA.

POPULATION 1890 WAS 58,661; IN 1880 WAS 43,278; AND IN 1870 WAS 33,930.

NEVERSINK MOUNTAIN RAILROAD-A trol ley road.

ROAD, ETC.—Said to operate 12 miles of track. President, H. T. Kendall; Secretary, M. C. McIlvain; Treasurer, D. W. Stepman; General Manager and Purchasing Agent, Paul D. Milholland.

READING TRACTION—A trolley road.

Organization—Chartered in 1893 to operate the Reading City Pas
senger Railway and East Reading Passenger Railway, which it
equipped with electricity and leased for 99 years, the former from A pril 1, 1893, and the latter from May 1, 1893.

banking house of Frederick Narr, 129 South 4th Street, and in Reading at Company's office and at National Union Bank.

Bonds-Of the Reading Traction first mortgage bonds for \$600,000 \$112,000 are reserved to retire Reading City Passenger bonds when due.

has received, or is to receive, the following dividends in the years endring April 1: 1894, 8 per cent; 1895, 9 per cent; 1896 to 1900 inclu sive, 10 per cent; 1901 and thereafter, 12 per cent.

East Reading stock receives dividends out of rental as follows for years ending May 1: 1894, \$5,500; 1895, \$6,000; 1896, \$6,500; 1897 to 1900 inclusive, \$7,000; thereafter, \$8,000.

ROAD-On Jan. 1, 1895, operated 33 miles of track in city of Reading For year ending Dec. 31, 1894, gross, \$184,030; net, \$77,278

fixed charges, \$74,861.

Officers-President, General Manager and Purchasing Agent, J. A Rigg: Secretary and Treasurer M. C. Aulenbach; Superintendent, Samuel E. Rigg.

READING & SOUTHWESTERN STREET
RAILWAY-A trolley road.
STOCK, &c. — Subscribed.
Stock June 30, 1893.......\$130,000 \$130,000 Not reported.
Bills payable June 30, 1894.......\$24,146

ROAD-Operates 6 miles of track. EARNINGS—For year ending June 30, 1894, gross earnings were \$20,428; other income, \$1,957; operating expenses, \$19,187; net earn-

ings, \$3,198; interest and other payments, \$11,721; balance, deficit, \$8,523. In 1892-93, gross, \$25,910; net, \$1,411.

Officers—President, J. W. Shepp; Secretary and Treasurer, V. S.

### RICHMOND, VA.

Seltzer; General Manager and Purchasing Agent, G. W. Kein.

POPULATION 1890 WAS 81,338; IN 1880 WAS 63,600; AND IN 1870 WAS 51,038.

RICHMOND RAILWAY & ELECTRIC-ORGAN ZATION—Incorporated Feb., 1890. 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 to be profitable. The total outstanding bonded debt is \$1,800,000, making

officially reported as \$190,000, against \$167,558 in 1893.

ROAD—In February, 1895, owned about 50 miles of track.

OFFICERS—President, Dr. John P. Munn; Vice-President and Treasurer G. E. Fisher; Secretary, F. J. Crafgie, Richmond, Va.; Asst. Secretary, Donald B. Toucey, New York City. New York office, 37 and 39 Wall St.

RICHMOND TRACTION CO.—To be an electric road.
ORGANIZATION—Incorporated in 1895 by John Skelton Williams of
Richmond, J. William Middendorf of Baltimore, and others, to build an electric road on Broad and other streets in Richmond, Va.

#### ROANOKE, VA.

POPULATION 1890 WAS 16,159 AND IN 1880 WAS 669,

ROANOKE STREET RAILWAY.—A trolley road.
ORGANIZATION—Incorporated May 2, 1887. Control sold to new parties in February, 1892.

extensions and acquiring new lines and to "renew, increase and im prove its equipment, machinery and appurtenances," but in every case only to the amount of 90 per cent of the sworn cost of such extension improvements, etc.

The mortgage trustee is the Fidelity Insurance Trust & Safe Deposit Company of Philadelphia.

As a sinking fund an amount equal to 1 per cent of all bonds issued shall be set aside yearly to be invested in these bonds at not exceeding 110 and interest or in other securities.

ROAD-Operates 14 miles of road in city of Roanoke, extending also 8 miles to 8 alem, Va.; sidings 12 mile; total track Aug. 7, 1895, 2212 miles; rails 50 pounds.

LATEST EARNINGS-Month of July, 1895, gross, \$3,624, against \$3,658 in 1894.

OFFICERS—President, S. W. Jamison; Vice-President and Treasurer, Jos. T. Engleby; Secretary, Geo. C. McCohan.

### ROCHESTER, N. Y.

POPULATION 1890 WAS 133,896; IN 1880 WAS 89,366; AND IN 1870 WAS 62,386.

ROCHESTER & IRONDEQUOIT RAIL ROAD-SEE IRONDEQUOIT, N. Y.

ROCHESTER RAILWAY-A trolley road.

ORGANIZATION—Chartered Feb. 25, 1890. Operates about 80 miles of track in city of Rochester, with extension to Ontario Beach, 83 miles. The Rochester Electric Railway was leased in September, 1894, at a rental said to be 8 per cent on \$200,000 stock, and whenever gross re-

Consolidated mortgage of 1890 and second mortgage cover 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 \$1,000,000 are reserved to retire underlying bonds of the Rochester City & B. RR. and of the second mortgage 5s \$750,000 to retire the \$600,000 of debentures.

Road leased-Miles. Rochester Electric 458 do do 2d track 418 Total operated Nov., 1894...883

Weight of rails, 40 to 90 pounds.

ANNUAL REPORT.— *Yrend. June* 30. 1895. 1894.

Gross earnings. \$821,725 \$748,903

Net........329,788 328,732

Other income.... 18,945 6,318

 $\begin{array}{c} 1895. & 1894. \\ \text{Int.on bonds} \\ \text{Taxes......} \\ \$308,585 \\ \begin{array}{c} \$195,487 \\ 45,166 \end{array} \end{array}$ Bal., sur..... \$40,148 \$94,397

Net income ..\$348,733 \$335,050 BALANCE SHEET .-

BALANCE SHEET JUNE 30, 1895.

 Liabilities

 Capital stock
 \$5,000,000

 Funded debt
 4,407,000

 Bills payable
 86,000

 Open accounts
 8,514

 Taxes accrued
 5,836

 Profit and loss, surplus
 492,235

......\$9,999,585 Total.....\$9,999,585

#### ROCKFORD, ILL.

POPULATION 1890 WAS 23,584; IN 1880 WAS 13,129; AND IN 1870 WAS 11,049.

ROCKFORD CITY RAILWAY-A trolley road. ORGANIZATION-Chartered Jan. 20, 1890.

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

Stock paid in in 1894. \$36,000

1st mortgage. 1890 6 M-N 125,000 May 1,1910
2d mortgage. 1893 7 M-N 50,000 May 1, 1910
2d mortgage is the Northern Trust Co. of Chicago, Ill.

ROAD—Said to operate 15 miles of track.

OFFICERS—President, R. N. Baylis; Secretary, F. W. McAssey; Treas—

urer, W. H. McCutchen, Gen. Man. and Purch. Agent, T. M. Ellis.

WEST END STREET RAILWAY-A trolley and horse road.

ORGANIZATION-Chartered in 1890. Franchise runs till 1912. Fran-

ORGANIZATION—Chartered in 1890. Franchise runs till 1912. Franchises are said to be "particularly advantageous."

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.

Stock, \$75,000, par \$100. \$57,000

1st mortgage, gold, \$10 1892 6 gJ-J 100,000 July 1, 1912

\$200,000, \$1,000 ea. (Subject to call after July 1, 1902.

Interest is payable at offices of Northern Trust Co. (trustee), Chicago, and Farson, Leach & Co., New York City. Bonds cover road, equipment, etc. The bonds unissued are reserved for improvements and extensions, and can be said only when the rest countries for six months. tensions, and can be sold only when the net earnings for six months are at the rate of 10 per cent per annum on entire amount of bonds then outstanding. No dividends had been paid prior to March, 1895. ROAD—In February, 1895, owned 11-2 miles of track in Rockford.

OFFICERS—President, General Manager and Purchasing Agent, J. S. Ticknor; Vice-President, H. B. Andrews; Secretary, C. E. Muntagh; Treasurer, J. S. Ticknor.

ROCKLAND, ME.
POPULATION 1890 WAS 8,174; IN 1880 WAS 7,599; AND IN 1870 WAS 7,074.

ROCKLAND THOMASTON & CAMDEN STREET RAILWAY,—An electric road.

ORGANIZATION—Incorporated June 27, 1891, and is a consolidation

of Camelon & Rockport Street Railway and the Rockland Street Railway.

STOCK & BONDS—

Date. Interest. Outst d'g. Maturity.

\$250,000 (\$300,000 auth.)

1892 5 J-J See text. May 1, 1922 Interest at Nat. Exchange Bank, Boston.

Bonds—Oct. 12, 1894, \$175,500 of the \$250,000 issued was outstanding, the remainder being held as security for loans, bills payable, etc.

ROAD-Operates 14:34 miles of track from Thomaston through Rock land and Rockport to Camden.

EARNINGS-For years ending June 30, 1893, and June 30, 1894:

Operating expenses. \$46,185 27,154 Net. \$17,454 20,963 pay'g int. \$3,097 14,152 894. \$63,639 \$46,185 \$17,454 \$3,097 893. 48,117 27,154 20,963 14,152 Officers—President, G. E. Macomber; Secretary, H. M. Heath,

Treasurer, A. D. Bird; Sup. and Purch. Agent, T. Hawken.

#### ROME, GA.

POPULATION 1890 WAS 6,957; IN 1880 WAS 3,877; AND IN 1870 WAS 2,748.

CITY ELECTRIC RAILWAY-A trolley road.
ORGANIZATION—Chartered in 1894 as successor to the Rome Street
Railway, which was sold in foreclosure July 5, 1895.

STOCK & BONDS— Date. Intrest. Outst \$\delta\_2\$, Maturity.

Stock, \$100,000, par \$100. \$60,000 f.p.

1st morts., \$100,000, gold \$\chi\$ 184 g. A - O \$5,000 Oct. 1, 1914 \$1,000, not subj. to call. \$\chi\$ Int. at Am. Sec. & Tr. Co., Washington, D. C Bonds—In August, 1895, \$15,000 of bonds were in the treasury.

ROAD—Owns 5 miles of track, laid with 35 and 45-lb. T rails, all in corporate limits of City of Rome, except about one mile extending to the Park; controls the North & South Street Railway.

EARNINGS—From April 1 to August 1, 1895 (4 months), gross, \$6,747; operating expenses and taxes, \$4,670; net, \$2,077. Sept. 1, 1893, to Oct. 1, 1894, gross receipts were \$20,872; expenses about

OFFICERS-President, Seymour Cunningham; Superintendent and Electrician, T. J. Hendricks; Gen. Man. and Treas., J. B. Marvin.

### ROME, N. Y.

POPULATION 1890 WAS 14,991; IN 1880 WAS 12,194; AND IN 1870 WAS 11,000.

ROME CITY STREET RAILWAY-A horse road ORGANIZATION-Chartered Dec. 22, 1885.

The securities, road, earnings, etc., are as follows:

Stock (\$50,000) par \$100. \$50,000 During the past year the bonds of this road were canceled, and total deficit was charged off.

ROAD—Owns 6-7 miles track.

OFFICERS—President, J. S. Wardwell; Sec. and Treas, W. P. Rayland.

EARNINGS—Year ending June 30, 1895, 1894, Gross. \$6,890 \$5,558 Net. 163 268 Charges None 7,747 Balance. sr. 163 df.7,479

#### RUTLAND, VT.

POPULATION 1890 WAS 8,239; AND IN 1880 WAS 7,502.

RUTLAND STREET RAILWAY.—A trolley road.
ORGANIZATION—Incorporated in 1885 and in 1894 rebuilt the line as a trolley road and newly equipped it throughout. The old 1st mortgage bonds were called and paid off, and new first mortgage bonds for \$75,000 and new capital stock for \$75,000 were issued.

STOCK & BONDS— Date. Interest. Outstanding. Maturity
Stock. \$125,000
New mortgage. 1894 6 per ct. 75,000
ROAD—Operates 8 miles of road on 8 miles of street.

Officers-President, J. W. Cramton; Secretary, S. M. Wilson; Treas urer, N. K. Chaffee; Gen. Man. and Purch. Agent, W. H. Schot.

#### SACRAMENTO, CAL.

POPULATION 1890 WAS 26,386; IN 1880 WAS 21,420; AND IN 1870 WAS 16,283.

#### SACRAMENTO ELECTRIC POWER LIGHT-

Organization—This company is reported to have absorbed the Central Electric and other railway companies of Sacramento, and to have acquired the rights of the Folsom Water Power Company. Power supplied from Folsom, 24 miles from Sacramento. See description V 61, p. 153.

Stock.

Central El. Ry. 1st
M., \$400,000, g.,
\$1,000 & \$500...c\*

Sacramento Elec. P.
& Light M. \$1,500,000 (\$1,000)....c\* 1892 6g. J-D (1) June 1, 1912 (\$25,000 due y'rly) to June 1, 1921 1893 M-N (f) Nov. 1, 1923 Subject to call as below stated.

Interest on Central Electric Ry. bonds was payable at the Union Trust Co., N. Y. City, and at California Safe Deposit & Trust Co. The Sacramento Elec. Power & Light Co. coupons are also payable at the lastnamed office and at the N. Y. Guaranty & Indemnity Co. in N. Y. City.

Bonds—Of the mortgage of 1893 for \$1,500,000, \$125,000 was

reserved for future acquisitions and the balance was to be applied as follows: To go to the Folsom Water Power for exclusive rights to water power, \$300,000; to buy and extend the street railway properties, \$600,000; for transmission plant, \$475,000. An annual sinking fund is provided for after 1902, the annual payment thereto increasing from \$15,000 in 1903 to \$125,000 in 1918 and thereafter. The bonds are subject to call, \$50,000 yearly Nov. 1, 1908, to 1912, \$100,000 yearly Nov. 1, 1913, to 1917, and \$125,000 yearly Nov. 1, 1918, to 1923. How many of the Central Electric Railway and other old bonds remain in the hands of the public is not known.

ROAD-In 1893 the Central Electric Ry. aggregated 16 miles of track-EARNINGS.—For year ending May 31, 1893, earnings of the Central Electric Ry. were: Gross, \$134,208; net \$67,976; interest paid-\$15,000; balance, surplus, \$52.976.—V. 61, p. 153

#### SAGINAW, MICH.

Population 1890 was 46,169; in 1880 was 29,541; and in 1870 was 20,685.

### UNION STREET RAILWAY,-A trolley road.

ORGANIZATION-Chartered October 5, 1887, and in August, 1895, controlled all the street railway transportation in the city, having leased the Consolidated Street Re., guaranteeing its bonds. Franchises are for 29 years and are said to be unusually liberal.

Population of city in 1895 was said to be about 60,000.

Population of city in 1895 was said to be about 60,000.

STOCK & BONDS— Miles. Date. Interest. Outstand g. Maturity.
Stock.

1891 6 g. M—N \$325,000 May 1, 1911
gold, no option. i Int. at Boston Safe Dep. & Tr. Co., trustee, Boston.
The bond ma be registered at the office of the trustee.

A second mortgage on this property secures guaranty of Saginaw

Consolidated Street Railway bonds.

Stock-The stock of the combined companies is \$450,000, of which S150,000 in treasury.

ROAD-Operates 28 miles of track, including the Consolidated Street Railway (all except I mile electric).

OPERATIONS-In year 1894 the combined roads carried 3,073,707 Since combined gross carnings are said to have been at the rate of \$150,000 per annum.

Officers-President, F. E. Snow; Vice-President, W. A. Jackson; ceretary, L. T. Durant; Treasurer, J. M. Nichol; General Manager and Perchasing Agent, W. J. Hart.

## UNION STREET RAILWAY SYSTEM-SAGINAW CONSOLIDATED STREET RY.-A trolley road.

ORGANIZATION-Organized in 1894 and received from the city a fran-Organization—Organized in 1894 and received from the city a franchise for thirty years. The company purchased the City of Saginaw Street Railway and the Riverside Park Street Railway, which properties have been equipped with electricity. A new power house has been built and equipped by the Consolidated Company, which furnishes power for the whole Saginaw system. The tracks of the old City of Saginaw road in August, 1895, were being relaid and extended, and the whole property put in good condition. The Consolidated Street Railway owns the park of 65 acres, which is said to be a valuable property and a source of much income. The Consolidated Road is operated under lease by the Union Electric Street Railway, which guarantees its bonds.

guarantees its bonds.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity. STOCK & BONDS— and a state of the state of t

W. J. Hart, Saginaw.

#### ST. JOSEPH, MICH.

Population 1890 was 4,826; in 1880 was 3,550; AND IN 1870 was 2,994.

### ST. JOSEPH & BENTON HARBOR STREET RAILWAY-A trolley road. ORGANIZATION-Chartered in 1884. In July, 1895, purchased at

execution sale St. Joseph & Lake Shore Ry., 212 miles of track; this road will be equipped with electricity.

ROAD-Operates 5 miles of track on 312 miles of street.

OFFICERS—President, General Manager and Purchasing Agent, W. Worth Bean; Secretary and Treasurer, W. H. Hull.

#### ST. JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

## ST. JOSEPH TRACTION & LIGHTING-ORGANIZATION-A Missouri corporation. Successor in 1893 of the People's Street Railway & Electric Light & Power Company and the

Union Railway Company (formerly Wyatt Park Railway). Understood to own all the street car lines in the city; also has an electriclighting plant.

DEFAULT-Interest is in default on both firsts and consols.

FORECLOSURE SALE-The property of this company, including all the street railway lines in St. Joseph, Mo., and the electric-light plant, was sold at auction on August 21, 1895, to satisfy a mortgage to the Central Trust Co. of New York as trustee. The property was bid in for the bondholders by E. H. Harriman of New York and E. A. Noyes

of Portland, Me., for \$300,000.—V. 61, p. 326.

ROAD—Owns in all about 26 miles of track.

OFFICERS—President, J. T. Gardiner; Vice-President, J. R. Owens; Secretary, S. S. Terry, Treasurer, N. Fish.-V. 60, p. 749; V 61, p. 326

#### ST. LOUIS, MO.

POPULATION 1890 WAS 451,770; IN 1880 WAS 350,518; AND IN 1870 WAS 310,864.

LINDELL RAILWAY (ST. LOUIS)-(See Map on adjoining page.)-An electric road.

ORGANIZATION—Incorporated January 24, 1864. Owns and operates an extensive system of roads in St. Louis and vicinity. Its road owned was opened in December, 1890. In addition it controls the Complon Heights Union Depot & Merchants' Terminal Ry., opened Oct. 16, 1893; also the Taylor Avenue road.

as was also \$1,000,000 stock of Compton Heights and \$500,000 stock of Taylor Co. Ry.

The bonds were secured on all the property of the company. Morigage Trustee is the Mercantile Trust Co. of New York.

DIVIDENDS—In 1895, January, 1<sup>1</sup>4 p. c.; April, 1<sup>1</sup>4 p. c.; July, 1<sup>1</sup>4 p.c. ROAD.—Operates 33 miles single track in St. Louis and vicinity. The Compton Heights Union Depot & Merchants' Terminal Ry. is 9 miles in length, and the Taylor Avenue road is 9 miles.

 ${\sf Earnings.-The\ following\ gives\ the\ number\ of\ passengers\ carried:}$ 

|       |             | PASSENGE | RS CARRIED | True True |           |
|-------|-------------|----------|------------|-----------|-----------|
| Year- | Passengers. | Quarters | . 1895.    | 1894.     | 1893.     |
| 1894  | 17.425.971  |          |            | 4,761,274 | 3,734,390 |
| 1893  | 14,270,478  | 3d       |            | 4,572,958 | 3,845,946 |
| 1892  | 12,411,794  | 2d       | 5,271,751  | 4,465,553 | 3,801,125 |
|       | 10,944,585  |          | 4,320,445  | 3,626,186 | 2,899,017 |
| 1890  | 5,549,729   |          |            |           | ********* |

Officers-President, Edwards Whitaker; Vice-President, C. D. McLure; Secretary and Treasurer, James Adkins.

LINDELL RAILWAY SYSTEM-COMPTON HEIGHTS UNION DEPOT & MERCHANTS' TERMINAL RAIL-SYSTEM - COMPTON WAY OF ST. LOUIS-An electric road.

ORGANIZATION-Opened for business Oct. 16, 1893. Controlled by Lindell Railway, which see.

Interest payable in New York by Bank of Commerce, or in St. Louis by the Trustee, St. Louis Trust Company.

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 Nebraska Avenue to Shenandoah Avenue, and north on Compton Avenue to Park Avenue; total, 9 miles of track. Laid with 78-pound steel rails. "Well equipped and runs through the business and residence section of the city." Operated by Westinghouse system.

## LINDELL RAILWAY SYSTEM-TAYLOR AVE. NUE RAILROAD—An electric road.

ORGANIZATION-Controlled by Lindell Railroad.

Street Railway Company.

ROAD.-Has nine miles of road; completed in 1894.

#### MISSOURI RAILROAD-Cable, etc.

ROAD-In August, 1895, the company controlled about 2312 miles.

Line owned. Miles. Leased line.

Missouri RR. 18<sup>1</sup>s Forest Park & Laclede (Elec.) 5<sup>1</sup>4

Olive Street Cable. 9 OPERATIONS-The following gives the number of passengers carried.

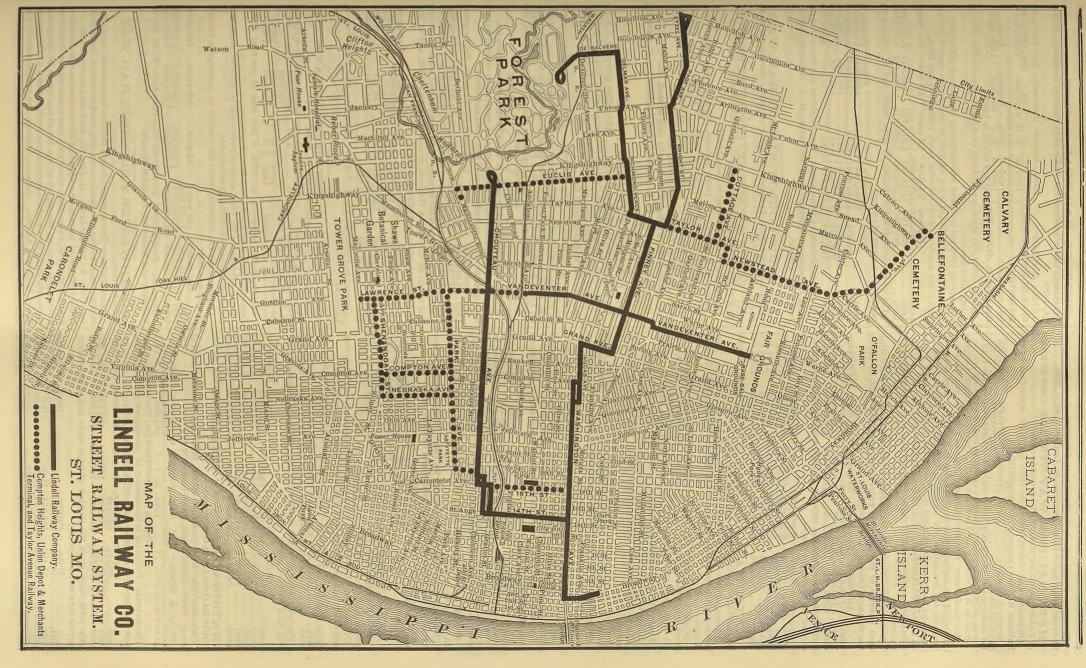
1st quar. 2d quar. 3d quar. 4th quar. Total Year. 1895. 3,503,693 4,009,503 1894. 3,311,403 3,688,242 3,572,829 3,907,652 14,480,126 1893. 3,497,348 4,055,148 3,712,257 3,662,712 14,927,465 OFFICERS—President, P. C. Maffit; Secretary and Treasurer, F. R Henry; Superintendent and Purchasing Agent, J. F. Davidson.

NATIONAL RAILWAY CO.— ORGANIZATION—Organized in 1889 under the laws of Illinois. controls the following street railroads of St. Louis, Mo.: Northern Central Railroad Company, Cass Avenue & Fair Grounds Railroad Company, Union Railroad Company, Citizens' Cable Railroad Company and the St. Louis Railroad Company.

STOCK & BONDS— Date. Interest. Outstanding. Last div..etc.
Stock, \$2,500,000.... See text. \$2,500,000 July 10, 1895, 134
Guaranteed bonds—
Cass Ave. & Fair Gds. { 1892 5 J-J 1,800,000 July 1, 1912.
1st M. (\$2,000,000). { Trustee, Northern Trust Co., Chicago

DIVIDENDS—Dividends are paid amounting to 7 per cent a year. ROAD—In 1894 operated 70 miles of street railway in St. Louis. ANNUAL REPORT-Report for the year ending Dec. 31, 1894, showed :

| Gross earnings   | \$1,353,136 | \$1,416,818   | \$1,437,547   |
|--|-------------|---|---|
|  | 776,582     | 851,851   | 869,957   |
| Net earnings. Fixed charges, interest and taxes. Balance for dividends. Dividends paid. Per cent oper, expenses to earn. | 334,487     | \$564,967<br>309,684<br>255,283<br>205,709<br>60:13 | \$567,590<br>280,843<br>286,747<br>215,182<br>60:86 |



carried for a series of years:

171,593 150,496 163.686

PEOPLE'S RAILROAD. A cable road.
ORGANIZATION—Incorporated as People's Railway Company, March Officens—President, D. G. Ha-niiton; Secretary, E. A. Lancaster-St. Louis office, 3,820 Easton Avenue, St. Louis.—V. 60, p. 300. NATIONAL RAILWAY SYSTEM-CASS AVENUE
4 FAIR GROUNDS RAILWAY-A trolley road.
ORGANIZATION.—Incorporated in 1874 and now controlled by the
National Railway Company of Chicago, Ill. Date. Interest. Outstand'y. Last Div'd, etc. Bonds-\$200,000 of the consolidated mortgage is reserved to take up outstanding bonds. ROAD- In 1895 the company was operating 10 miles of cable road. interest of the National Railway Company of Chicago. They cover all OPERATIONS-Following is the number of passengers carried during property and franchises now owned or hereafter acquired, including [until the total debt is reduced to \$1,000,000] \$500,100 stock of the St. Logis Cabic Railroad. Sinking fund \$10,000 yearly. each of the quarters of the calendar years 1895, 1894 and 1893. 1895 883,961 1,035,999 1894 898,129 1,032,051 1,011,792 948,926 3,890,898 1893 1,069,706 1,292,069 1,260,678 1,041,185 4,663,638 ROAD.-Operates about 35 miles of track and uses 112 miles of the The table below gives the number of trips made and of passengers OPERATIONS.-Following is the number of passengers carried during carried for a series of years: each quarter of the calendar years 1895, 1894 and 1893, including 
 Passeng's
 Trips

 3,890,898
 170,268

 4,663,638
 1888
 186,284

 4,731,379
 1887
 197,850

 4,367,652
 1886
 187,668

 4,541,819
 1885
 174,382
 Trips. the Northern Central nd Union lines: 1894 1893 224,678 1892 231,022 1891 222,128 1890 192,548 4th quar. Tot. for year. 1895 ... 2,140,495 1894 ... 2,192,323 1893 ... 1,559,225 2d quar. 2,411,629 2,477,947 3d quar. 2,372,147 2,400,639 2,121,410 2,226 129 9,443,106 7,585,270 The table below gives the number of trips made and of passengers OFFICERS-President, Chas. Green; Vice-President and General Manager, J. Mahoney; Secretary and Treasurer, D. J. Mahoney; Office earried for a series of years: Pass'gers. 3,090,009 2,936,656 2,794,512 1801 Park Avenue ST. LOUIS COUNTY STREET RAILWAY.

ORGANIZATION—Said to operate 3 miles of track. President, M. B. 2,549,661 Greensfelder. ST. LOUIS & EAST ST. LOUIS ELECTRIC RAILWAY-A trolley road.
ORGANIZATION-Chartered in July, 1889. NATIONAL RAILWAY SYSTEM,-CITIZENS BAILROAD-A cable, horse and electric road. ORGANIZATION-Incorporated as : itizen's Railway Co. in 1884. Date. Interest. Outstanding. Maturity. \$250,000 1890 6 J - J 75,000 Jan. 1, 190 company is controlled by the National Railway Company of Chicago Illinois. STOCK & BONDS— Date. Interest. Outstand' g. Last div., etc Stock (\$100) \$2,000,000.... Annual \$1,500,000 Oct. '93,4p.c. 1st mort., gold (\$2,000,000) { 1887 6 J - J 1,500,000 1907 Int. at Amer. Exch. Nat. Bank, N. Y. City ROAD-Operates 2 miles of track and 1 mile of road. OFFICERS-President, D. R. Powell; Vice-President, C. C. Carroll; The mortgage trustees are Charles Parsons and Thomas E. Tutt. Dividends—In October, 1893, paid 4 per cent.

ROAD—In September, 1894, operated about 1634 miles of track as Secretary, D. T. Breck. ST. LOUIS & SUBURBAN-Electric and steam. ORGANIZATION—Incorporated Sept. 11, 1884. This company is a re-organization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890. Teetric 4 miles | Cable 934 miles | Cooker 1634 miles | Total 1634 miles | OPERATIONS—Following is the number of passengers carried during Electric... in at the foreclosure sale of the latter's property June 10, 1890.

Operates the Midland Street Ry.

STOCK & BONDS— Date. Interest. Outstan ing. Maturity, etc.
Stock (\$100) \$2,500,000 \$1914

Ry 1814 ... Interest at Farmers' Loan & Tr. Co., N. Y. city.
St. Louis & Suburban 1891 5 g. F. - A. 1,400,006 Feb. 1, 1921

1stM. (\$2,000,000) Américan Loan & Tr. Co.
Income bonds ... 1891 5 ... 300,000

Operates the Midland Street Ry.

1891 5 ... 300,000 each of the quarters of 1895, 1894 and 1893: 1895 1.670,461 1,987,603 1894 1,598,776 1,907,287 1,825,583 1,829,244 7,160,890 1893 2,018,383 2,600,304 2,213,793 1,914,071 8,746,551 Tae table b dow gives the number of trips made and of passengers earried for a series of years : 
 Passengers.
 Trips.

 7,160,890
 1889
 364,216

 8,746,551
 1888
 442,426

 9,372,125
 1887
 338,266

 8,864,232
 1886
 398,988

 8,538,786
 1885
 424,832
 ROAD-Operates about 28 miles of track in St. Louis and suburbs. OPERATIONS—Following is the number of passengers carried during each quarter of the calendar years 1895, 1894 and 1893: 1891 ......373,596 1890......359,160 rst quar, 1895 . . . 1,689,134 1894 . . . 1,714,489 1893 . . . 1,847,627 2d quar. 2,043,498 2,083,361 2,243,304 2,057,175 3d quar. 4h quar. Tot.for year. NATIONAL RAILWAY SYSTEM-ST. LOUIS 1,931,377 1,882,076 RAILROAD-A cable road. ORGANIZATION-Incorporated March 10, 1859. This company is con-The table below gives the number of trips made and passe gers car- 
 MARANIZATION—Interpolate polatical polarization of Marking Company of Chicago. Ill.

 Stock & Bonds—
 Date.
 Interest. Outstand'. Last div., etc.

 Stock (\$100)
 3½ J - J \$2,000,000 July, 95, 3½%

 First mort, currency
 1890 5 M-N 2,000,000 May 1, 1910

 Subject to call May 1, 1900
 ried by the St. L. Cable & Western, to and including 1892, and by the St. Louis Suburban for 1893 and 1894: | Passengers. | Trips. | 7,754,752 | 1889 | 111,629 | 8,030,182 | 1888 | 185,775 | 7,037,761 | 1887 | 148,741 | 14,027,888 | 4,343,139 | 1896 | 141,134 | Dividends-In '94 aggregated 7 p. c.; '95, Jan., 312 p.c.; July, 312 p. c. ROAD-In September, 1894, owned 1412 miles of track (cable) and controlled Baden & St. Louis RR. (electric), 634 miles. OFFICERS-President, C. H. Turner; Secretary and Treasurer, R. OPERATIONS-Following is the number of passengers carried during each of the quarters of the calendar years 1895, 1894 and 1893: 1895. 2,248,348 2,624,519 1894. 2,367,218 2,730,126 2,695,703 2,605,464 10,398,511 1893. 2,816,255 3,378,898 3,067,726 2,676,750 11,939,629 SOUTHERN ELECTRIC F ORGANIZATION—Chartered April 16, 1884. RAILWAY.-The table below gives the number of trips made and of passengers car ried for a series of years: Trips: Passengers: Trips.
1894 10,398,511 1889 210,188
1893 791,404 11,939,629 1888 191,225
1892 818,354 12,301,596 1887 190,586
1891 716,724 10,811,160 1886 181,228
1890 242,950 7,610,553 1885 173,026 7,030,325 6,499,594 6,470,405 5,810,066 5,467,689 Dividends-On preferred, in 1894, 6 per cent (3 per cent J.-J.) January, 1895, paid 3 per cent; July, 3 per cent. ROAD.—December 12, 1894, company operated 15 miles of track, and possessed the right to build 12 miles more. NATIONAL RAILWAY SYSTEM-BADEN & ST. OPERATIONS-The following gives the number of passengers carried LOUIS RAILROAD-A trolley road. in each quarter: ORGANIZATION-Incorporated in March, 1870, and owns 634 miles of 1st quar. 1895... 999,802 1894...1,024,079 1893...1,153,119 3d quar. 4th quar. Tot. year. track. Controlled, it is said, by St. Louis RR. Co. 1,177,284 1,169,245 1,479,177 1,136,465 1,520,307 4,398,009 5,427,259 1,068,220 1,274,656 OFFICERS.-President, C. Kilpatrick; Vice-President, W. R. Davis Secretary and Treasurer, Joseph S. Minary. SOUTHWESTERN ELECTRIC RAILWAY 
 1st quar.
 2d quar.
 3d quar.
 4th quar.
 Tot. for yr.

 1895
 .86,124
 153,147

 1894
 .95,450
 69,232
 149,854
 109,124
 423,660

 1893
 .77,618
 137,366
 127,940
 122,630
 465,554
 A trolley road. ORGANIZATION-This company is said to be an independent company in name only, as the stockholders are also stockholders in the Broadway Cable & Citizens' Line. In Jan. '95, road not yet completed.

ROAD—The road begins at Seventh and Walnut streets, runs south on The table below gives the number of trips made and of passengers

Seventh Street to where that street runs into Broadway at Cherokee

Street, then runs on the tracks of the Broadway cable to Chippewa treet, where the cars again take their own track and run up Chippewa Street to Grand Avenue. Distance between the two terminals, 442 miles, or 9 miles of single track, 6 of which belong to the company.

Besides the tracks the company has twenty cars of the latest improved pattern. Power is obtained from the power-house of the Cass Avenue & Fair Grounds Railway.

#### UNION DEPOT RAILROAD-An electric road.

ORGANIZATION-Incorporated in 1876. Controls the Mound City Railroad and Benton-Bellefontaine railway companies.

Interest on 6s of 1893 is payable at Mississippi Valley Trust Co., St-

Trustee of mortgage of 1893 is the Mississippi Valley Trust Co.; of all other loans the St. Louis Trust Co.

DIVIDENDS.-In December, 1893, paid 8 per cent; in 1894, June, 3 per cent; December, 3 per cent.

ROAD. -The company in June, 1894, operated:

Union Depot Ry. (Electric)... 27 Lines controlled—Benton Bellefontaine Ry (Electric)... Mound City RR. (Electric).

OPERATIONS-The following gives the number of passengers carried during each quarter:

18t Quar. 2d Quar. 1895......4,346,610 5,804,575 3d Quar. 4th Quar. Total year. 1895. 4,340,610 5,804,775 1894. 3,826,986 4,787,032 5,039,491 4,890,769 18,544,278 1893. 2,237,568 3,894,459 4,612,404 4,051,545 14,795,976 In year 1894 made 633,964 trips; in 1893 made 795,845 trips.

OFFICERS.-President, John Scullin; Secretary, James H. Roach.

#### ST. PAUL, MINN.

POPULATION 1890 WAS 133,156; IN 1880 WAS 41,473; AND IN 1870 WAS 20,030.

PAUL CITY RAILWAY-See Twin City Rapid Transit Co., under Minneapolis, Minn.

#### PAUL & WHITE BEAR RAILROAD-A trolley read.

Organization, Etc.—By request of the holders of \$125,000 out of the total issue of \$215,000 of bonds foreclosure proceedings were begun and a receiver appointed in the latter part of February, 1895 ROAD-Owns 11.5 miles of track.

RECEIVERSHIP—Receiver, Fritz A. G. Moe.
OFFICERS—President and General Manager, H. M. Byllesby; Secre. tary, W. P. Johnson; Treasurer, W. Ruan; Purchasing Agent, S. B. Livermore.

#### SALEM, MASS.—(See Lynn.)

#### SALEM, N.C.

WINSTON-SALEM RAILWAY & ELECTRIC COMPANY.—See Winston, N. C.

### SALEM, OHIO.

POPULATION 1890 WAS 5,780; IN 1880 WAS 4,041; AND IN 1870 WAS 3,700.

SALEM ELECTRIC RAILWAY-A trolley road.

Interest is payable at office of the trustee, the Savings & Trust Company of Cleveland, Ohio.

ROAD—Was operating May 9, 1895, 3 miles of single track.

OFFICERS—President and Treasurer, M. Davis; Vice President, J. M.

Evans; Secretary, D. L. Davis; Superintendent and Purchasing Agent, L. Davis.

#### SALT LAKE CITY, UTAH.

POPULATION 1890 WAS 44,843; IN 1880 WAS 20,768; AND IN 1870 WAS 12,854.

SALT LAKE CITY RAILROAD-A trolley road. Organization-Chartered Jan. 19, 1872. In 1889 the road was changed from horse to electric. In 1894 the company was operating 42 miles of track. Occupies many of the principal business and residence streets, with lines on three sides of Temple Block.

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

Stock, \$1,000,000, par, \$650,000

1st M., s. f., gold 1893 6 g J-J 397,000 {Jan. 1, 1903 (\$1,000) (\$1,500,000)c^\* {Trustee, N Y. Guar. & Indem.Co. {Jun. 1, 1913 Entire issue subject to call Jan. 1, 1903, or any Jan. 1 thereafter.

From Jan. 1, 1904, to Jan. 1, 1913, one-tenth of the loan must be paid yearly. Bonds to be called and paid in numerical order.

Bonds-Under terms of the mortgage of 1893 for \$1,500,000, bonds may be issued for extension of and additions to the mortgaged property at rate of not more than 70 per cent of the cost of such addition and ex tensions, and the bonds at any time issued shall not exceed \$20,000 per mile for each mile of road constructed, equipped and in operation. On mileage of June, 1894, \$840,000 could be issued, but of this \$190,000

was in the hands of the trustee to be sold only for new property. After debt reaches \$1,000,000 no bonds can be issued unless the net earnings for preceding 12 months are sufficient to pay 12 per cent on all bonds outstanding and 12 per cent on the bonds proposed to be issued.

ROAD-August 10, 1895, the company operated 42 miles of track

Single track.

Single

chasing Agent, W. P. Read.

ALT LAKE RAPID TRANSIT-A trolley road.

ORGANIZATION-Chartered in 1890. Date. Interest. Outstanding. Maturity.
\$356,000
1890 6 F-A 350,000 Feb. 1, 191
70,000 1st mortgage..... Other indebtedness.....

interest at office of American Loan & Trust Company (mortgage trustee), Boston.

ROAD-Operate 32 miles of track on 26 miles of street.

Officers—President and General Manager, J. S. Cameron; Secretary C. B. Jack; Treasurer, G. S. Gannett; Superintendent and Purchasing Agent, F. McBroom.

#### WEST SIDE RAPID TRANSIT-An electric and steam road.

ROAD, ETC.—Said to operate 8 miles of track. President and General Manager, J. G. Jacobs; Treasurer, E. W. Wilson.

#### SAN ANTONIO, TEX.

Population 1890 was 37,673; in 1880 was 20,550; and in 1870 was 12,256.

## CITIZENS' ELECTRIC POWER & STREET RAILWAY.

ROAD, ETC .- Said to operate 13 miles of track. President, W. J.

SAN ANTONIO RAPID TRANSIT—A trolley road Organization, Etc.—In receiver's hands and reorganization is pending. The Franklin Trust Co. of Brooklyn is trustee of the mortgage, which is understood to be for \$100,000. Reported to operate 512 miles of track on 5 miles of street.

OFFICERS—President, H. B. Chamberlin; Secretary, G. S. Limons Treasurer, C. W. Ogden; Superintendent and Purchasing Agent, B. W.

#### ANTONIO STREET RAILWAY-A SAN trolley road.

ORGANIZATION-Incorporated in May, 1874, and in 1890 absorbed the Prospect Hill Street Railway.

ROAD-In May, 1895, was operating 35 miles of track. Rails 40, 45 and 56 T.

OFFICERS-President and Treasurer, W. H. Weiss; Vice-President, T. C. Frost; Secretary and Superintendent, D. D. Willis.

WEST END STREET CAR—A trolley road. ROAD, ETC.—Said to operate 5.8 miles of track upon 4.8 miles of treet. President and General Manager, G. W. Russ; Secretary, J. N Groesbeck; Treasurer, T. W. Smith; Superintendent and Purchasing Agent, F. M. Dowden.

#### SAN FRANCISCO, CAL.

POPULATION 1890 WAS 298,997; IN 1880 WAS 233,959; AND IN 1870 WAS 149,473.

#### CALIFORNIA STREET CABLE-

ORGANIZATION-Chartered Feb. 8, 1877. Annual meeting the second Wednesday in July.

Maturity. 1915 Dividends have been 50 cents monthly.

ROAD-Was operating May 1, 1895, 1112 miles of track on 512 miles of street.

Officers-President, J. B. Stetson; Vice-President, A. Borel; Secre tary, A. Stetson; Treasurer, A. Borel & Co.; General Manager and Purchasing Agent, J. W. Harris

Office-Corner California and Hyde streets, San Francisco, Cal.

#### GEARY STREET PARK & OCEAN RR.-A steam and cable road.

ORGANIZATION-Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

STOCK & BONDS— Stock (par \$100).... nterest. Outstanding. Maturity. \$10,000 shares, \$2 \$37 paid in. \$37 paid in. \$8671,000 Oct. 1, 1921 Date. Interest. 1st mortgage gold...... 1891 5g A - O

Dividends have been irregular. ROAD-On Jan. 1, 1895, owned in fee 4 miles of double-track cable

road laid with 72 lb. steel rails.

OFFICERS—President, C. F. Crocker; Vice-President, A. Grant; Secretary, J. L. Willcutt; Treasurer, N. T. Smith; Purchasing Agent, R. P. Schwerin. Office, 4th and Townsend Streets, San Francisco.

#### MARKET STREET RAILWAY-

O STANIZATION—Formed by consolidation of a number of companies, including those whose bonds are in the table below. Persons identified with the Southern Pacific Ry. Co. are largely interested in this company.

Date. Interest. Outstanding. Maturity. Jan. 1, 1913 3.000,000 Apr. 2, 1918 May 1, 1923 Jan. 1, 1913 Mar. 1, 1912 Jan. 1, 1914 

Interest is payable at Treasurer's office, San Francisco.

ROAD—Company on Aug. 1, 1895, owned track as follows:

Roads owned in fee— siles.

Main line & breks. (hor e)... 31-63
do. do. (trolley). 58-16
do. do. (cable)... 65-90
Main line & breks. (steam)... 18-30

Weight of rails on road owned 37 to 74-9 lbs. to yard.

EARNINGS - months. (1895, gross, \$1,489,538; net, \$486,021. January 1 to July - 1894, gross, 1,519,589; net, 511,354.

For year ending December 31, 1894, on 128 miles operated, gross, \$2,958,436; net, \$978,149.

OFFICERS-President, C. F. Crocker; Vice-President, H. E. Huntington; Secretary and Controller, J. L. Willcutt; Treasurer, N. T. Smith, Purchasing Agent, R. P. Schwerin. Office, San Francisco, Cal.

METROPOLITAN RAILWAY—A trolley road. ROAD ETC.—On May 1, 1895, operated 9.94 miles of (single) track in City of San Francisco. Weight of rail 40 to 45 lbs. to yard. In May, 1895, said to be mortgaged for \$250,000, of which \$150,000 issued.

OFFICERS-President, E. P. Vining; Vice-President, Richard Gray, Secretary, J. L. Willcutt; Treasurer, N. T. Smith.

### PRESIDIO & FERRIES RAILROAD-An animal

ORGANIZATION-Chartered Jan. 6, 1882. Annual meeting the fourth Friday in January.

ROAD—In December, 1894, was operating 6 3-10 miles of road as follows: Cable (centre-bearing 35 lb. rails), 3 3-10 miles; horse 24 miles; steam, 12 mile.

OFFICERS-President, G. A. Newhall; Secretary, John B. Leighton;

Office, corner Union and Sharp streets, San Francisco.

#### SUTRO RAILROAD CO.-

ORGANIZATION-Incorporated to build and operate a road on Central Ave., etc., to the Cliff, with a branch line to the Park on 8th Avenue.

Par. \$10 Authorized. Outstanding. \$400,000 See below. The capital stock is divided into 40,000 shares, at \$10 a share, payable in five instalments. There are to be no bonds.

ROAD .- The road, which will be 5 miles when completed, is under construction, and is expected to be in operation in October, 1895.

OFFICERS—President, Adolph Sutro; Secretary, William C. Little; Treasurer, American Bank & Trust Co.

SAN FRANCISCO & SAN MATEO RAIL-WAY-A trolley road.

ROAD, ETC.—Said to operate 24 miles of track and 17 miles of street. First mortgage said to be \$1,100,000. Receiver. S. Bennett; Secretary, W. Clayton; Purchasing Agent, E. W. Sutcliffe.

## SUTTER STREET RAILWAY-A cable road. ORGANIZATION-Chartered Dec. 22, 1887. Annual meeting the second

Monday in June.

Outstanding, { 20,000 shares, } Full paid, } \$900,000 STOCK & BONDS- Date. Interest. Maturity. Stock (par, \$100)..... Q-J 1st mortgage, gold.... 1888 5 M-N

Subject to call at par \$50,000 yearly, beginning May 1, 1 08. If so ordered by the company's directors, Nos. 1 to 50 to be called first, and the others in the order of their numbers.

Dividends in February, 1895, were quarterly at 4 p. c. per annum.

Cable road (iron and cement) 5.75 do second track... 5.75 Rails 43 lb. T.

do second track.... 5-75 Total owned in fee....... 12-18
OFFICERS—President, R. F. Morrow; Vice-President, J. L. Schmitt;
Secretary, A. K. Stevens; Treasurer, M. Schmitt; Superintendent and Purchasing Agent, J. Reynolds.

### SARATOGA, N. Y.

POPULATION IN 1890 WAS 13,171; IN 1880 WAS 10,820; AND IN 1870 WAS 8,537.

UNION ELECTRIC RAILWAY .- A trolley road, ORGANIZATION—Chartered Nov. 11, 1890, and road completed July 1. 1891. About four-fifths the line is constructed upon land purchased in 1891. The Saratoga Electric Railway was purchased and merged.

BONDS-The Central Trust Co. holds \$100,000 of the consol. mort. bonds to retire 1st mortgage 6s.

ROAD-Owns from Saratoga to the lake, the race track and to Geyserville, 9 miles of road; sidings, 1.1 miles; total track, 10.1 miles. Rails, 35 and 50 lbs

1894. 18488 9,241 17,923

Officers-President, C. C. Arnold; Secretary, A. J. Voyer; Treasurer. E. J. Slattery.

SAVANNAH, GA.
POPULATION 1890 WAS 43,189; IN 1880 WAS 30,709;
AND IN 1870 WAS 28,235.

CITY & SUBURBAN RAILROAD-A steam and trolley road.

ORGANIZATION-Incorporated in April, 1882. The greater part of the stock is owned by Henry Parsons, of New York, and associates, and the road is operated in connection with their other line, the Savannah Thunderbolt & Isle of Hope Railway. A rate war in 1894 resulted in fares being reduced temporarily to one cent per passenger.

Col. John Screven was appointed temporary receiver April 20, 1895 on charges of mismanagement, etc. See V. 60, p. 748. On May 11, 1895, this receiver was discharged upon the filing by the company of a bond for \$250,000 to guarantee the bondholders against any loss through bad management. The matter of the ownership of the overhead and underground electrical equipment and of two miles or more of rails which have been laid along the line, the ownership of which is claimed by George Parsons, were left to be adjudicated at regular term

of Court. Upon the discharge of receiver interest due May 1 was paid. Figures were quoted showing that the City & Suburban is making more money at a 3 cent fare than it did at a 5 cent fare last year, the receipts for March, 1895, being \$495 in excess of those of March, 1894.

| STOCK & BONDS-<br>Stock (par \$100) | Date. | Interest. | Outstanding.<br>\$50,000 | Maturity. |
|-------------------------------------|-------|-----------|--------------------------|-----------|
| 1st mortgage                        | 1882  | 7 M-N     | 200,000                  | 1902      |
| 2d mortgage                         | 1883  | 7 Q-F     | 50,000                   | 1903      |
| Other indebtedness                  |       |           | (?)                      |           |

First mortgage trustee, T. M. Cunningham. Interest payable in Savannah.

Stock-The stock is \$50,000, or 500 shares, of which in May, 1895, George Parsons held 179, J. N. Harriman 155, Henry Parsons 100

Savannah Investment Company, 40, scattering 26.

ROAD—Operated about 14 miles of track, of which about 5 miles steam and the remainder trolley. About two-thirds of the track is in

the city—the rest is suburban.

Annual Report—The annual report of President Johnston, presented ANNOAL REPORT — The animal report of resident about the tostockholders in January, 1895, showed that the earnings of the company for the last fiscal year were less than the average of the two previous years; in fact, that there had been a serious falling off in earnings, and that the property had been operated at a loss. He attributed this to the bad times financially, and the rate war with the rival company, the Savannah Electric Railway Company.

This report was quoted fully in the SUPPLEMENT for May, 1895.

Officers—President, James H. Johnston; Vice-President, Henry
Parsons; Secretary, E. J. Thomas; Treasurer, E. Schmitt. Directors, J. H. Johnston, Henry Parsons, E. J. Thomas, J. N. Harriman, Luke Carson, C. S. Hardee.-V. 60, p. 748, 835, 873.

#### SAVANNAH ELECTRIC RAILWAY-A trolley road.

ORGANIZATION .- The Savannah Electric Railway Company was incorporated Dec. 9, 1890, and on Sept. 5, 1893, absorbed the Savannah Street RR., successor to the Savannah Street & Rural Resort RR. Co., incorporated Sept. 22, 1883. Coupons due Dec. 1, 1893, went to default, and a reorganization plan was proposed. In January, 1894, on application of a bondholder objecting to the plan, John R. Young was made temporary receiver. The Court in 1895 authorized the company to carry out the reorganization, and a new mortgage for \$600,000 (trustee, Oglethorpe Savings & Trust Co., of Savannah,) to replace old issues and pay floating debt was made. See plan in Supplement for May, 1895.

STOCK & BONDS-Stock (\$1,000,000 auth.).. Miles. Date. Interest. Outstand'g. Maturity. 

The new securities were issued in April, 1895.

Regarding the reorganization plan the receiver in April, 1895, in formed the Court that while the bonded indebtedness and fixed charges under it are greater than the earnings of the property warrant at this time, they are justified in part by the fact that the interest of one year is written off, thereby enabling the company to use its net earnings for that period in betterments or in liquidation of debts, and in part by the possibility of such an increase in earnings during the year as wil. enable the company to meet its fixed charges. All but \$30,000 of the bonds he said had assented.

EARNINGS—1 month, { 1895......gross, \$8,396; net, \$1,977. May. { 1894......gross, 9,985; net, 921.

Officers—President, General Manager and Purchasing Agent, J. S. Collins; Secretary and Treasurer, T. G. Read. INDEX-V. 60, p. 84, 563.

### SAVANNAH THUNDERBOLT & ISLE OF HOPE RAILWAY—A trolley road. ORGANIZATION—Controlled in same interest as the City & Suburban.

ROAD-Operates 912 miles of track.

#### SCHENECTADY, N. Y.

POPULATION 1890 WAS 19,857; IN 1880 WAS 13,655; AND IN 1870 WAS 11,026.

SCHENECTADY RAILWAY-A trolley road.

ORGANIZATION—A reorganization in February, 1895, of the Schenectady Street Railway Co., which was chartered in 1886, and which went into receiver's hands in June, 1894.

ROAD-Single track main line Brandywine to Bellevue 4.22 miles; branch to Mohawk bridge, '3 mile; second track and sidings, '7 mile; total of all track June 30, 1894, 5'22 miles. Rails, 65 lbs.

ANNUAL REPORT—For year ending June 30 earnings were as follows

OFFICERS-General Manager and Purchasing Agent, H. S. Cooper OFFICERS—General Manager and Pattenasing Agent, M. S. Cooper The new directors are P. F. Kobbe, William Henry White, A. Mac An-drew, George W. Hebard, Lewis L. Clark and Charles A. Lieb, of New York City; Joseph P. Ord, George W. Jones and John Krues, of Schenectady.—V. 60, p. 303.

#### SCRANTON, PA.

POPULATION 1890 WAS 75,215; IN 1880 WAS 45,850; AND IN 1870 WAS 35,092.

SCRANTON TRACTION -A trolley road.
ORGANIZATION-Incorporated Oct. 20, 1892, and operates by ownership and lease the entire street railway system of Scranton, Pa. owns a controlling interest (5,833 out of 6,000 shares) of the People's

Street Railway Co.—which see below.
Franchises have been granted "until it now controls all the profitable street railway territory in the City of Scranton and suburbs. outline of the city is especially adapted to street railway business, being only two miles wide and extending seven miles in length, between two mountains, with no outlets except up and down the valley, all of which are controlled by this company."

Leased lines were added in 1893 as follows: On May 24, 1893, the Valley Passenger Ry. Co. lines built and to be built (6 miles completed February, 1895); June 27, 1893, the Scranton & Carbondale Traction Co.; Aug. 30, 1893, the Scranton & Pittston Traction Co.

STOCK & BONDS— Par. Date. Interest. Outstand g. Maturity.

Stock (\$2,000,000). \$50 \$2,000,000 f.p.

1st M., \$1,000,000, \( (1,000) \) 1892 6 g.M-N \( (1,000,000) \) Nov. 1, 1932 gold, no option. c° \( \) Interest x at E. W. Clark & Co., Philadelphia.

x Free of United States and Pennsylvania State taxes.

Bonds-The bonds of 1892 cover all the property of the Traction
Co., including its stock in the People's Street Railway Co. (this stock being deposited with the trustee of the mortgage) and all improvements, leases, franchises and property of every kind of the Scranton Traction Co., including equipment, the new power station and car house, etc. The People's Co. owns about 24 miles of track, and is operated by the Scranton Traction Co. under a lease guaranteeing interest and rentals amounting to \$40,090 per annum. Trustee of Traction Co.'s mortgage is Fidelity Ins. Trust & Safe Dep. Co. of Phila.

ROAD-In August, 1895, the company's system included:

Gross earnings......\$253,687 | Net earnings......\$102,275
Operating expenses..... 151,412 |
Payments—Interest on \$600,000 People's Street Railway bonds,
\$36,000; rental Scranton Suburban Railway Co., \$4,000; interest on Scranton Traction Co. bonds, \$60,000-total, \$100,000.

For fiscal year ending June 30, 1894, net earnings were \$107,687; interest, rentals and taxes, \$105,796; balance, surplus, \$1,891.

LATEST EARNINGS-7 months, {1895...gross, \$159,066; net, \$69,498 Jan. 1 to July 31. (1894...gross, 140,807; net, 56,694)

EARNINGS—The following shows growth of company's business:

Gross earn'gs 1894...\$253,687 | Gross earnings 1891...\$161,541

" 1893...228,462 | " " 1890...158,031

" " 1892...190,531 | " " 1899...124,239 158,031 124,239

The net earnings in 1893 were over \$96,000, notwithstanding the business depression and the fact that until September, 1893, when the new power house was completed there was insufficient power to run

the number of cars which the traffic required.

OFFICERS—President, J. P. Ilsley; Vice-President, C. M. Clark; Secretary and Treasurer, C. Ford Stevens; Acting General Manager, J. R. Beetem; General Superintendent, R. F. Fox.

DIRECTORS-J. P. Ilsiey, C. M. Clark, E. W. Clark, Jr., C. Ford Stevens, J. R. Beetem, Timothy Burke and C. A. Pearson, Jr.

Transfer office, Bullitt Building, Phila; general office, Scranton, Pa.

## SCRANTON TRACTION SYSTEM-PEOPLE'S STREET RAILWAY-A trolley road.

ORGANIZATION-A consolidation of May 25, 1868. Leased to Scranton Tracton Company Nov. 1, 1892, for 99 years. Rental-interest on bonds, taxes and rentals. Owns all the capital stock of the Scranton Passenger Railway, and leases the road; also has a 99-year lease of the Scranton Suburban Railway-which see.

STOCK & BONDS - Miles. Date. Inter st. Outstand'y. Maturity.

Stock (par \$100). See below
1st mort, \$1,000, gold c. 1888 6 g. F-A \$200,000 Aug. 1, 1918
General mortgage, gold. 1891 6 g. J-D 100,000 Dec. 1, 1921

Interest is pavable at the Farmers' Loan & Trust Co., New York City. Stock-The stock is \$600,000, and of this \$583,300 is owned by Scranton Traction Company.

ROAD-Owns and leases about 24 miles of track.

SCRANTON TRACTION SYSTEM-SCRANTON PASSENGER RAILWAY-A trolley road.
ORGANIZATION-Chartered May 9, 1883; re-chartered May 20, 1889.

In 1890 all the stock was purchased by the People's Passenger Railway, and its road leased to that company-so forms part of Scranton Traction System.

STOCKS & BONDS - Par. Date. Interest. Outstand'y. New York City.

SCRANTON TRACTION SYSTEM-SCRANTON SUBURBAN RAILWAY-A trolley road.
ORGANIZATION-Chartered May 21, 1886; rechartered May 20, 1889.

"The first road east of the Mississippi River which was built to use electricity as motor power and the first in United States to use electricity for lighting the cars." Leased December, 1890, for 99 years to the People's Street Railway Company, and so forms part of Scranton Traction System. Under lease 4 per cent is paid on the Suburban Company's stock.

STOCK & BONDS-Dale. Interest. Outstanding. Last div., etc. 

SCRANTON TRACTION SYSTEM-SCRANTON & CARBONDALE TRACTION—A trolley road.

ORGANIZATION—Incorporated in February, 1893. The Scranton Traction Company leases this company for fifty years and operates the road and furnishes the power. Surplus earnings over interest charges are divided, one-third to Scranton Traction Co. and two-thirds to Scranton and Carbondale Co.

Bonds-The bonds are not subject to call.

ROAD-Owns road extending from Scranton to Archbald, Pa., about 5 miles; connects at Archbald with the Carbondale Traction Compa ny's road to Carbondale.

EARNINGS-For two months ending Dec. 30 earnings were as follows: Two months. Gross earns. Op. expenses. Not earns. Fixed chgs. Nov.-Dec., 1894....\$5,373 \$2,418 \$2,955 \$1,500 Nov.-Dec., 1893....4,964 2,234 2,730 1,500

OFFICERS-President, G. A Fletcher; Secretary, S. D. Pettit; Treasurer, J. H. Noblit.

SCRANTON TRACTION SYSTEM—SCRANTON & PITTSTON TRACTION.—A trolley road.

ORGANIZATION—Chartered Sept., 1893, and on Oct. 5, 1893, was

leased for 50 years to the Scranton Traction Co. Road under construction in May, 1895. The Pittston Company owns the entire capital stock of the Lackawanna Street Railway and the Pittston Jenkins & Avoca Street Railway, and a majority of the capital stock of the Pittston Suburban Passenger Railway, operating their properties under lease

x Both principal and interest are payable free from all United States and State of Pennsylvania taxes.

The mortgage covers all the company's property, including leaseholds, equipment, franchises, etc., and "all the lines, works, franchises, capital stocks and property already acquired by the said Traction Company from the aforesaid Lackawanna Street Railway Co., the Pittston Jenkius & Avoca Street Railway Co. and the Pittston Suburban Passenger Railway Co.," etc. Company reported May 1, 1895, that \$161,-500 was outstanding, \$128,500 of which is guaranteed by the Scranton Traction Co. Sinking fund \$5,000 yearly after Oct. 1, 1896, forredemption of bonds at maturity.

ROAD-In February, 1895, 5 miles completed, uniting Scranton with Greenwood, Moosic and Taylorville; 10 miles additional under con-

struction extending to Old Forge, Duryea, Avoca and Pittston.

LEASE—Under its lease the Scranton Traction Co. guarantees the interest and principal on \$25,000 per mile of this company's bonds, and any surplus earnings after paying all taxes, insurance, interest on bonds guaranteed, etc., shall be divided between the lessor and the lessee, one-fourth to the Scranton Traction and three-fourths to Scranton & Pittston Traction.

Officers-President, L. A. Watres; Secretary, K. C. Adams; Treasurer, C. H. Mullin.

SEATTLE, WASH.
POPULATION 1890 WAS 42,837; AND IN 1880 WAS 3,533.

GRANT STREET ELECTRIC RAILWAY-A trolley road.

ORGANIZATION.—Chartered in 1891. Capital stock, \$200,000. Bonds \$125,000. Said to operate 614 miles of track. Road is in the hands of W. J. Grambs, as receiver. President and Gen. Man., F. E. Sanders. GREEN LAKE ELECTRIC RY.—A trolley road.
ORGANIZATION.—Chartered in 1889 till 1915. The road is leased to
Seattle Consol. St. Ry. at a nominal rental. Stock (auth. \$70,000),
\$60,000; lat mortgage \$50,000, gold, 1891, 6 g., J. & J., due Jan. 1, 1912, are outstanding only as collateral for an indebtedness of about \$17,000. Mortgage trustee is Scattle Safe Deposit & Trust Co. Owns 4.86 miles of track

MADISON STREET CABLE RAILWAY— ORGANIZATION.—Chartered in 1889. Controls the South Seattle Cable Railway. Capital stock, 8750,000. Bonds, \$450,000 of 6 p. c. firsts, dated 1890, due 1910; interest, A. & O. Said to operate 74 miles of track upon 3-6 miles of street. President, H. G. Struve.

SEATTLE CITY RAILWAY—A cable road.
REORGANIZATION—In August, 1895, road was still in receiver's hands and foreclosure suit in progress; reorganization pending.
STOCK AND BONDS—Miles. Date. Interest. Outstand'g. Maturity.
Stock. \$600,000 ..... 1st M., \$600,000, g. } 5 1890 6g. A-O 443,000 Oct. 1, 1910

ROAD—Owns about 5 miles of cable road on 5 miles of street in Seattle, known as the Yesler Avenue and Jackson Street lines, these being parallel streets five blocks apart.

RECEIVER IS W. A. Underwood, 40 Wall Street, New York.

SEATTLE CONSOLIDATED STREET RAIL-WAY.-A trolley road.

ORGANIZATION—Chartered as Seattle Electric Railway & Power Co Oct. 8, 1888. Controls Green Lake Electric Ry. In August, 1895, road was still in receiver's hands.

| Was still in Feceiver's hands. | STOCK & BONDS - Date, Interest. Outstanding. Maturity. | Stock & 1,500,000 | Seattle Electric Ry. & 1890 | 6A-0 | \$381,000 | Apr. 1, 1910 | Power 1st mortgage. (Int. at Ill. Tr. & Sav. Bank (trustee), Chicago. Receiver's certificates. 1893 | \$12,000 | \$12,000 | Stattle Consol St. Ry. | 1891 | 6J-J | \$480,000 | July 1, 1911 | Ist mort. \$1,000,000 | (par \$1,000). | (par \$1,000).

Receiver's certificates are subject to the lien of the S. E. Ry. & Power Co. bonds.

ROAD-Owns 13-71 miles of track and leases 4.68 miles; total oper. ated, 18:39 miles.

RECEIVERSHIP—M. F. Backus was appointed receiver June 13, 1893.

OFFICERS—President, D. T. Denny; Vice-President, J. B. Denny;
Secretary, V. H. Smith; Treasurer, R. R. Spencer; General Manager and Purchasing Agent, S. Z. Shuffleton.

SEATTLE & RAINIER BLOCK RAIL-WAY-A trolley road.

BONDS-Of the \$40,000 bonds authorized \$20,000 are held for future needs of the road.

ROAD-Operates 8 miles of track. Rails, 30-45 lb. T and girder.

UNION TRUNK LINE-An electric and cable road. ORGANIZATION-Chartered in 1890.

Date. Interest. Outstanding. OFFICERS-President, M. H. Young; Vice-President, F. E. Sanders;

Secretary, J. D. Lowman, Treasurer, R. R. Spencer.

WEST SEATTLE CABLE—
ORGANIZATION—Capital stock, \$150,000. Said to operate 2 miles of

track. President, T. Ewing.

WEST STREET & NORTH END ELEC-RIC RAILWAY-A trolley road.

STOCK & BONDS— Date, Interest, Outstand'g. Maturity.

Stock. \$1,000,000

1st mort., \$300,000. 1890 6 300,000 1910

Staking fund commences March 1, 1896, 10 per cent of net earnings of year preceding to be used in purchasing the bonds at not above 110

ROAD-To operate 10 miles of road on 6 miles of street.

OFFICERS—President, J. Leary; Vice-President, B. Pelly; Secretary, E. C. Kellogg; Treasurer, W. R. Ballard, General Manager, T. Imeson.

WOODLANDPARK ELECTRIC RAILWAY-ORGANIZATION-Capital stock, (f). Bonds, \$50,000. Said to operate 1.5 mtles of track. President and General Manager, G. C. Finney.

SEDALIA, MO.

POPULATION 1890 WAS 14,068; IN 1880 WAS 9,561; AND IN 1870 WAS 4,560.

days notice." Sinking fund of 5 per cent of whole lean is to be paid to trustee in 1902 and each year thereafter for final redemption of bonds Interest for Feb., 1895, was paid at Fourth Nat. Bank, N. Y. City.

Mortgage trustee is the Kansas Loan & Trust Co. of Topeka, Kan.

ROAD—Operates 12 miles of single track.

OFFICERS—President, W. E. Sterne; Secretary, Treasurer, General
Manager and Purchasing Agent, D. C. Metsker.

#### SING SING, N. Y.

POPULATION IN 1890 WAS 9,352; IN 1880, WAS 6,578; AND IN 1870 WAS 4,696.

OSSINING ELECTRIC RAILWAY-ORGANIZATION-Chartered April 30, 1892.

OFFICERS-President, A. S. Underhill; Secretary, F. L. Young; Treasurer, S. E. Tomkins.

SIOUX CITY, IOWA.
POPULATION 1890 WAS 37,806; IN 1880 WAS 7,366; AND IN 1870 WAS 3,401.

RIVERSIDE PARK RAILWAY-A trolley road. ORGANIZATION-Chartered in 1892. It is now in receiver's hands, In August, 1895, foreclosure sale was ordered.—V. 61, p. 282.

RECEIVERSHIP-Receiver, E. L. Kirk. 

Baltimore Trust & Guarantee Co., mortgage trustee, Baltimore, Md. BONDS—The mortgage covers the entire property, including 288 acres of land known as Riverside Park, and franchises.

ROAD-Its line extends from Fifth and Jackson streets in the business center of Sioux City to North Riverside, via Riverside Park, a distance of 8.85 miles, including & mile in the city leased from the Sioux City Railway.- V. 61, p. 282.

SIOUX CITY CABLE RAILWAY—
ORGANIZATION, ETC.—Said to operate 7 miles of track.
RECEIVERSHIP—Receiver is H S. Baker. Receiver was appointed in

1895, interest having been long in default. In June foreclosure sale ordered but no date fixed. Bonds \$300,000; Manhattan Trust Co., N. Y., trustee.

OFFICERS-President, J. Pierce; Secretary, D. T. Hedges; Treasurer, W. V. Hedges.-V. 60, p. 1010.

ROAD-In August, 1895, operated and owned from Sioux City to Leeds, about 5 miles.

Officers-President, O. Darlington; Vice-President, J. S. Lawrence: Secretary and Treasurer, C. C. Peirce.

SIOUX CITY TRACTION—A trolley road.
ORGANIZATION, ETC.—Chartered in May, 1894, with authorized capital of \$1,000,000 to succeed the Sioux City Street Railway, sold in foreclosure. Capital issued, \$630,000, of which \$626,600 was given n exchange for \$525,000 old first mortgage bonds. No bonded or floating debt.

ROAD-Owned and operated in August, 1895, 18:55 miles of track on 13.21 miles of street.

LATEST EARNINGS-2 months [1895....Gross, \$12,798; net, \$1,767 June 1 to July 31- {1894....Gross, 16,168; net, 5,496 YEAR'S EARNINGS-For year ending May 31, 1895, gross earnings were \$55,541; net, \$9,723; passengers carried, 1,511,760.
OFFICERS—President and General Manager, J. C. French.

SIOUX CITY RAPID TRANSIT.—A trolley road.
ORGANIZATION—Forcelosure proceedings were instituted by the
mortgage trustee. On Feb. 23, 1895, the property was sold in forcelosure for \$50,000.

Mortgage trustee, Manhattan Trust Co., N. Y. City.

ROAD-Said to operate 6 miles of track, of which a portion elevated. OPFICERS-President, A. M. Jackson; Treasurer, E. Hockinson.

WASHINGTON PARK & SPRING GROVE RAILWAY.

Stock, \$250,000, par 100..\$64,400 | ROAD-Owns 3½ miles of track, No bonds.

OFFICERS-President, C. R. Marks; Vice-President and Purchasing

C. E. Haakinson; Secretary, David Mould; Treasurer, E. H. Bucknam.

### SPOKANE, WASH.

POPULATION 1890 WAS 19,922; AND IN 1880 WAS 350

ARLINGTON HEIGHTS MOTOR RAIL-WAY.—A trolley road.
ROAD, ETC.—Operates 2 miles of track. President, W. Hughson.

CITY PARK TRANSIT.—A trolley road.
ORGANIZATION—Chartered in July, 1889. Franchise runs till 1919
Company said to be controlled by Washington Power Co.

Authorized. Outstanding. STOCK (NO BONDS)tock \$250,000 \$250,000 Full paid "There are no incumbrances of any nature on the property" Jan Steek .....\$250,000 1, 1895.

-Owns and operates 6 miles of trolley track in the city ROAD, ETC. of Spokane. Rails 35-lb. steel. Company house and offices and large public pavilion. Rails 35-lb. steel. Company has brick and stone car

OFFICERS-President, D. Glass; Secretary and Treasurer, C. Glass; Superintendent, J. B. Bliss.

SPOKANE & MONTROSE MOTOR RAIL ROAD.—An electric railroad.

ROAD, ETC.—Said to operate 3<sup>1</sup>4 miles of track. 1st mortgage 6s, M-S, \$40,000, due 1902; Trustee, Provident Trust Co., of Boston; President and Treasurer, Francis H. Cook.

ROSS PARK STREET RAILWAY,-A trolley

ROAD, ETC.-Said to operate 12 miles of track. President, H. N. Belt; Secretary, General Manager and Purchasing Agent, W. S. Norman Treasurer, J. D. Sherwood.

## WASHINGTON WATER POWER SYSTEM-SPOKANE STREET RAILWAY, ETC.—

ORGANIZATION-The Washington Water Power Company controls the following companies, which, while separate corporations, are treated as if one property : Spokane Street Railway, chartered Dec. 13. 1886; Spokane Cable Railway, chartered June 1, 1888; Spokane Electric Railway. The securities of said companies are as follows:

\*The bonds are to be called in numerical order beginning with the bonds of lowest number.

Interest is payable at Franklin Trust Company, Brooklyn, N. Y.

Trustee of the cable mortgage is First National Bank of Spokane; of other mortgages, the Franklin Trust Company.

ROAD-System consisted in January, 1895, of 33 miles of trolley road, the cable line having been changed to trolley. Rails 30 to 40 lb. T Officers-President, H. Bolster; Secretary, General Manager and Purchasing Agent, W. S. Norman; Treasurer, J. D. Sherwood.

#### SPRINGFIELD, ILL.

POPULATION 1890 WAS 24,963; IN 1880 WAS 19,743; AND IN 1870 was 17,364.

#### SPRINGFIELD CONSOLIDATED RAIL-

WAY.—A trolley road.

ORGANIZATION.—A consolidation of the People's Electric Railway and the Springfield City Railway, the latter incorporated Feb. 18

1861.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.

St'k (\$750,000 auth.) .... \$750,000

People's Elec. ist M. .... 1891 6 J - D 100,000 Apr. 1, 1911

Springfield City Ry. ( 10 1890 6 M-S 143,000 Mar. 1, 1910

1st M., 1a w fuil Subject to call at 105 after Mar. 1, 1895

money, \$1,000.c. ( Interest at Mercantile Trust, N. Y. City.

Springfi'd Con. Ry. ( 22 1893 5g. J - D 416,000 June 1, 1933

Consol. mort. for Interest at Columbia Trust Co. (Trustee), Louis
\$750,000 gold... ( ville, Ky.

Of the bonds of 1893 sufficient are reserved to retire all prior liens at their maturity.

ROAD-In August, 1895, owned 22 miles of trace in the City of Springfield. Rails 40 and 60 lb. T.

EARNINGS-April 1, 1893, to Jan. 1, 1895 (1 year and 9 months),

gross, \$171,795; operating expenses, \$105,607; net, \$66,188; interest

paid, \$54,962; balance, surplus, \$11,226.

OFFICERS.—President, T. J. Minary; Vice-President, B. Wilson
Treasurer and General Manager, C. K. Minary.

### SPRINGFIELD, MASS.

POPULATION 1890 WAS 44,179; IN 1880 WAS 33,340; AND IN 1870 WAS 26,703.

SPRINGFIELD STREET RAILWAY,-A trolley road.

ORGANIZATION.-Incorporated March 5, 1868.

increase in the capital stock from \$1,000,000 to \$1,200,000, the new stock to be sold at \$175 per share.

Dividends have been at the rate of 8 per cent per annum. ROAD.-Owns 37 miles of main track and 2.25 miles of siding. GENERAL BALANCE SHEET DECEMBER 1, 1894.

| nesources.   | Littoutites.                          |
|--|---------------------------------------|
| Car equipment\$345,937   | Capital stock \$1,000,000             |
| Horse & other equip., &c. 26,061   | Bills payable 300,407                 |
|  | Renewals 50,000                       |
| Power station 150,254  | Profit and loss 94,998                |
| Construction 598,931   | Unredeemed tickets 1,573              |
| Overhead construction 98,585   | Wheelest on the endports              |
| Cash assets Dec. 1, 1894. 37,517   | AND DESCRIPTION OF SHAPE AND ADDRESS. |
| The second secon |                                       |
| Total agents \$1 440 077   | Motal Habilitian - \$1 440 070        |

EARNINGS .- For years ending Sept. 30 earnings have been:

1894. 1893. 1894. 1893. \$\frac{1}{8}\$ Gross earn'gs ... 373,903 391,173 Divs. pd. (8 p. c.) 80,000 80,000 Net ... 121,634 118,344 Bal. for year ... 23,424 19,614 Taxes, etc ... 18,210 18,730 Tot. sur. Sep. 30.129,349 \*105,925

\*Includes \$50,000 renewal fund.

Officers-President, John Olmsted; Treasurer and General Manager, A. E. Smith.

#### SPRINGFIELD, MO.

POPULATION 1890 WAS 21,850; IN 1880 WAS 6,522; AND IN 1870 WAS 5,555.

METROPOLITAN ELECTRIC RAILWAY. ORGANIZATION.—Stock authorized said to be \$600,000; issued \$350,000; funded debt, \$350,000; operates 17 miles of track. President, B. F. Hobart.

#### SPRINGFIELD, OHIO.

SPRINGFIELD RAILWAY-A trolley road. ORGANIZATION-Chartered in 1892.

Date. Interest. Outstanding. Maturity. STOCK & BONDS-

No dividends in 1894, but interest was regularly paid.

ROAD-Owns in fee 25 miles of track.

OFFICERS-President, W. B. McKinley; Vice-President, R. S. Hunter Secretary, W. S. Hood; Treasurer, W. G. MacFarland.

#### STAMFORD, CONN.

POPULATION 1890 WAS 15,685; IN 1880 WAS 11,297; AND IN 1870 WAS 9,714.

STAMFORD STREET RAILROAD-An electric road.

ORGANIZATION-Incorporated Feb. 24, 1886.

William W. Gillespie; Secretary and Treasurer, R. A. Fosdick.

#### STEUBENVILLE, OHIO.

POPULATION 1890 WAS 13,394; IN 1880 WAS 12,093; AND IN 1870 WAS 8,107.

## STEUBENVILLE TRACTION— ORGANIZATION—Chartered in 1894 to take over property of old Steu-

benville Street Railway Co., interest on whose \$70,000 of first mortgage 6s (trustee, Atlantic Trust Co., New York City), went to default in 1893. In February, 1895, it was understood that the old mortgage was being foreclosed, and in August, 1895, it was officially reported that the property was still in litigation, and that the case will be heard by the Supreme Court of Ohio in the fall. If the present company re-tains control, the plan is to re-build the road the coming season, as the property is said to be in poor condition. No new bonds have been issued. Stock, \$100,000 (par, \$100).

ROAD—Owns 2½ miles of track on 2½ miles of screet.

OFFICERS—President, George W. McCook; Vice-President, Thomas
Barclay; Secretary and Treasurer, Thomas Johnson; General Manager and Purchasing Agent, J. F. Flood.

#### STREATOR, ILL.

POPULATION 1890 WAS 11,414; in 1880 WAS 5,157 AND IN 1870 WAS 1,486.

STREATOR RAILWAY-A trolley road.
ORGANIZATION.—Chartered in 1891. Franchise runs for forty years rights not exclusive. Interest due Jan. 1, 1895, and since has not

been paid. STOCK & BONDS-Date. Interest. Outst'd'g. Maturity.

ROAD-On Aug. 12, 1895, owned 53 miles of track in Streator, Ill. Rails 56 lb. girder.

OFFICERS.—President, P. F. Barr; Vice-President, D. Heenan; Secretary, W. Reeves; Treasurer, J. C. Barlow; Superintendent and Purchasing Agent, C. D. Hagerty.

### SUNBURY, PA.

POPULATION 1890 WAS 5,930; IN 1880 WAS 4,077; AND IN 1870 WAS 3,131.

SUNBURY & NORTHUMBERLAND ELECTRIC RAILWAY-A trolley road.
ORGANIZATION-Chartered June 24, 1885, as Sunbury & Northumber-

land Street Railway. Reorganized May 28, 1892, after judicial sale. 

Withington.

#### SYRACUSE, N. Y.

POPULATION 1890 WAS 84,143; IN 1880 WAS 51,792; AND IN 1870 WAS 43,051.

SYRACUSE CONSOLIDATED STREET

RAILWAY-A trolley and horse road.
ORGANIZATION.—Chartered May 22, 1490, and on July 1, 1890, Cacasization. Chartered May 22, 1480, and on July 1, 1880, acquired the following roads under perpetual leases: Third Ward RR.; Fourth Ward RR.; Fourth Ward RR.; Seventh & Eleventh Wards RR.; Genessee & Water Streets RR.; Woodlawn & Butternut Streets RR.; Syracuse & Geddes RR., and New Brighton & Onondaga Valley RR.

RECEIVERSHIP-Mr. Peter J. Mack was appointed receiver, interest due January 1 and July 1, 1894, having been defaulted.

Sale.-Road was sold in forcelesure in August, 1895, to Frederick Strauss, representing the reorganization committee, for \$865,000.

BONDHOLDERS' COMMITTEE-First Morigage Committee, appointed October 1, 1894, consists of Simon Wormser, Casimir Tag, Clarence H. Wildes and Isaac N. Seligman.

\$\text{STOCK & BONOS} & Date. Inter-st. Outstand'g. Maturity-\text{STOCK & BONOS} & \$1,250,000 \text{STOCK & STOCK & S

500 Aug. 1, 1006 2,500 May 1, 1908 500 Sept. 1, 1907 2,900 Sept. 1, 1907 156,447

19% miles were operated by electricity and 12 miles by horse power Rails 35 to 66% lbs.

LATEST EARNINGS-For 3 months ending Sept. 30 earnings were: Other Inc. Taxes. \$214 \$126 92 1,475 970ss. Net. 1894. \$47,945 \$4,177 1893. 56,148 13,518 Balance. sur. 4,265 loss 3,490 Interest. 15,625

EARNINGS.—For year ending June 30 earnings were:
1894. 1893.
1894. 1893.
1894. 1893.
1894. 1893.
1895. 1894. 1894. 1893.
1896. 1897. 1898. 1898.
1898. 1898. 1898. 1898.
1898. 1898. 1898. 1898.
1898. 1898. 1898. 1898. 1898. 1898. 1898.
1898. 1898.

E. F. Rice; Superintendent, J. H. Moffett.-V. 61, p. 70, 328.

SYRACUSE STREET RAILROAD—A trolley road.
ORGANIZATION—Chartered April 19, 1893, and absorbed the People's
RR. Co., which comprised the Central City Ry. and the Syracuse & Onondaga Ry. Charter is for 1000 years. During 1894 the road was almost completely relaid with 90 lb. girder rails and the new Solway Division of 9 miles built. In February, 1895, most of the improve-ments were completed, but the new power house was not in operation until March 1, and about 6 miles of new extensions were to be completed during the summer.

| Date, Interest, Outstand'g, Maturity | Stock & Bonds | Date, Interest, Outstand'g, Stock & 4,000,000 auth.; \$100 | \$2,255,000 | \$2,255,000 | \$2,255,000 | \$1921 | \$2,500,000 gold | Int. at Amer. Ex. Nat. Bank, N. Y. City | \$2,500,000 gold | Interest at State Trust Co., N. Y. City. \$2,500,000 gold ........ Interest at State Trust Co., N. Y. City.

Stock authorized by charter, \$4,000,000; by vote of stockholders. \$2,750,000. Par, \$100.

ROAD-August, 1895, was operating 2912 miles of track, on 1512 miles of road.

LATEST EARNINGS-From Jan. 1 to July 31, 1895 (7 months), gross \$129,883 against \$88,919 in 1894.

ANNUAL REPORT-Fiscal year ends June 30. Date of annual meet-

OFFICERS-President, G. E. Herrick; Vice-President, W. R. Kimball; Secretary, W. P. Gannon; Treasurer, T. H. Conderman; General Manager, J. H. Moffitt.

SYRACUSE & EAST SIDE RAILWAY-A

ORGANIZATION-Chartered in 1894, and purchased for \$85,000 the franchises, real estate, road-bed and equipment of the Syracuse East Wood Heights & DeWitt Railroad.

Bonds-The bonds are a first lien upon all the company's property,

including land, car house, power station, park, etc.

ROAD—In operation March, '95, about 5 2 miles; to be about 11 miles in length. Commenced operating over a part of the line on Monday

Feb. 18, 1895, with 3 cars. Rails in city of Syracuse 90-lb. girder.

OFFICERS—President, C. D. Beebe; Vice-President, W. A. Holden; Secretary and Treasurer, G. B. Leonard.

#### TACOMA, WASH.

POPULATION 1890 WAS 36,006; IN 1880 WAS 1,098. TACOMA RAILWAY & MOTOR - Mostly a

ORGANIZATION-Chartered March 22, 1889. Now in receiver's hands-Foreclosure suit was brought in Feb., 1895, under mortgage of 1892. In June, 1895, the Armours of Chicago were reported as preparing to investigate the bond issues, which are claimed to be excessive.

RECEIVERSHIP-Receiver, G. W. Bird.

STOCK & BONDS— Stock 1st Mort. \$1,000,00 gold....... 

ROAD-On May 13, 1895 was operating 34 miles of track, of which 32

miles trolley and 2 miles cable.

LATEST EARNINGS-From December 24, 1894, to May 1, 1895, earnings were \$6,107.

TACOMA, ETC., TRACTION-ORGANIZATION, ETC.—Chartered Dec. 12, 1894, with \$500,000 capital buy and construct street railways in Tacoma. The promoters are said to include Charles S. Fogg, Stuart Rice and Geo. B. Blanchard.

POINT DEFIANCE RAILWAY-A trolley road. TACOMA & EDISON

ORGANIZATION, ETC.-Sold in foreclosure Jan. 18, 1895, for \$82,000 to S. Z. Mitchell under execution of the Hinchman mortgage. Sale was subject to mortgages aggregating, it is said, about \$200,000. Consolidation with the Tacoma Ry. & Motor Co. has been talked of.

#### TARENTUM, PA.

POPULATION 1890 WAS 4,627; IN 1880 WAS 1,245; AND IN 1870 WAS 944.

TARENTUM TRACTION.—A trolley road.
ORGANIZATION—Chartered in 1890. Franchise runs till 1989, and is understood to give exclusive rights to operate street railways in Tar-

entum and Natrona, Pa. 

Company, of Pittsburg, the mortgage trustee. ROAD—Operates 4.7 miles of track and ½ mile of siding in the City of Tarentum and suburbs, its line extending to Natrona and Creighton. Rails 68 lb. girder.

EARNINGS-From Aug. 11, 1894, to Dec. 31, 1894 (423 months), gross earnings were \$7,142; net \$3,450; other income \$75.

Officers-President, B. F. Rafferty; Vice-President, C. G. Hussey Treasurer, F. R. Dravo; Secretary and Superintendent, J. B. Crawford

#### TAUNTON, MASS.

POPULATION 1890 WAS 25,448; IN 1880 WAS 21,213; AND IN 1870 WAS 18,629.

TAUNTON STREET RAILWAY-A trolley road.
ORGANIZATION—Incorporated Feb. 12, 1870. Owns and operates about 15 miles of main track (measured as single track) and 1 mile of sidings and switches. The new stock issued in 1893 was offered to stockholders at par.

, mortgage trustee, Boston. Interest at American Loan & Trust Co. Slock was increased in November, 1893, from \$100 000 to \$350,000 and an issue of bonds authorized to pay floating debt, which Sept. 30 1893, was \$448,867, and Sept. 30, 1894, \$299,016.

Dividends on \$100,000 stock in 1892-93 were 4 per cent per annum. LATEST EARNINGS—Jan. 1 to June 30, 1895, 6 months, gross, \$34,388

LATEST EARNINGS—Jan. 1 to June 30, 1895, 6 months, gross, ANNUAL REPORT—For year ending Sept. 30 earnings were: 1894. 1893. | 1894. | 1895. | 1896. | 1897. | 1897. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1893 \$4,000 def. 515 3,482

GENERAL BALANCE SHEET SEPT. 30, 1894. Assets. \$527,602 Stock Liabilities. \$350,000 Equipment 109,185 Funded debt. 200,000 Other property 123,992 Unfunded debt. 299,016 Cash and current assets 103,712 Profit and loss. 15,475

\$864,491

Officers-President, John N. Beckley, Rochester, N. Y.; Secretary, S. O. Barker; Treasurer, Sylvanus M. Thomas, Taunton.—V. 60, p. 796

### TERRE HAUTE, IND.

POPULATION 1890 WAS 30,217; IN 1880 WAS 26,042; AND IN 1870 WAS 16,103.

TERRE HAUTE ELECTRIC RAILWAY-ORGANIZATION-Incorporated under the laws of Indiana, and in June 1894, became the owner in fee of all property and franchises thereto-fore belonging to the Terre Haute Street Railway 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. The road is exceptionally well built. The company's officials estimated the population of Terre Haute in February, 1895, at about 40,000.

Stock-Instead of declaring dividends surplus earnings have been expended on the property.

Bonds-The mortgage of 1894 is for \$1,000,000, of which in August,

1895, \$400,000 were reserved to retire at or before maturity \$400,000

Terre Haute St. Ry. 1st mortgage bonds of 1892; \$225,000 were actually outstanding, and the balance of \$375,000 are Treasury bonds held by the trustee in escrow to be issued only when the net income of the company is in excess of 10 per cent of the amount of bonds actually brought out for completed extensions, improvements, etc., under terms of the mortgage.

LATEST EARNINGS-Jan. 1 to June 37, 1895, gross, \$60,817, against \$43,556 in 1894.

YEAR'S EARNINGS-For fiscal year ending June 30, 1895, gross earnings, including only four payments on account of public lighting, were from passengers, \$103,656; lighting, \$11,391; other sources, \$5,524 total, \$120,571; net, \$50,921.

ELECTRIC LIGHT CONTRACT.-The company in 1894 secured the con-(through the Citizens' Electric L. & P. Co., owned and operated) for lighting the entire city by electricity under a 50-year franchise, net profit to be above \$12,000 per annum aside from commercial On March 1, 1895, the electric-light plant was formally accepted by he city.

STEAM HEATING CO.-The Electric Railway secured in 1894 control of the Terre Haute Steam Heating & Power Co., and has commenced to use the franchise by heating a large section of the city with exhaust steam from the engines. The only cost is the interest on the pipe investment and a small sum for labor to look after business. The franchise has no time limit.

ROAD—Owns 20 miles of track, including 4 miles double track and 2 miles sidings. Rails are 60 and 72-lb. T rail. The railway plant has cost about \$900,000 and the steam and electric lighting plants about

OFFICERS.—Russell B. Harrison, President; John G. McNutt, Vice-President; M. F. Burke, Treasurer; P. P. Thomas, Secretary. N. Y. office, Manhattan Building, Broadway, near Wall Street.

#### TOLEDO, OHIO.

POPULATION 1890 WAS 81,434; IN 1880 WAS 50,137; AND IN 1870 WAS 31,584.

#### TOLEDO ELECTRIC STREET RAILWAY -A trolley road.

ORGANIZATION-In operation since 1890, and in August, 1895, had recently bought and was then operating as a part of its system the Lake Erie Park & Ca-ino Co. Since 1892 the company has been running an electric-lighting plant. The present population of Toledo is reported

Bonds-Aug. 1, 1895, all the 2d mort, bonds were retained in the company's treasury and also the new issue of \$600,000 of stock. Of the new consolidated mortgage bonds, \$1,400,000 are to take up the first and second mortgages, \$100,000 to take up the bonds of the Lake Erie Park & Casino Co., and \$250,000 to be held by the trustee for betterments, extensions, etc. All the stock is owned by Willard F. Robison, excepting one share each to qualify directors.

ROAD—Owns and operates 35 miles of track in the city of Toledo.

having within the past year built 10 miles of track and increased the size and equipment of power house.

OFFICERS—President, D. Robison, Jr.; Vice-Prest., L. S. Baumgardner; Secretary and General Manager, J. J. Robison; Treasurer, W. F. Robison. Office, 419 Adams Street, Toledo, O.

TOLEDO TRACTION COMPANY-A trolley road ORGANIZATION—Incorporated in May, 1895, and in June, 1895, consolidated under provisions of section 2505 of Ohio statutes with the Toledo Consolidated Street Ry. Co. (organized in November, 1885), and the companies controlled by it, viz.; Ironville Street Ry., owning line from Ironville to Union Depot; Toledo Electric Railway (the Glassboro line); Metropolitan Company, owning Cherry Street line, and Central Street Ry. Co., owning the Erie & Nebraska Ave. line. The mortgage on the Toledo Electric Ry. was then released. In 1892 franchises were stated to be valuable and to be for the term of twenty-five years.

STOCK & BONDS-Stock, \$4,000,000..... Date. Interest. Outstand'g. Maturity. | Stock, \$4,000,000 | Stock, \$1,000,000 | Stock, \$1,000,000 | Stock, \$1,000,000 | Stock, \$1,500,000 | Stock, \$1,000 | Stoc

Bonds—Of the Toledo Consolidated Street Ry. consolidated mortgage s, \$414,000 were retained by the mortgage trustee to retire prior lien mortgage bonds when due.

ROAD-In February, 1895, system included 45 miles of trolley road with 65 miles of track.

OFFICERS-President, Albion E. Lang; Vice-President, N. B. Ream; Treasurer, William E. Hale; Secretary, C. L. Wight; General Manager and Purchasing Agent, W. S. Jewell. Directors—A. E. Lang, William E. Hale, W. B. Ream, C. L. Wight, Barton Smith. Office, Monroe and Water streets.-V. 60, p. 886.

TOPEKA, KAN.
POPULATION 1890 WAS 31,007; IN 1880 WAS 15,452; AND IN 1870 WAS 5,790.

TOPEKA BELT RAILWAY.—A steam road.

ROAD, ETC.—Said to operate 4 miles of track. Stock said to be Other debts (Jan. 1, 1895)......

\$1,000,000. First mortgage and collateral trust bonds, 6s, A-O, \$500, 000, dated 1889, due 1919. President, Chas. S. Gleed.

#### TOPEKA RAILWAY-Mostly trolley.

ORGANIZATION-Incorporated May 1, 1892, and acquired by purchase ORGANIZATION—Incorporated May 1, 1892, and acquired by purchase all the property of Topeka Rapid Transit Ry. and Topeka City Ry.

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

Stock, \$1,250,000 (\$100).

Topeka Ry. 1st M.

(\$1,100,000) g. (\$1,000) c.

Trustee is Manhattan Trust Co., N. Y. City.

ROAD-On Dec. 20, 1894, owned 3312 miles of trolley and 112 miles of horse track; total, 35 miles, laid with 35 to 52 pound rails.

OFFICERS—President, C. C. Baker; Vice-President, M. A. Low; Secre

tary and Treasurer, R. M. Gage.

WEST SIDE CIRCLE RAILWAY—A steam road. ROAD, ETC.—Was operating in May, 1895, 6½ miles of track. Stock said to be \$50,000. First mortgage 6s, A-O, 1887, due 1907, \$50,000. Officers-President, C. S. Gleed; Sec. and Treas. G. H. Nolte.

#### TORONTO, CANADA.

POPULATION 1895 WAS 174,309; IN 1890 WAS 160,141; AND IN 1880 WAS 75,110.

TORONTO RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1892 and acquired by purchase the old Toronto City Street railways and the exclusive privilege to work street railways in the city of Toronto for a term of 30 years from September 1, 1891 (with the exception of two small reservations in the act which are believed to be of no importance), a privilege which has since been ratified by act of the legislature of Ontario.

Payments to the City—These consist of \$800 per mile of single track and \$1,600 per mile of double track per year; and a progressive percentage on the gross receipts of the company, viz.: 8 per cent of receipts till these reach \$1,000,000; 10 per cent of gross receipts between \$1,000,000 and \$1,500,000; 12 per cent between \$1,500,000 and \$2,000,000; 15 per cent between \$2,000,000 and \$3,000,000; 20 per cent on all gross receipts over \$3,000,000. On Sept. 1, 1921, city has the option to purchase the property at a price to be settled by arbitration.

tration.

STOCK & BONDS—

Date.

Interest.

\$6,000,000 f.p. July 2,1895

Toronto St. Ry. debens.

1881 6 p. c.

600,000 1901

1st M., \$4,550,000 \$&£ (1891 4 \( \frac{1}{2} \) g. \( \frac{1}{2} \) 2,200,000 Aug. 31, 1921

\$35,000 p. m.

1 Interest and principal payable Feb. 28 and Aug. 31 at Bank of Sectland, Lothbury, London, E. C.

DIVIDENDS—In July, 1895, 134 per cent.

Sinking Fund—The company is obliged to redeem 5 per cent of its

Sinking Fund-The company is obliged to redeem 5 per cent of its total bond issue by drawings at par yearly from Aug. 31, 1911 to 1920

Bonds—The first mortgage bonds cover the entire property, subject to payments due the city and the debentures, to retire which \$600,000 firsts are reserved. The bonds unissued may be used for new construction at the rate of \$35,000 per mile of single track, but its total bond issue must not exceed in the aggregate \$4,550,000. If the city buys the property in 1921 the bonds will cease to be a lien on the property, but will become a charge on all moneys to be paid by the city therefor

ROAD-In August, 1895, operated 8912 miles of track, of which 8 miles controlled by ownership of stock.

EARNINGS-7 months \ 1895. gross, \$545,257; net, \$259,825 Jan. 1 to July 31- \ 1894. gross, \ 531,389; net, \ 216,046 Balance, surplus, over 7 months' charges in 1895, \$140,660, against \$112,240 in 1894.

Earnings for years ending Dec. 31 as follows:

Gross. Net over taxes. Interest. Amt paid city. Bal., surp. 1894...\$958,371 \$440,663 --\$10,9068 --\$250,695 1893... 900,233 362,635 77,541 72,235 212,859 The traffic has increased rapidly, the total passengers carried in 1884 having been only 6,131,440, against 22,609,338 in 1894.

Officers-President, William McKenzie; Secretary and Treasurer, J. C. Grace; Superintendent, James Gunn.

TRENTON, N. J.
POPULATION 1890 WAS 57,458; IN 1880 WAS 29,910;
AND IN 1870 WAS 22,874.

#### NEW YORK & PHILADELPHIA TRACTION To be a trolley road.

ORGANIZATION-Chartered July, 1894, and proposed to build a trolley line connecting New York and Philadelphia. The Central Jersey Traction Company was to build the road, but in July, 1895, that com-pany was placed in receiver's hands.—V. 59, p. 115; V. 61, p. 113.

#### TRENTON PASSENGER RAILWAY.-(Consolidated)-A trolley road.

ORGANIZATION—Formed in October, 1891 by consolidation of the entire street railway system of the city, viz.: Trenton Horse RR. Co., organized in 1859; City Railway, organized in 1876; Hamilton Township Street Ry. and South Clinton Avenue & Broad Street Railway companies, organized in 1890. Operated under a charter that is under stood to be perpetual and irrepealable, and under a franchise said to be exclusive. In January, 1895, stockholders of the Trenton Traction

ROAD-January 1, 1895, owned and operated 37 miles of track. The new tracks have 90 lb. Johnson girder rails. Has power house of sufficient dimensions to operate the system and also to light the city,

EARNINGS.—11 mos., (1894. gross, 8174,723; passengers, 4,339,362

Jan. 1 to Nov. 30...) 1893. gross, 170,974; passengers, 4,573,518

OFFICERS—President, Henry C. Moore; Vice-President, Thomas C-Barr; Secretary and Treasurer, Jno. L. Kuser.

TRENTON TRACTION.
ORGANIZATION - Incorporated in December, 1894. Proposed to lease the Trenton Passenger Railway, but the minority stockholders of that company objecting, a number of the Trenton Traction stockholders purchased control of the Passenger Railway, buying, it is said, \$1,000. 000 steck for \$500,000. See V. 60, p. 44.

STOCK-Stock authorized and outstanding, \$500,000; par, \$100

STOCK—Stock authorized and otterange; Stockholders include Thomas C. Barr, of East Orange; Edward J. Moore, of Philadelphia; George B. Jenkinson, of Newark; F. W. Roebing, Gen. W. S. Stryker, John L. Kuser and H. H. Hamill, all of Trenton, and F. M. Eppley, of West Orange.

### TROY, N. Y.

POPULATION 1890 WAS 60,956; IN 1880 WAS 56,747; AND IN 1870 WAS 46,421.

TROY CITY RAILWAY-Mostly electric.
ORGANIZATION—Chartered Jan. 31, 1866. Controls by lease the Troy & Lansingburg RR., which in turn leases the following: Troy & Cohoes Ry., Lansingburg & Cohoes Ry., Waterford & Cohoes Cos.

ROAD-Operates track in Troy, extending to Lansingburg, Green

| Island, Cohoes and Waterfor     | ra.       |                          |       |
|---------------------------------|-----------|--------------------------|-------|
| Length of road owned.           | Miles.    | Total tracks owned       | 21:59 |
| Main line (single track)        |           | Length of lines leased   |       |
| Branches                        | 3.52      | Troy to Cohoes           | 3.72  |
| Union Depot                     |           | Lansingburg to Cohoes    |       |
| Second track                    |           | Waterford to Cohoes      |       |
| Wgt. of rail per yd.,631g to 93 | 3 le lbs. | Second track and sidings | 3.00  |
| Access Denone Annua             | I mamon   | to show.                 |       |

\$5,092,332

\$5,092,332 NOTE—"Capital stock leased lines" include Troy & Cohoes stock, \$50,000; Lansingburg & Cohoes, \$15,000; Troy & Lansingburg, \$700,000; total, \$765,000.

OFFICERS. - President, C. Cleminshaw; Sec. and Treas, J. J. Hagen. - V. 60, p. 303, 969; V. 61, p. 279.

#### UTICA, N. Y.

POPULATION 1890 WAS 44,001; IN 1880 WAS 33,914; AND IN 1870 WAS 28,804.

UTICA BELT LINE STREET RAILROAD. A trolley road.

ORGANIZATION-Chartered June 18, 1886, and owns the principal street car lines in Utica and adjoining villages. It leases and operates a portion of the Clinton & Binghamton Railroad at a rental of \$15,000, the lease being dated 1886 and running 99 years.

A receiver appointed June 30, 1892, was discharged Aug. 1, 1894,

the company having being reorganized with smaller fixed charges and a cash contribution of \$75,000.

dends when earned as follows: For two years from May 1, 1894, at 4 per cent; for 2 years from May 1st, 1896, at 5 per cent, and there-

B nds-1st M. bonds draw interest for 2 years from May 1st 1894, at 4 per cent, and thereafter at 5 per cent; 2nd M. bonds draw interest for 4 years from July 1st, 1894, at 4 per cent, and thereafter at 5 per cent. Second mortgage bonds are \$500 each.

ROAD-In February, 1895, operated 20 miles of road, with 22 miles of track, as follows:

| Yorkville to Unner Mills 1.75! | Main line Miles. |
|--------------------------------|------------------|
| " " to Whitesboro3.79          | Branch 1.6       |
| Sidings (owned and leased 5    |                  |

ear ending June 30, 1895, gross, \$154,801, against \$145,399 in 1893-4.

| Annual Refert.—For year end: Gross earnings Operating expenses | 1895.<br>.\$149,820 | 1894.<br>\$145,355<br>88,473 | 1893.<br>\$139,397<br>86,483 |
|--|---------------------|------------------------------|------------------------------|
| Net earnings<br>The total fixed charges and inter              | est and ren         | \$56,882<br>tals, including  |                              |

on these bonds, is \$40,640 per annum. The balance sheet below that the company had on hand Sept. 30, 1894, a large amount of cash and had no floating debt.

BALANCE SHEET-General balance sheet Dec. 31, 1894:

Total ......\$940,020 Total .....\$940,020
OFFICERS—President, John W. Boyle; Vice-President, James T-Gardner; Secretary, Edward Bushinger; Treasurer, Chas. W. Mather; Directors, John W. Boyle, Chas. W. Mather. William B. Putney, Covile Weidenfeld, James T. Gardner, Robert G. Young, Edward Bushinger. Total ..... -V. 60, p. 437.

UTICA & MOHAWK RAILROAD-ORGANIZATION-Chartered Jan. 4, 1874. Owns parks valued in balance sheet at \$38,442.

STOCK, BONDS, ETC.— Miles. Date. Interest. Outstand'g. Maturity.
Stock, \$250,000, par \$50. \$52,100
1st mortgage, gold. 1890 5 g. J-J 75,000 July 1,1910
Bills payable June 30,'94. 35,773

ROAD—Owns from Genesee Street to Utica Park, 24 miles; sidings, 0.33 miles; total, 3.08 miles. Rails, 40 to 45 lbs.

EARNINGS-For year ending June 30 earnings were:

Officers-President, James E. Mann; Secretary, William E. Lewis; Treasurer, George D. Dimon; all of Utica.

#### VINCENNES, IND.

POPULATION 1890 WAS 8,853; IN 1880 WAS 7,680;

VINCENNES CITIZENTS. VAY-A trell STREET RAIL-WAY-A trolley road.

ORGANIZATION-Chartered Oct. 24, 1881.

 ORGANIZATION—Chartered Oct. 24, 1881.
 STOCK & BONDS—
 Date.
 Interest.
 Outstand'g.
 Maturity.

 Stock, \$100 full paid.
 1.00,000
 \$150,000
 111.

 1st mort., \$100,000, gold, \$1891 6g. M-N
 100,000 Oct. 1, 1911.

 (\$1,000)
 1nterest at Central Co., trustee, N. Y. City.

 Payable without deduction from principal or interest for any tax.

ROAD-Operates 6 miles of track on 6 miles of street.

EARNINGS.—For year 1892-93 gross receipts were \$21,239; operating expenses, \$13,179; net, \$8,060.

OFFICERS-President, A. Tindolph; Secretary and General Manager, E. F. Tindolph; Treasurer, B. G. Hudnut.

#### WACO, TEXAS.

POPULATION 1890 WAS 13,067; IN 1880 WAS 7,295; AND IN 1870 WAS 3,008.

CITIZENS' RAILWAY.—A trolley road.
ORGANIZATION—In January, 1895, the company reported that there

was "likely to be some change soon in the way of acquirements." Maturity.

Oct. 1, 1910 Trustee is St. Louis Trust Company of St. Louis, Mo.
ROAD—Operates about 16 miles of track; 14 miles of street.

OFFICERS-President and General Manager, H. C. Scott.

WAKEFIELD, MASS.
POPULATION IN 1890 WAS 6,982; IN 1880 WAS 5,547; AND IN 1870 WAS 4,135.

WAKEFIELD & STONEHAM STREET RY.-A trolley road.

ORGANIZATION-Incorporated in 1892.

STOCK & BONDS— Date, Interest. Outstanding, Maturitys \$100,000 | 15t mort. \$150,000 gold...e. 1895 | 5 g.M - S | 150,000 Mar. 1,1915 The whole issue is redeemable at 105 after March 1, 1900, but bonds cannot be drawn. Interest at American Loan & Trust trustee, Boston. ROAD-Operates 16 miles of track, laid with 50-lb. Trails, in towns of Wakefield, Stoneham, Reading, Lynn and Melrose, all in Massachusetts.

\$16,927; fixed charges, \$5,252; balance, surplus for year, \$11,675.

OFFICERS—President and General Manager, C. F. Woodward; Secretary, E. M. Southworth; Treas., J. F. Shaw; Purch. Ag., E. P. Shaw.

### WASHINGTON, D. C.

POPULATION 1890 WAS 188,932; IN 1880 WAS 147,293; AND IN 1870 WAS 109,199.

ANACOSTIA & POTOMAC RIVER RAIL-ROAD-A horse road.

ORGANIZATION-Incorporated Feb. 18, 1875. Option on a large block of its stock was reported in July, 1895, to have been obtained by Arthur E. Randall.

| STOCK & BONDS- | Miles. Date. Interest. Outstand'g. Maturity: \$100,000 (\$50) | \$100,000 (\$100,

Washington, D. C.; trustees of second mortgage, Charles A. James and

ROAD-Owns 13:40 miles of track and has trackage rights over 1:98 miles; total Jan. 1, 1895, 15:39 miles.

EARNINGS-Year ending Dec. 31 were as follows:

In 1894 carried 1,528,987 passengers, against 1,849,222 in 1893. Receipts from bond sales during 1894, \$25,500; bills payable issued \$129,703, and bills payable retired, \$131,458.

OFFICERS-President, Purchasing Agent and General Manager, H. A. Griswold; Secretary and Treasurer. J. B. Pitcher.

THE BELT RAILWAY COMPANY—A horse road, ORGANIZATION—Originally incorporated in 1875 as the Capitol North O Street & South Washington Ry. Co., but name changed to The Belt Railway Co. Feb. 18, 1893. In June, 1895, said to have been acquired in interest of Columbia & Maryland. See under Baltimore.

The securities, road, earnings, etc., are as follows:

The securities, road, earnings, etc., are as follows:

Stock, par \$50......\$500,000
Capitol North. O Street & 1894. 1893.

So. Wash'gton 1st M. 6s 50,000
Consol. M. of 1891,5s J-J. 450,000
\$500,000 auth., due July 1, 1921.
INTEREST—At National Bank of Republic, Wash. D. C. Trustee, American Security & Trust Company, Washington, D. C.
ROAD—Owns 17 miles of track.

OFFICERS—President, D. M. Newbold; Vice-President and General

Manager, W. K. Scheenf; Secretary and Treasurer, H. K. Gray

Manager, W. K. Schoepf; Secretary and Treasurer, H. K. Gray.

## BRIGHTWOOD RAILWAY-A trolley road. ORGANIZATION-Incorporated Oct. 18, 1888.

 
 EARNINGS—Years ending Dec. 31—
 1894.

 Gross earnings.
 \$51,041

 Operating expenses and taxes.
 45,628 \\
22,015 \\
22,015 \\

 1893. \$36,907 47,868

Secretary, Victor B. Deyber; Treasurer, General Manager and Purchasing Agent, C. P. Williams.

CAPITAL TRACTION.—A trolley road.

ORGANIZATION—In August, 1895, proposed to absorb the Washington

& Georgetown and Rock Creek companies, which see. STOCK—\$12,000,000, to be used as follows: \$2,750,000 to retire \$500,000 Washington & Georgetown stock; \$8,000,000 to retire \$4,000,000 Washington & Georgetown bonds; and \$1,250,000 to retire Rock Creek stock and bonds.

INCORPORATORS-These include John B. Stetson, Harry Upson Clarence F. Norment, W. Frederick Snyder and Augustus Burgdorf .- V. 61, p. 283.

### COLUMBIA RAILROAD-A cable road.

ORGANIZATION-Incorporated May 24, 1871. STOCK & BONDS— Miles. Date. Interest. Outstand g. Maturity.
Stock (\$400,000) (\$50)
1st M. (\$500,000) our. 6 1894 6 \$\hat{A}\$ - 500,000 Oct.1,1914
Not subject to call.. Int. at National Bank Republic, Washington.

Not subject to call. Int. at National Bank Republic, washington. Dividends—1889 to February, 1895, 6 per cent per annum.

Mortgage trustee, American Security & Trust Co., Washington, D. C. ROAD—Owns 6 miles of track on 3 miles of street. The motive power in 1884 was changed from horse to cable.

EQUIPMENT-February 20, 1895, the equipment consisted of the following: 20 closed and 20 open (summer) Stephenson Company, Broadway (N. Y.), standard 30-ft. cars, duplex wheel, grip and brake mechanism; 20 closed and 20 open trail cars.

OFFICERS—President, R. F. Baker; Vice-President, E. G. Davis; Secretary and Treasurer, James B. Adams.

ECKINGTON & SOLDIERS' HOME RAIL-WAY-A horse and trolley road. On June 1, 1895, \*aid to have been acquired in interest of Columbia & Maryland-see that company under Baltimore.

ORGANIZATION-Incorporated June 19, 1888.

Interest is payable at the office of the American Security & Trust Co.,

the mortgage trustee, Washington, D. C.
ROAD-Owns 17 miles of track, of which 1112 are operated with horses and 512 by electricity.

EARNINGS—For years ending Dec. 31 earnings have been as follows:

| FULLIAND YOU TOWN  | OHOUNG ACOU | or our mando ma to noon we        |                    |
|--|-------------|-----------------------------------|--------------------|
| 1894   |             | 1894.                             | 1893.              |
| Gross\$78.9  | 23 \$54,745 | Net deficit\$46,487               | \$42,632           |
| Op. exp. & taxes. 129,2'   | 79 100,861  | Int. & insurance. 14,252          | 18,187             |
| - STORAGE STATE OF THE STATE OF |             | STATE AND ADDRESS OF THE PARTY OF | THE REAL PROPERTY. |
| Deficit\$50,3  |             | Tot. def. for year. \$60,739      | \$60,819           |
| Other income 28  | 89 9 484    | Improvints etc 159.081            | 15.868             |

During 1894 the company issued \$224,748 of capital stock and \$1,000 of bills payable. Cash balance on hand Dec. 31, 1894, \$9,170.
OFFICERS—President, D. M. Newbold; Vice-President, Gen. Manager and Purch'g Agent, W. K. Schoepf; Secretary and Treas., H. K. Grav.

#### GEORGETOWN & TENALLYTOWN RAIL-WAY .- A trolley road.

ORGANIZATION-Incorporated August 10, 1888.

Date, Interest. Outstand'g. Maturtty. \$200,000 1894 6 F-A 70,000 Feb. 1, 1904 STOCK & BONDS— Stock, par \$50..... 1st mortgage Interest is payable at office of American Security & Trust Company of Washington, D. C., the mortgage trustee.

ROAD-Operates 912 miles of track on 412 miles of street.

OFFICERS-President, Geo. E. Emmons; Vice-President, H. B. Davidson; Secretary, J. E. Beall; Treasurer, W. M. Offutt; Superintendent and Purchasing Agent, J. H. Mills.

#### GLEN ECHO RAILROAD.-A.trolley road.

ROAD, ETC.—Operates 6<sup>1</sup>2 miles of track on 3 miles of street. President, Edwin Balzley. Foreclosure sale advertised for August 8 1895, was temporarily postponed.

#### METROPOLITAN RAILROAD CO.-To be underground trolley.

ORGANIZATION-Incorporated July 1, 1864. Underground trolley system introduced on Ninth Street branch in July, 1895. V. 61, p. 152. 

First mortgage bonds for \$700,000 were outstanding in Angust, 1895, and it was expected that the balance of the \$1,850,000 would be issued in September.

First mortgage of 1895 was authorized by Congress for the sole purpose of changing the motive power from horses to electricity. It covers all the company's rights, privileges and franchises, together with valuable real estate. This real estate has been appraised at \$700,000and is said to be worth over \$1,000,000. A large portion of it, which is not needed by the company, will be sold, the proceeds to be applied to a sinking fund, the bonds being purchased (not called) at not over 110 and interest. After 10 per cent has been paid on stock, any surplus of annual earnings up to \$25,000 will also be applied to sinking fund.

The collateral trust bonds are said to be convertible into stock at option of holder, and to be secured by deposit of a portion of the company's capital stock with the American Security & Trust Company of Washington as trustee.

Stock-In December, 1894, only \$30 per \$50 share had been paid on the outstanding \$1,000,000 of stock. The stockholders, besides being liable for the remaining \$20 per share, are liable under the provisions of the charter for an amount equal to their share holdings.

Dividends-From 1868 to October, 1894, inclusive, regular dividends were paid, the rate in 1894 being 8 per cent per annum; none since to August, 1895. ROAD—Owns 22½ miles of track, of which, in August, 1895, 9½ miles

were equipped with underground trolley system.

EARNINGS—For nine years ending June 30, 1894, earnings were: 1894... \$355,594\* 1891... \$415,852 1888... \$329,1893... 420,261 1890... 399,493 1887... 301 1892... 438,748 1889... 349,435 1886... 273 1888.... \$329,619 1887.... 301,393 1886... 273,967

\* Competing roads changing to cable or electricity caused the reduction in receipts here shown.

For year ending June 30, 1894, passenger earnings were \$348,512;

other income, \$7,082; total, \$355,594. Operating expenses, including insurance, etc., \$308,944; electrical equipment and bridge,

\$56,843; interest, \$23,699; dividends, \$58,600.

OFFICERS- President and Pur. Agent, S. L. Phillips; Vice-President-A. A. Wilson; Secretary and Treasurer, Wm. J. Wilson. Office, 2411 P Street, N. W.-V. 61, p. 152.

ROCK CREEK RAILWAY,—An electric road. ORGANIZATION—Chartered June 22, 1888. In August, 1895, consolidation with the Washington & Georgetown as the Capital Traction Cowas under consideration. See Capital Traction and V. 61, p. 283.

The securities, road, earnings, etc., are as follows:

#### WASHINGTON & GEORGETOWN RAIL-ROAD-A cable road.

ORGANIZATION-Chartered May 17, 1862. In August, 1895, consolidation with the Rock Creek Ry. (to be called the Capital Traction Co.) was under consideration. See Capital Traction and V. 61, p. 283.

STOCK & BONDS— Date.
Stock, par \$50.
1st mortgage, converti1st mortgage, converti2d mortgage, converti3d M., \$500,000, conv. . . 1895

Trustee under both mortgages is the American Security & Trust Co-

of Washington, D. C. The bonds are all for \$500 each.

DIVIDENDS—In 1893, 20 p. c.; 1894, 20 p. c.; 1895, at rate of 20 p. c.

ROAD—In February, 1895, was operating 21 miles of cable. Rail
80-lb. English girder. Extensions are under way.

EARNINGS-For years ending Dec. 31 earnings have been as follows:

| Gress                         | 1893,<br>\$1,024,748<br>603,354 |
|-------------------------------|---------------------------------|
| Net earnings \$436,644        | \$421,394                       |
| Other income 16,514           | 63,254                          |
| Total not. \$453,158          | \$484,648                       |
| Interest \$213,022            | \$215,127                       |
| Dividends 100,000             | 600,000                         |
| Balance for yearsur.\$140,136 | def. \$330,479                  |
| Construction account\$94,502  | \$136,500                       |

Officers-President, H. Hurt; Vice-President and Purchasing Agent, G. T. Dunlop; Secretary and Treasurer, C. M. Koones. Office, 14th and E Streets, N. W., Washingtou.-V. 61, p. 283, 328.

WATERBURY, CONN.
POPULATION 1890 WAS 28,646; IN 1880 WAS 17,806; AND IN 1870 WAS 10,826.

WATERBURY TRACTION.-A trolley road.

ORGANIZATION-Organized in 1893, a consolidation of the Connecti-cut Electric Co. and the Waterbury Horse Railroad Co. A special charter, with amendments, granted by the State of Connecticut, permits the company to do both an electric-lighting and railway business. Franchise is perpetual.

STOCK & BONDS—
Stock, \$1,000,000 (par, \$25)

1st mort., \$550,000, gold (1893 5 g. M - N 600,000 Nov. 1, 1923

Tax exempt in Connecti't (Trustee, Treasurer State of Connecticut.

\*\*Fonds\*\*—The mortgage has a first lien on all property and franchises of mortgage has a first lien on all property and first lien on all property and first lien on all property and first

the company, including electric-light plant recently purchased. The \$250,000 of bonds unissued are not to be sold at present, but may be used for future extensions, if needed, at not to exceed 75 per cent of actual cost of construction and equipment. The bonds are in \$100, \$500 and \$1,000 pieces

ROAD, ETC. In December, 1894, was operating 1042 miles of road with 12 miles of track extending through the city of Waterbury to Union City, the borough of Naugatuck, etc., said to be fully equipped. Rails are 70-lbs, to the yard. All extensions and improvements have been completed.

LATEST EARNINGS-Including both railroad and electric-lighting

duction of electricity, Aug. 1 to Dec. 31 (5 months), \$50,670, contrasting with \$22,682 in 1893.

ANNUAL REPORT-For the year ending Jan. 1, 1895, the electric-lighting department had gross earnings of \$86,046; the railway, \$79,359; total gross, \$165,405; operating expenses estimated at 65 per cent, leaving net about \$58,000.

OFFICERS—President, D. S. Plume; Secretary, A. M. Young; Treas-

urer, J. R. Smith; General Manager, A. O. Shepardson.

### WATERVILLE, ME.

POPULATION 1890 WAS 7,107; IN 1880 WAS 4,672; AND IN 1870 WAS 4,852.

WATERVILLE & FAIRFIELD RAILWAY & LIGHT .- An electric road.

ORGANIZATION-Incorporated in 1891. This company is a consolida-tion of W terville & Fairfield Railroad, Waterville Electric Light & Power and Fairfield Electric Light & Power. Operates 4:36 miles of track between Fairfield and Waterville, and furnishes also light and power for miscellaneous purposes,

Bonds-Of the \$200,000 issue of 1st M. 6s sufficient are held in trust

to retire the prior bonds at maturity.

EARNINGS For years ending June 30, 1893 and 1894, as follows:

Gross Railway Railwy Gross Lt. Net Lt. Total Net inc.

of Ry. op. exp. net. & Power. & Power.

1894. \$18,979 \$12,866 \$6,113 \$16,087 \$6,750 \$12,864 \$1,080

1893. 10,519 12,749 3,770 19,861 11,512 15,282 4,410 Officers-President, I. C. Libby; Secretary, H. M. Heath; Treas. arer, P. A. Libby.

### WEBB CITY, MO.

WEBB CITY, MO.

POPULATION 1890 WAS 5,043; IN 1880 WAS 1,588.

SOUTH WEST MISSSOURI ELECTRIC RAILWAY.—a trolley road.

ORGANIZATION, ETC.—In 1895 the company reported population of places along its route as follows: Joplin, 14,000; Webb City, 6,000 Carterville, 3,500; Prosperity, 1,500; total, 25,000.

STOCK & BONDS—

Date. Interest. Outstand'g. Maturity.

\$500,000

M., \$200,000, g., \$500...c\* { 1893 6g. M-8 110,000 Mar. 1, 1913 Interest at Central Trust Co., trustee, N. Y. City.

ROAD—Operates 10 miles of single track connecting Joplin, Webb City, Carterville and Prosperity, Mo.; switches additional: Guage of track, standard. Rails girder and T 48 and 75 lbs. Equipment: T welve cars, Cooper engines, Westinghouse and T. H. apparatus.

ANNUAL REPORT—For year ending Aug. 31, 1894.

Officers-President and General Manager-A. H. Rogers; Vice-President, E. Z. Wallower, Harrisburg, Pa.; Secretary and Treasurer, W. M. Donaldson, Harrisburg, Pa.

#### WEST SUPERIOR, WIS.

POPULATION OF SUPERIOR 1890 WAS 11,983.

SUPERIOR RAPID TRANSIT RAILWAY .-A trolley road.

ORGANIZATION-Chartered under Laws of Wisconsin Aug. 1, 1892 succeeding to the franchise of the Douglas County Street, chartered in 1889. "A perpetual right of way over all streets in the heart of the city is held and owned by the company in fee simple. \* \* The company has a 30-year franchise, which has been confirmed by the Legis-

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity. 1st M. \$650,000 g. Stock & Bonds— Interest of the Control of the Contr

ever for any Government or State tax which said company may be re quired by law to retain therefrom," the company agreeing to pay the same. The bonds are payable in gold.

Mortgage-Under the mortgage, Series B and C (\$200,000 each), co equally secured with Series A, can be issued only when the net earnings for twelve months preceding such intended issue shall be sufficient to pay the interest on the series issued and then to be issued, after having previously deducted all expenses of every nature; and then only for extensions and equipments, at not exceeding \$20,000 per mile for track and \$5,000 per mile for equipments, as certified to the trus tees by the officers and by an expert.

SINKING FUND—By the provisions of the trust deed the establishment of a sinking fund is covenanted and agreed by annual payments ranging from \$5,000 Dec. 31, 1893, to \$20,416 Aug. 1, 1912, inclusive, which amounts are to be annually turned over to the trustee. amount placed to the credit of the sinking fund aggregates \$10,000, including payments of \$5,000 each Dec. 31, 1893 and 1894.

EARNINGS-For 6 months ending Dec. 31, 1894, gross, \$59,874; operating expenses, \$33,246; net, \$26,628. Interest paid, \$19,500,

ROAD-Operates 26 miles of track.

OFFICERS-President and General Manager, S. T. Norvell; Secretary and Tressurer, G. Chadwik.

#### WESTERLY, R. I.

POPULATION OF TOWN 1890 WAS 6,813; IN 1880 WAS 6,104; AND IN 1870 WAS 4,709.

PAWCATUCK VALLEY STREET RAIL-WAY-A trolley road.

ORGANIZATION—Incorporated in 1893. Population reported in 1895

by officials as being 11,000, and constantly increasing.

STOCK & BONDS—
Stock, \$75,000, \$100 par.

Stock, \$75,000, \$100 par.

Stock, \$75,000, \$100 par.

Stock, \$75,000

1st M., \$100,000, gold ... \$1894 5 M-N 100,000 1914 (Int. in Boston at Am. L. & Tr. (mort. tr'stee).

ROAD—Operates 6 miles of track laid with 50-lb. T rails in Westerly R. I., and suburbs, extending to Watch Hill.

OFFICERS-President, W. Hoxsey; Sec. and Treas., S. H. Cross; General Manager, E. P. Shaw, Jr.

#### WHEELING, W. VA.

POPULATION IN 1890 WAS 34,522; IN 1880 WAS 30,737; AND IN 1870 was 19,280.

WHEELING RAILWAY-A trolley road.
ORGANIZATION-Chartered July 25, 1887. Franchise is perpetual

but does not give exclusive rights to operate street railway in the city Company owns nineteen-twentieths of the capital sto k of the Citizens' Street Railway Company. The total population from which the company draws traffic, including Wheeling, Bridgeport, Martin's Ferry, Bellaire and Benwood, is said to be about 75,000.

STOCK & BONDS— Par. Date. Interest. Outstandy. Last div. c.c. Stock, par \$100, f.p. See below. \$700,000 See below 1st M. \$500 1891 J - J 17,000 July 1,1911 1st mge, \$500,000, 1,000 1892 6g. M - S 482,000 1912 gold, \$1,000...c\* Interest at Central Trust Co., trustee, N. Y. City. Bonds—The old bonds have all been retired except \$17,000, for which \$18,000 bonds of 1892 are reserved.

Dividends.-In 1894 1 per cent,

ROAD.—Was operating on February 1, 1895, 17 miles of track in Wheeling and suburbs, its lines extending to Bridgeport, Benwood and Martin's Ferry. Rail 56 to 85 lb. girder.

EARNINGS.—For year ending January 26, 1895, gross, \$133,517.

OFFICERS.-President, A. B. Champion; Sec. and Treas., W. A. Shirley.

#### WHEELING & ELM GROVE RAILROAD -A steam road.

STOCK, ETC.—Stock was held in May, 1895, by local residents exclu sively and road had no bonded debt. Operates 812 miles of track President, A. Reymann.

### WICHITA, KAN.

POPULATION 1890 WAS 23,853; IN 1880 WAS 4,911.

WICHITA ELECTRIC RAILWAY & LIGHT. -A trolley road.

ORGANIZATION-Chartered in February, 1893. A consolidation of Wichita Street Ry., Riverside & Suburban and Citizens' Electric (Lighting) Co. Franchise runs till 1912. In 1894 the interest paid aggregated \$7,500. Interest on the loan of 1893 is in default.

Loans and bills Jan. 1, 1895, \$8,425.

ROAD-Owns 25 miles of trolley track in Wichita, Kansas.

EARNINGS-In year 1894 gross earnings were about \$75,000; interest paid, \$7,500; taxes, \$3,660.

OFFICERS-President, C. E. Dustin; Vice-President, A. T. Batchelder; Treas., G. A. Litchfield; Sec., Gen. Man. and Purch. Agent, J. W. O'Neill.

#### WILKESBARRE, PA.

Population 1890 was 37,718; in 1880 was 23,339; and in 1870 was 10,174.

WILKESBARRE & WYOMING VALLEY TRACTION - An electric road.

ORGANIZATION - Controls all the street railway lines in the Wyoming

Valley, Pa., these extending from Wilkesbarre to Pittston, Plymouth, Ashley, Plains, etc. Together with the lines of the Scranton Traction, the Scranton & Carbondale and the Scranton & Pittston companies, its system "covers the entire Wyoming and Lackawanna valleys with a system of electric railways aggregating 90 to 100 miles, connecting some forty cities and towns, and embracing a population of 500,000."

Da'e. Interest. Outstand'g

The collateral trust and mortgage gold bonds for \$325,000 cover (1) the property and franchises of the company; (2) \$150,000 first mort-gage 5 per cent bonds and \$150,000 stock of Wilkesbarre & East Side Ry. Co.; (3) \$85,000 guaranteed 6 per cent stock of the Wilkesbarre & Suburban and \$15,000 guaranteed 6 per cent stock of the Wilkesbarre & West Side. Plymouth Bridge bonds for \$10,000 are subject to eall by lot in 1904 and \$3,000 each year thereafter.

ROAD-In 1894 was operating about 55 miles of road, including the

companies named below as parts of the system.

COMPANIES CONTROLLED—In addition to the Pittston Street Car Company below described, the following companies are controlled and operated by the Wilkesbarre & Wyoming Valley Traction Co.:

| Source | S | Name of Company. | Stock paid in. | St Stock paid in. \$61,575 100,000

Total income .\$400,143 \$312,190 Operating ex. 196,824 149,240 Balance, surp...\$80,712 Net earnings .\$203,319 \$162,950

BALANCE SHEET JUNE 30, 1894. 

Total.....\$7,024,117 Total .. Officers-President, B. F. Myers; Secretary, W. G. Eno; Treasurer and General Manager, J. Graham.

WILKESBARRE & WYOMING VALLEY TRACTION SYSTEM—PITTSTON STREET CAR.—ORGANIZATION—Organized Sept. 21, 1892, as successor of the Pittston Passenger Railway, which was chartered in 1873 and sold by sheriff Jan. 1, 1883. Controlled by the Wilkesbarre & Wyoming Valley Traction Co., which guarantees the bonds.

and are so endorsed, the guarantor also assuming the sinking fund charge of \$6,000 yearly. They cover all present and future property.

ROAD—Road extends from below Pittston to city line and on Par-

sonage Street, about 512 miles.

### WILLIAMSPORT, PA.

POPULATION 1890 WAS 27,132; IN 1880 WAS 18,934; AND IN 1870 WAS 16,030.

#### VALLAMONT TRACTION-

ORGANIZATION—This company has been reported as organized for the purpose of consolidating under one management all the street railways of Williamsport, Pa., and controls the Williamsport Passenger Railway, the Lycoming Electric Company and the East End Passenger Railway. The South Side Railway, which is now in process of construction, will also be included under the same management upon its completion. Manager, E. H. Davis.

#### WILLIAMSPORT PASSENGER RAILWAY -A trolley road.

ORGANIZATION-Incorporated April 15, 1863. Stock, \$600,000 authorized and \$258,550 outstanding. There are \$125,000 first mort-gage 6 per cent bonds, and loans and bills payable on June 30, 1895, were \$13,000. Dividend Jan. 16, 1893, 2 per cent; since (!). Operates 75 miles of track.

EARNINGS-Year endir g June 30,

| 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895

Treasurer, John Lawshe; General Manager, E. H. Davis, Williamsport. Pa.

#### WILMINGTON, DEL.

POPULATION 1890 WAS 61,431; IN 1880 WAS 42,478 AND IN 1870 WAS 30,841.

WILMINGTON CITY RAILWAY—A trolley road. ORGANIZATION—Chartered Feb. 4, 1864. Franchise gives exclusive rights to operate street railway in the city. Also owns a controlling interest in the Front & Union Point Railway Company.

Dividends-In 1892, 5 per cent; 1893, 5 per cent; 1894, 5 per cent 1895, January, 2<sup>1</sup>2 per cent.

ROAD—Operates 25 miles of trolley track in city of Wilmington and

suburbs, one of its lines extending to Shellpot Creek, on Philadelphia Turnpike. Rails 58 and 91 lb. 7 and girder.

Officers—President, P. Lea; Vice-President, W. Saulsbury; Sec-

retary, General Manager and Purchasing Agent, W. S. Heger; Treas urer, Frank T. Webb.

### WILMINGTON, N. C.

POPULATION 1890 WAS 20,056; IN 1880 WAS 17,350; AND IN 1870 WAS 13,446.

WILMINGTON STREET RAILWAY-A trolley and steam road.

ORGANIZATION-Chartered Feb. 10, 1887. Franchise runs till 1937,

ORGANIZATION—Chartered Feb. 10, 1887. Franchise runs till 1937, and gives exclusive rights to operate street railways in the city.

STOCK & BONDS—
Common stock....

1st pref. 6 p. c. cum.

2d pref. 6 p. c. cum.

Mort. gold \$150,000. 

Mort. gold \$150,000. 

Trustee, State Trust Co., New York City.

Note.—The following is furnished the SUPPLEMENT as of January 1895: "Of the original issue of \$250,000 first mortgage bonds, dated 1892, and payable 1922, only \$25,000 have been sold, the remaining

1892, and payable 1922, only \$25,000 have been sold, the remaining \$225,000 having been used as collateral to secure a loan which has now been reduced to \$100,000. This existing trust deed or mortgage is now to be satisfied and discharged by a new trust deed or mortgage dated Jan. 15, 1895, in favor of the State Trust Company, of New York trustee, securing a new issue of first mortgage 6 per cent coupon gold bonds in the amount of \$150,000, principal payable April 1, 1920. The former issue of bonds is about to be retired and canceled, and for such bonds are to be given the new issue of \$150,000 first mortgage bonds, together with \$40,000 of first preferred and \$60,000 of second pre ferred cumulative stock."

ROAD—Owns 4 miles of trolley road, 1½ miles of steam road and ¼ mile of siding in city of Wilmington; total track Feb. 12, 1895, 5¾ miles-Rails 45 and 60 lb. T and girder.

EARNINGS-Month of July, 1895, gross, \$3,844, against LATEST \$3,983 in 1894.

ANNUAL REPORT-Fiscal year ends April 30, but for the year ending Dec. 31 results were as follows, the road operated being passenger line 3.64 and freight line 112 miles:

### WINSTON, N. C.

POPULATION 1890 was 8,018; IN 1880 was 2,854; AND IN 1870 was 443.

WINSTON-SALEM RAILWAY & ELECTRIC

ORGANIZATION, ETC.-Incorporated in 1891 for 90 years. Operates an electric road, and does also a general lighting and power furnishing business, possessing exclusive franchises for 30 years, for RR. and electric light, in cities of Winston and Salem, N. C.

OFFICERS-President, J. H. McClement: Vice-President, F. J. Sprague Secretary and Treasurer, R. G. Day. Office, 44 Broad St., N. Y. City,

#### WOONSOCKET, R. I.

POPULATION 1890 WAS 20,830; IN 1880 WAS 16,050; AND IN 1870 WAS 11,527.

WOONSOCKET STREET RAILWAY

ORGANIZATION—Incorporated June 4, 1886. Stock, \$100,000; bonds, \$160,000; unfunded debt June 30, 1894, \$8,201.

Road-Owns 7 miles of track.

EARNINGS-For year ending June 30, 1894, gross earnings were \$30,270; net, \$4,285; interest charges, \$6,328; balance, deficit for year, \$2,043. In 1892-93 gross, \$29,755; net, \$2,206; interest paid, Total passengers carried during 1893-94 was 605,409; in 1892-

OFFICERS-President and General Manager, E. K. Ray; Secretary, W. Kent: Treasurer, Walter Whittlesey, Chelsen, Mass.

#### WORCESTER, MASS.

POPULATION 1890 WAS 84,655; IN 1880 WAS 58,291; AND IN 1870 WAS 41,105.

NORTH END STREET RAILWAY-A trolley

ROAD, ETC.—Owns 5:13 miles of track and operates 2:01 additional, making total operated 7:14 miles. Capital stock \$75,200. Unfunded debt Sept. 30, 1894, \$104,834. No funded debt.

EARNINGS-For year ending Sept. 30, 1894, gross, \$29,686; deficit under operating, \$3,490; other income, \$1,100; interest, taxes, etc.; \$7,074; total deficit for year, \$9,464.

OFFICERS-Prest and Gen. Man., W. P. Searls; Treas., G. A. Smith.

WORCESTER & SUBURBAN STREET RY.-

Organization—Chartered in 1894 and controls the Worcester Lei-cester & Spencer and the Worcester & Millbury companies, a total of 22 miles.

The bonds will be used to pay the indebtedness of the company and

to make changes in the electric-power plant.

EARNINGS-For year ending Sept. 30, 1894, gross, \$118,882; net-

\$28,602; interest, taxes, etc., \$17,871; dividends, \$25,111; balance deficit for year, \$14,379. In 1892-93 gross, \$141,473; net, \$36,912. Total surplus Sept. 30, 1894, \$8,688.

OFFICERS—President, S. Winslow; Secretary and Treasurer, T. T. Robinson.—V. 60, p. 481.

WORCESTER & SUBURBAN SYSTE WORCESTER LEICESTER & SPENCER STREET RAILWAY.

STOCK-Capital stock is \$375,000, par \$100. Unfunded debt Sept. 30, 1894, \$87,042. Cash and current assets \$12,127.

ROAD-Owns 14 miles of track, including 12 mile of sidings, etc.

WORCESTER & SUBURBAN SYSTEM—WORCESTER & MILLBURY STREET RAILWAY.—A trolley road.
STOCK & DEBT—Capital stock is \$186,100, par \$100. Authorized capital stock \$270,000. Unfunded debt Sept. 30, 1894, \$101,074. ROAD-Owns 8 miles track, including 6-10 mile sidings, etc.

WORCESTER & SHREWSBURY STREET RAILWAY-A trolley road.

ROAD, ETC .-Owns 7-10 mile of track. Stock, \$20,000. No bonds. EARNINGS-For year ending Sept. 30, 1894, gross, \$2,799; net, \$278; Interest, taxes, etc., \$153; balance, surplus for year, \$153. In 1892-93, gross, \$2,958; net, \$543. Total surplus Sept. 30, 1894, \$668.

OFFICERS-President and Treasurer, H. H. Bigelow.

WORCESTER TRACTION—A trolley road.

ORGANIZATION—Organized in 1893 and purchased the entire capital stock of the Consolidated Street Ry Co. of Worcester, consisting of 3112 miles of track laid with 85-pound stee. Company receives a considerable amount for furnishing power to Worcester Consolidated.

STOCK AND BONDS— Par. Interest. Outstanding. Maturity:
Common stock. \$3,000,000 None paid
Preferred stock cumu- \( \) 6 F-A 2,000,000 Aug. 1, 1895
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.; in 1895

Feb., 3 p. c.; Aug., 3 p. c. Officers-President, C. B. Pratt; General Manager, J. H. Akarman;

Secretary, T. C. Barr; Treasurer, A. H. Stone.

Directors—Thos. C. Barr; Newark; C. H. Clark, Jr., Philadelphia;
C. B. Pratt, Worcester; F. H. Dewey, Worcester; Stephen Salisbury,
Worcester; C. M. Wicker, New York; A. G. Bullock, Worcester.

INDEX—V. 59, p. 1142.

WORCESTER TRACTION SYSTEM—WORCESTER CONSOLIDATED STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated 1869. Capital stock all owned by the

Worcester Traction Co., which guarantees principal and interest of the

ROAD.-In February, 1895, was operating 3112 miles of trolley road

in Worcester and vicinity. Rails 85 pounds steel. REAL ESTATE,—The company in 1893 owned real estate in the city, on which are located the car houses and stables valued at \$200,000.

EARNINGS—6 months. \ 1895, gross, \ \$196,644; net, \ \$55,982. Jan. 1 to June 30. \ \ 1894, gross, \ 166,884; net, \ 40,845.

ANNUAL REPORT.—Year ends Sept. 30.

1894. 1893.

Gross earng's.\$355,000 \$337,657 Dividends...\$24,500 (10)\$70,000 Net earnings.. 70,785 79,774 Balance.... sur.806 def.17,040 Int., taxes, etc. 45,479 26,814 Gross, 1894 \$355,000 Gross, 1891 \$275,129 1893 337,657 1890 243,211 1892 342,450 1889 210,836

GENERAL BALANCE SHEET SEPTEMBER 30, 1894.

\$700,000 650,000 76,831 96,060 \$1,522,891 \$1,522,891

OFFICERS-President, Charles B. Pratt; Secretary and Treasurer, A. H. Stone; Superintendent and Purchasing Agent, J. N. Akarman.

### YONKERS, N. Y.

POPULATION 1890 WAS 32,033; IN 1880 WAS 18,892; AND IN 1870 WAS 18,357.

YONKERS RAILROAD.—A trolley road. ORGANIZATION—Chartered Feb. 8, 1886.

Date. Interest. Outstand'g. Maturity.

\$126,400

1892 5 J - J 125,000 Jan. 1, 1922

1892 When earn'd. 300,000 Jan. 1, 1912

18,500 STOCK & BONDS— Date. Interest. St'k, \$200,000 (par \$100) ..... Maturity. 125.851 ......

ROAD-Owns 812 miles of track.

LATEST EARNINGS-For quarters ending Dec. 31 were:

Gross. Net. 1894. \$17,445 \$1,849 412,399 Other inc. Charges. Bal., deficit. \$679 \$7,311 \$4,783 195 1,907 4,111 ANNUAL REPORT-For year ending June 30 earnings were:

 Gross earnings. \$58,291
 \$46,593
 Taxes
 \$1,210
 \$211

 Net.
 3,652
 7,482
 Interest
 7,225
 3,577

 Other income.
 1,009
 274
 Balance
 df.3,774 sr.3,968

OFFICERS-President, A. L. Johnson; Secretary and Treasurer, J. M, Edwards; General Manager and Purchasing Agent, J. J. Coleman.

#### YORK, PA.

Population 1890 was 20,793; in 1880 was 13,940; AND in 1870 was 11,003.

\$100,000.

ROAD-Was operating in May, 1895, 1012 miles of track in York, Pa. Rails 48 to 70-lb. T and girder.

EARNINGS-For year ending Dec. 31, 1894: Gross from passengers. \$44,834 | Net earnings. \$11,834 | Other income. 1,506 | Dividends. 9,377 | OFFICERS—President, W. H. Lanius; Vice-President, D. K Trimmer; Secretary, G. S. Schmidt; Treasurer, Chas. H. Mayer.

#### YOUNGSTOWN, OHIO.

POPULATION 1890 WAS 33,220; IN 1880 WAS 15,435; AND IN 1870 WAS 8,075.

YOUNGSTOWN STREET RAILWAY-A trolley road.

ORGANIZATION-Organized as Youngstown Street RR. Dec. 10, 1873.

Dividends to 1892, 6 per cent yearly. Since, not reported.

ROAD—Said to operate 1612 miles of track, 15 miles of street.

OFFICERS—President, James Parmelee; Secretary, J. E. McVey; Treasurer and General Manager, A. A. Anderson.

### ZANESVILLE, OHIO.

POPULATION 1890 WAS 21,009; IN 1880 WAS 10,011; AND IN 1870 WAS 18,113.

ZANESVILLE STREET RAILROAD— ORGANIZATION—Successor of Zanesville & McIntire Street Railway, Date. Interest. Outstanding. \$300,000 1891 6 M - N 175,000 1894 6 M - S 125,000 STOCK & BONDS-Stock, \$300,000..... Maturity.

1891 6 M - N 1st consol. M., \$300,000. 1894 6 M - S Interest at International Trust Co. (trustee), Boston.

Bonds—Consolidated mortgage bonds to the amount of \$175,000

held by trustee to retire 1st mortgage bonds at maturity. ROAD-Said to operate 10 miles of track on 8 miles of street.

OFFICERS-President, A. L. Conger; Vice-President, F. M. Allerholt; Secretary, F. A. Wilcox; Treasurer and Gen. Manager, F. A. Seiberling.

#### ABBREVIATIONS, ETC.

The terms and abbreviations employed in this Supplement are explained in the following:

The terms and abbreviations employed in this SUPPLEMENT are explained in the following:

"STOCK & BONDS "—Under these words are shown—

"STOCK "—The amount of stock authorized immediately follows the word "stock," and against this is the par value of single shares, viz., "stock, \$200,000—\$100," means stock, total issue authorized by charter or by act of legislature, \$200,000, divided into shares of \$100 each; "f. p." following the amount given as outstanding means "full paid."

"Pref." means "preferred stock." "Pref. 6 p. c. cum." means preferred stock entitled to dividends of 6 per cent per annum, such dividends if not paid accumulating, all dividends due and unpaid to be paid in full for each and every year before the common stock receives anything. "Pref. 6 p. c. non-cum." means simply that the stock is entitled to 6 per cent per annum if earned, but that if unearned in any year the dividend for that year will not be paid subsequently.

"BONDS "—"Mort." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means general mort gage. The amount next following is the total authorized amount that can be issued under the mortgage. The word "gold" is usually spelled out, but in some instances is contracted to "g." while "cur." means currency.

"Conv." means convertible into stock. "S. f." means sinking fund. "c." means coupon bonds are outstanding. The letters "p. m." mean per mile, so \$15,000 p. m. means that the issue of bonds is restricted to \$15,000 for each mile of track. "Guar." means guaranteed, and "guar. p. & i. (end.)" means guaranteed as to principal and interest, the guaranty being endorsed on each bond.

"DATE "—The date of issue on the face of the bonds is indicated under the word "date."

"ROAD "—The word "track" means in Street Railway parlance all track, whether main line, siding, switch or second track. "Rails are 80-lb. girder" means that each rail weighs 80 pounds to the yard.

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