# STREET RAILWAY

## SUPPLEMENT

OF THE

## COMMERCIAL & FINANCIAL CHRONICLE.

FOR INDEX OF RAILROADS

See pages 93, 94, 95 and 96.

May 29, 1897.

WILLIAM B. DANA COMPANY, PUBLISHERS,

PINE STREET, CORNER PEARL STREET, NEW YORK.

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VOLUME LXIV.

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NEW YORK, MAY 29, 1897.

## STREET RAILWAY SUPPLEMENT.

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

## *ELECTRIC STREET RAILWAYS AND ABUTTING PROPERTY OWNERS.*

Last December (CHRONICLE of December 5 1896, pages 990 and 991,) we referred to the decision of the Supreme Court of Massachusetts in a case involving the question whether the construction in the streets of a city of an electric street railway, to be operated by the overhead system of trolleys, imposed a new burden or servitude on the land for which compensation must be made to the abutting property holders. The decision in that case was adverse to such a contention, the Court holding that so long as the companies are authorized to use the streets only in common with other travelers, and their structures do not prevent other travelers from using them in the ordinary way, and do not furnish any greater obstruction to light and air than appeared from the evidence in that case, such use does not constitute a new taking of land or easements in land for which compensation must be made.

Recently the Supreme Court of Connecticut also rendered a decision involving the question of additional servitude. The decision is to the same effect as that of the Massachusetts Court. The question of course is one of great importance, and therefore the matter possesses wide interest. As it happens, the ruling in the Connecticut case is not that of a unanimous Court, three of the judges (Baldwin, Fenn and Torrance) taking the view that electric street railways on public highways do not impose a new burden on the land, and the other two judges (Andrews and Hamersley) taking the opposite view. The case was that of the Canastota Knife Co. vs. the Newington Tramway Co. The plaintiff had made application as the owner of a fee in certain land within the limits of a highway in Newington for an injunction against the construction of an electric street railway thereon. The tramway company filed a demurrer to the complaint in the Superior Court for Hartford County, which demurrer was sustained *pro forma* and a judgment rendered dismissing the complaint. From this an appeal was taken to the Supreme Court of the State. The five judges of that Court were unanimous in the judgment that the lower court had erred, but the finding of error by the minority judges was for different reasons than that of the majority.

The injunction had been claimed on two grounds: First, that the charter of the Newington Tramway Company imposed a new burden on the plaintiff's soil, and secondly that the company in attempting to lay its tracks on the highway in front of the plaintiff's premises was undertaking to build a road under a location which diverged substantially from any of the routes authorized in its charter. The minority judges upheld the first contention, saying that the construction of the proposed road would "constitute a trespass and a continuing trespass on the plaintiff's land, and such a trespass may be restrained by injunction", and that for this reason the demurrer to the complaint was insufficient. On the other hand the majority judges hold that the charter of the Tramway Company is not one which contemplates and requires the construction of a railway in such a manner as substantially to obstruct ordinary highway travel or necessarily to cause special damage to any landowner; hence that there was no error in sustaining the demurrer as far as this ground of relief was concerned; but they support the complainant in his second contention, namely that the route proposed diverges from the routes authorized in the charter, and hence that the demurrer should have been overruled on the ground that the Tramway Company had no franchise justifying its invasion of the plaintiff's freehold.

The reasoning of the majority, in denying the claim that the construction of an electric road imposes a new servitude in land, is clear and strong, and of course it is this part of the decision which is of inter-

est to our readers. The opinion was by Judge Baldwin, who said that it is the prevailing doctrine in the United States and was settled, as respects Connecticut, in the case of Imlay vs. Union Branch Railway Co. (26 Conn., 249,) that the location of an ordinary steam railroad upon a highway imposes an additional burden upon the soil for which the owner of the fee is entitled to demand compensation The Imlay case was put upon the ground that no substantial, practical, or even technical, identity exists between the use of land for a highway and for a steam railroad. The essence of that decision was that the grant of a railway franchise by the Legislature authorizing the occupation of land subject to a highway in such a manner as substantially to interfere with the proper uses of a highway, or substantially to change them by introducing another not practically identical with the original ones, was the bestowal of a power the exercise of which charged the land with a new servitude.

A street railway such as that authorized by the charter of the defendants in this case, declares the Court, differs in certain essential characteristics from the ordinary railway running from one State or town to another, part of which may chance to be located on a highway. Its tracks conform to the established grade of the highway. It has no exclusive privilege as to their use. Its mode of using the street does not necessarily or naturally render that part of it which it occupies, whether by its tracks or its poles and wires, impassable or seriously inconvenient for ordinary travel. Such a street railroad may be, and up to the present time such roads have usually been, so constructed and so used and operated, as to be distinguished from the ordinary steam railroads in every one of the particulars stated in the Imlay case. Undoubtedly electric roads do approach steam roads more and more in construction and in manner of operation. But as yet there is a substantial identity in many particulars between the use of a highway by an electric car and that by an ordinary vehicle, both moving upon the same grade. The test, says the Court, whether the land in the street is, by the imposition of the tracks, subjected to a new use must in some measure be a question of degree. So far as the change of power is concerned, the substitution of electricity for animal power, to draw cars running upon surface tracks, is no greater innovation on the ancient uses of a highway than the introduction of the bicycle, with its complicated arrangement of mechanical contrivances for multiplying motion and increasing speed, or the horseless carriage, operated by the use of petroleum.

The question whether the property of the owner of a fee in the highway is subjected to an additional burden depends upon the true limits of the public easement in the highway. Judge Baldwin says that the best definition of a public easement is often that given by public use. A highway is a way over which the public at large have a free right of passage. It is constructed and maintained in their interest. This liberty of passage may always be exercised in such manner as may at the time be customary and reasonable, having in view both the convenience of the public and the proprietary rights of the owners of the soil. As to what is reasonable under these limitations, every age, speaking by its common law, must of necessity judge by its own standard. A common use of the highways in Connecticut for a period longer than the life of a human generation has been that by street railways. So far as horse railroads are concerned, it was held to be a proper one by the Superior Court in a case decided in 1860.

It appears that since this last mentioned decision—a period of thirty-seven years—the question has not again come up in the Connecticut courts. The decision being that of a lower court, it would not be binding upon the Supreme Court, and Judge Baldwin says there are expressions in the opinion in that case to which the Supreme Court would hesitate to give unqualified assent. Still, no appeal was taken from that judgment, and the doctrine which it announced has so far met with public acquiescence that no owner of the soil subject to a highway has since set up a claim to compensation for the construction of a street railway upon it, until the institution of the present suit. During the intervening period numerous franchises for such railways have been granted and exercised. Many horse railroads have been thus built and many electric railroads. Large sums have been invested in them. Mortgage bonds secured upon their property and franchises have been issued to the amount of millions. This course of legislation, and all that has been done under it, with the support of general public acquiescence, argues the Court, constitute a practical exposition of the common law of Connecticut as to the character of the servitude in the case of a highway which must outweigh any narrower definitions that may have been framed either by the English or American courts, in former centuries and in the presence of different social conditions, however often these may have been repeated in later decisions. The common law definition of the public right in a highway did not embrace in terms, but it did in spirit, its use by public authority for laying water-pipes, drains, cisterns, or hydrants, from which to draw in case of fire, and gas pipes, and as a site for public sign-posts and pumps, and to that extent it has long been enlarged by practical construction.

Judge Baldwin says that every reasonable presumption should be made in favor of the validity of grants by the Legislature of the rights to construct railroads upon highways. "They can be so built or operated as to be a substantial interference with public travel, or to work a new, direct and special damage to the proprietor of the soil. They can on the other hand be so built and operated as to serve the public without injury to the landowner. Charters which, like those of the ordinary steam or standard railroad, contemplate and require a mode of construction or operation of the former description, impose a new servitude on the soil. Charters which go no farther than to authorize such a mode of construction or operation, as one means of accomplishing their purposes, impose no new servitude, and invade no private rights, unless resort is in fact had to such means, in which event they do, and compensation may be required. Two rights are to be guarded with equal care; that of the individual land-owner and that of the public at large ; but his estate is the servient tenement. He has no rights which are incompatible with the fullest enjoyment of the public easement. A street railway may be so constructed and operated as to be a proper means of facilitating public travel. It may also be so constructed, but not so operated. It is in such case a means that may be and is abused; but for any abuse the law can supply the remedy. Nor would the legislative grant in such a case avail to deprive the owner of the soil of his right to compensation."

It will be observed that in effect the Court decides that circumstances must control. Electric roads do

not per se entitle the owner of the fee to compensation. But it is possible that they might be so constructed and operated as to damage the property and then compensation would have to be made. In a word, electric railways are far from having unlimited rights in the streets or highways. In this there is substantial accord with the ruling of the Massachusetts Court. Indeed, in remarking that it is in some measure "a question of degree" whether the land in the street is subjected to a new use, the Connecticut Court employs language almost identical with that in the Massachusetts case.

## *SPEED AND SPEED REGULATIONS.*

The ability to afford rapid transit in its fullest sense is undoubtedly one of the chief attractions of the electric road. Hence it follows that wherever circumstances prevent the cars of a company from running both rapidly and regularly, there the company is operating its lines at a disadvantage and its business is artificially curtailed. Conversely, other things being equal, the higher the speed safely attainable the more freely will people ride, whether for business, to save time, or for pleasure and refreshment.

Boston and Brooklyn are cities where congestion of traffic has acted as a material hindrance to the street railways. In Boston, however, the subway now in progress of construction will soon enable the West End Street Railway Company, which has taken a lease of the subway, to run its cars without unnecessary delay. The construction of the elevated railroad also, if carried out in accordance with the plan of the syndicate that is understood to control the West End Company, should in some measure further relieve the pressure of traffic on the surface railway lines.

In Brooklyn, on Fulton Street, for a distance of half a mile, the cars of all the lines of the leading street railway company converging from about ten branches are compelled to traverse one single line of track to reach the New York and Brooklyn Bridge and the Fulton Ferry. The management we know is keenly alive to the disadvantages of this condition of affairs and has striven in various ways to do away with it, but thus far with only slight success. The knowledge of this fact was the basis for a report that recently had some circulation, to the effect that the company contemplated securing control of the Kings County Elevated Railroad, which owns the elevated line on Fulton Street, and would utilize it to facilitate the movement of its traffic. The report, however, has not been confirmed.

In Brooklyn, three years ago, both the traveling public and the surface railway companies were subjected to another form of hindrance to rapid transit that was as annoying to the one as it was financially unfortunate in its results for the other. We refer to the enactment and strict enforcement of ordinances that limited the speed of cars to rates which seem excessively low. The same ordinances, we believe, are still in force, but the same care is not taken to enforce them. So long as fully observed they caused the passengers to complain bitterly of the time spent in transit and in waiting for cars, while for the companies the regulations meant loss of income and increased expenses through the necessity of manning and running a greater number of cars to give reasonably frequent service.

Having in mind this experience in Brooklyn, we were interested to examine the returns obtained by the "Street Railway Journal" from over forty prominent cities throughout the United States regarding the maximum rate (number of miles per hour) at which the local companies under the terms of their franchise or by a city ordinance are allowed to run their cars. The returns were not tabulated, but we have put them in that form for purposes of comparison.

Nine cities report that the companies are subject to no special restrictions as to speed. These cities are:

I.—NO SPECIAL RESTRICTION.

| | | |
|---|---|---|
| Chicago, Ill., | Lynn, Mass., | Reading, Pa., |
| Detroit, Mich., | Milwaukee, Wis., | Scranton, Pa., |
| Fall River, Mass., | Pittsburg, Pa., | Troy, N. Y. |

Three large cities—Chicago, Detroit and Pittsburg—are here included. It is reasonable to suppose, however, that if not subject to special restrictions in this respect the companies are still limited by the usual ordinance forbidding "fast driving", so that the lack of restriction cannot be assumed to mean "any speed you please."

Table II. embraces eleven cities that have established one maximum speed for cars in all parts of the city. They are as follows:

II.—ONE MAXIMUM SPEED RATE FOR ENTIRE CITY.

| *City—* | *Per Hour.* | *City—* | *Per Hour.* |
|---|---|---|---|
| Allegheny, Pa. | 15 miles. | Minneapolis, Minn. | ¶6 miles. |
| Camden, N. J. | 8 " | Newark, N. J. | 8 " |
| Dayton, Ohio | 10 " | Syracuse, N. Y. | 8 " |
| Evansville, Ind. | 12 " | Toledo, Ohio | 7 " |
| Indianapolis, Ind. | ‡6 " | Worcester, Mass. | 8 " |
| Kansas City, Mo. | 12 " | | |

‡ Law passed before introduction of electricity. No recent law.
¶ Not strictly observed in suburbs.

Even in the small representation of cities here shown we discover a remarkable variation in the maximum speed allowed—from six miles in Minneapolis (where it is "not strictly observed in the suburbs") to fifteen miles in Allegheny, Pa., three cities having the rate eight miles, one seven miles and two twelve.

The third and last table includes those cities which require the street cars to run at a lower rate in some portions of the city than in other portions. They include much the larger number of the whole, being twenty-five in number, as follows:

III.—SPEED VARYING IN DIFFERENT SECTIONS OF CITY.

| | *Miles per hour permitted in—* | | | | |
|---|---|---|---|---|---|
| | *Business Districts.* | *Intermediate.* | *Outlying Districts.* | *At Cross'gs* | *On Curves.* |
| Atlanta, Ga. | *A* 6 | 15 | 15 | 4 | .... |
| Baltimore, Md. | 6 | 10 | 10 | .... | .... |
| Boston, Mass. | 7 | 10 | 12 | .... | 4 |
| Brooklyn, N. Y. | 6 | 8 | 10 | .... | .... |
| Buffalo, N. Y. | 6 | 10 | 10 | .... | .... |
| Cambridge, Mass. | 8 | (†) | 12 | .... | .... |
| Charleston, S. C. | *B* 5 | 15 | 15 | .... | 4 |
| Columbus, Ohio | *C X* 8 | *X* 14 | *X* 14 | .... | .... |
| Denver, Col. | 9 | (†) | 15 | .... | .... |
| Des Moines, Iowa | 8 | 12 | 12 | .... | .... |
| Grand Rapids, Mich | 7 | 15 | 15 | .... | .... |
| Hartford, Conn. | *D* 8 | 10 | 10 | .... | .... |
| Louisville, Ky. | 9 | 12 | 12 | .... | .... |
| Nashville, Tenn. | 9 | 9 | 9 | 4 | .... |
| New Haven, Conn. | *E* 10 | 12 | 12 | .... | .... |
| Omaha, Neb. | 10 | 15 | 15 | .... | .... |
| Paterson, N. J. | *F* 10 | 15 | 15 | .... | .... |
| Providence, R. I. | 6 | 9-10 | 12 | .... | .... |
| Richmond, Va. | 8 | 8 | 8 | .... | 4 |
| Rochester, N. Y. | 7 | (†) | 15 | .... | .... |
| St. Joseph, Mo. | 8 | 10 | 10 | .... | .... |
| St. Louis, Mo. | 8 | 10 | 12 | .... | .... |
| St. Paul, Minn | *G* 8 | *G* 12 | *G* 12 | .... | .... |
| Trenton, N. J. | 6 | .... | 8 | .... | .... |
| Washington, D. C. | 12 | 12 | *H* 15 | 6 | .... |

*A* Within ¼ mile of the centre of city. *B* On one business street. *C* On High Street between Goodale and Mound Streets. *D* Within a radius of ½ mile from City Hall. *E* Within one mile from centre of city. *F* Within a radius of ¾ mile from City Hall. *G* "In some districts", but ordinance not strictly observed. *H* Rate must not exceed 12 miles in the city nor 15 miles outside of city. *X* Including stops.

The highest rate of speed permitted in these twenty-five cities, it appears, ranges from 8 to 15 miles per hour, divided, according to authorized limit of speed, as follows; 8 to 10 miles an hour, eight cities; 12 miles, eight cities; 14 miles (including stops), one city; and 15 miles eight cities. Brooklyn, with 10 miles as a maximum, is near the bottom of the list. Seventeen cities permit a speed of from 12 to 15 miles, being

additional to the nine cities that fix no limit, and to the three cities that permit a speed of 12 to 15 miles anywhere within their limits.

In business or especially crowded districts of these cities the maximum rate, as will be seen, varies from 5 to 12 miles; only one city (Charleston, S. C.,) on one street, prescribing 5 miles as a limit, six cities 6 miles, eleven cities 7–8 miles, six cities 9–10 miles, and one city (Washington, D. C., rich in broad streets,) 12 miles. Brooklyn again is close to the bottom of the list with a limit of 6 miles. Four cities have certain districts within which intermediate rates (8 to 10 miles) are established.

Only six of the twenty-five cities report special limitations of speed at curves or crossings, three of these six fixing the rate on curves at four miles, while at crossings two of them make the rate four miles and one six miles. Special restrictions here seem so wise and necessary that we can scarcely believe they are not more commonly in force. Quite possibly they may exist in a number of instances where the city officials have failed to make mention of them.

From the foregoing summary several facts would seem obvious, viz.: (1) The rate of speed permitted in the several cities varies beyond all reason. If we make the fullest possible allowances for differences of local conditions, still we must admit that either in some places the maximum rate is too low or that in others it is too high. (2) Without passing on the general question what the proper rate would be, the maximum rates of speed established in certain cities are so low (8–10 miles per hour) that it would seem clear they cannot be generally enforced without injustice to the companies and inconvenience to the traveling public. As a matter of fact, indeed, we do not imagine that these low rates are at all strictly observed in any city. (3) It seems better to abide by the old rule and to enact ordinances that can be lived up to rather than those that will be honored only in the breach. (4) As the danger of accident is doubly great at crossings and at curves, it seems proper that the cars should be required to approach these points fully under control, or at considerably less than the usual rate of speed.

We have long thought that the difficulty with regulating the speed of trolley cars lay in the inability of the motormen to estimate correctly, or even approximately, how fast their cars are going. If the stricter ordinances are enforced, a cautious motorman will seek to keep on the safe side and is likely to run unnecessarily slow, to the detriment of the company's earnings and to the annoyance of the public; for how can he, for instance, distinguish between a speed of eight and another of ten miles, one perchance being legal and the other forbidden? On the other hand, a reckless motorman, as all can testify, is often prone to drive his car at a highly dangerous pace, frequently thereby causing accidents. So great is the injury to the company from the running of cars too slow and so serious the damage suits frequently incurred as a result of a reckless speed that it does seem as if some form of automatic indicator could be introduced to advantage that would enable the motorman to ascertain his rate of speed, and that in case of accident would furnish a record to show whether the lawful rate of speed had been exceeded. The thousands of dollars now paid out in settlement of damage claims might thus perhaps be sensibly reduced, and the first cost of the improvement, if such a one be practicable, be speedily refunded.

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Bicycle Competition.—To what extent the constantly increasing use of bicycles is affecting the business of the street railways it is, of course, impossible to determine with certainty. We may be sure, however, that in many localities it has been the means of checking for the moment the normal increase of traffic and in some few cities has caused a diminution in current receipts. The effect of this form of competition is being felt gradually, not only because it requires time for the country to get accustomed to the new means of locomotion and the many possibilities it affords, but because when the bicycle was first introduced there was only here and there a city so paved as to permit the bicyclists to cross it in various directions with comfort, as is necessary if any great number of them are to ride their wheels regularly between home and place of business. The demand for better pavements, however, has met with wonderfully quick response, and it would appear a matter of only a short time until in most cities the bicyclist will be comparatively free in his movements. The bicycle as an element in street railway calculations will then speedily reach its limit.

In Denver, Rochester and Buffalo complaint of loss of traffic on this score was heard some time ago. Recently it was reported from Chicago that nearly 100 cars had been taken off the lines of a single company because of the growing use of bicycles. Sir Charles Rivers Wilson, President of the Grand Trunk Railway of Canada, acknowledged the similar effect upon a steam road, saying at the annual meeting of the stockholders in London recently that 10,000 bicycles were in use in Toronto alone.

Now all this might seem more or less serious for the street railway business, were it not for the fact that at the same time the bicycle is producing other indirect results which we believe will go far toward compensating the street car companies for their first loss. Everyone physically able to do so is either riding or learning to ride the bicycle. The habit of walking and the love for walking is rapidly, we believe, in consequence giving place to the feeling that walking is a very inferior method of exercise, and an insufferably slow and tiresome means of getting around. A new set of muscles is brought into play, that used in walking being allowed to grow weak. The passion for rushing at the highest speed, always strong in Americans, is stimulated by the constant riding of the bicycle. The temptation to resort to the trolley cars for short distances as well as long is consequently becoming stronger and stronger. If, too, they cannot ride to business, many who returning formerly walked must hurry home as fast as the cars can take them that their time for the bicycle may be as long as possible. Concurrently, there is being nurtured a love for the open country that can hardly fail to further suburban settlement, thus adding to the population feeding the electric lines; and, for the greater number who must continue to reside within city limits, leading them to more frequent excursions to suburban resorts. Is there not some basis then for the belief that the bicycle will eventually in these various ways increase rather than lessen our dependence on the passenger railways.

# STREET RAILWAYS.

## SECURITIES AND REPORTS.

This is one of our four 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.

## AKRON, OHIO.

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

### AKRON STREET RAILWAY & ILLUMINATING—A trolley road.

ORGANIZATION—Chartered December, 1895, to succeed the Akron Street Railway and the Akron General Electric Co. The new company owns an electric-lighting plant for street lighting. Population of Akron in 1896 is given as 40,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $1,100,000 | ..... |
| Akron St. RR. 1st M.....c* | 1888 | 6 F.-A. | 185,000 | Aug. 1, 1908 |
| Akron St. Ry. & Ill Co. | 1896 | 5 g.J.-J. | 915,000 | Jan. 1, 1926 |

1st cons.M.$1,100,000,g. } Trustee, Manhattan Trust Co., N. Y. City.

Consols of 1896 for $185,000 are in trust to retire 1sts of 1908.

EARNINGS—Earnings of the electric properties and street railways:

| Year— | —Elec. properties.— Gross. | Net. | —Street railways.— Gross. | Net. | Total both. Net. |
|---|---|---|---|---|---|
| 1896, total gross (both properties) | | | $210,246 | ..... | $86,117 |
| 1895 | $55,652 | $25,431 | $133,604 | 55,106 | 80,537 |
| 1894 | 49,352 | 21,033 | 108,355 | 40,775 | 61,808 |

Extensive improvements have been made during 1896 and are expected to show in increased earnings in 1897.

ROAD—Operates 21·95 miles of track in the city of Akron, Ohio, and suburbs, its line extending to Cuyahoga Falls and Silver Lake. Rails 50 and 72 lb. girder and T.

ELECTRIC LIGHT PLANT—On Jan. 1, 1897, had 14,000 incandescent lights against 7,000 in 1896.

OFFICERS—President, Samuel Thomas; Vice-President, Emmet C. Gibson; Secretary, J. A. Long; Treasurer, James B. Clews; N. Y. office, 15 Broad St. DIRECTORS elected in Dec., 1896—Gen. Samuel Thomas, J. B. Clews, E. C. Gibson, of New York; J. A. Long, Aaron Wagoner, Ira Miller and F. A. Seiberling, of Akron, O.—V. 64, p. 607.

### AKRON & CUYAHOGA FALLS RAPID TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1894.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| St'k,$1,000,000,$100. | .... | ..... | ..... | See text. | ..... |
| 1st mtge., $600,000.. | .... | 1895 | ..... | $400,000 | ..... |

The bonds of 1894 for $250,000 were taken up and canceled and $400,000 bonds dated Sept. 1, 1895, have been issued. An additional $200,000 bonds are provided in the mortgage for future extensions. Bonds are $1,000 each.

STOCK—In November, 1895, stock was increased from $300,000 to $600,000, and in March, 1896, to $1,000,000, for extensions, etc.

ROAD—In Nov., 1896, had 23 miles in operation. Rails 66 lb. T.

OFFICERS—President and General Manager, T. F. Walsh.

## 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 district. Has no competition. The Cohoes City Ry., 4¼ miles (stock, $50,000), is controlled by parties interested in the Albany Ry.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last div., &c. |
|---|---|---|---|---|
| Stock (see text) par $100 | ..... | 6 Q.-F. | $1,750,000 | May,'97,1½% |
| 1st Mortgage | 1865 | 5 J.-J. | 29,000 | Jan. 1, 1905 |
| 4th Mortgage | 1880 | 6 M.-S. | 11,500 | Mch. 1, 1905 |
| 5th Mortgage | 1888 | 5 M.-S. | 32,000 | Sept. 1, 1913 |
| Consol. M. ($500,000). | 1890 | 5 g.J.-J. | 427,500 | Jan. 1, 1930 |

c* gold $1,000) ..... } Interest at Central Trust Co., New York.

| | | | | |
|---|---|---|---|---|
| Gen. M. $750,000, gold. | 1897 | 5 g. .... | 375,000 | 1947 |
| N. & E. Greenb. H.R.Cos. | ..... | 5 M.-N. | 30,000 | May 1, 1911 |

STOCK—In March, 1896, stockholders voted to increase the stock from $1,500,000 to $2,000,000.

BONDS—The general mortgage of 1897 is for $750,000, of which $375,000 issued for extension to Cohoes and $375,000 reserved.

DIVIDENDS—In 1892, 6 per cent; in 1893, 12 p. c.; in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897, Feb., 1½ p. c.; May, 1½ p. c

ROAD—Company in June, 1896, operated 35 miles of track in city of Albany and suburbs, extending also to Troy, as follows:

| Road owned in fee. | Miles. | Road leased. | Miles. |
|---|---|---|---|
| Main line and brs. (trolley). | 19 | Watervliet Turn. & RR. Co. | 16 |
| Weight of rails on road owned | 50 to 90 lbs | Total track in June, 1896. | 35 |

LATEST EARNINGS—For 9 months ending March 31:

| 9 mos. | Gross. | Net. | Oth. inc. | Int., taxes, etc. | Bal. sur. |
|---|---|---|---|---|---|
| 1896-7 | $412,364 | $141,330 | $1,984 | $56,097 | $87,217 |
| 1895-6 | 394,949 | 146,246 | 1,733 | 62,534 | 85,445 |

ANNUAL REPORT—Years ending June 30th.

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns. | $539,426 | $490,061 | Interest | $33,597 | $42,292 |
| Net | 196,858 | 168,409 | Taxes, etc. | 48,251 | 53,138 |
| Other income | 2,945 | 6,728 | Dividends | (8)81,742 | (6)75,000 |
| Net income | 199,803 | 175,137 | Bal. for year, su. | 35,413 | sur.4,707 |

GENERAL BALANCE SHEET MARCH 31, 1897.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Cost of road } Cost of equipment } | $2,329,464 | Capital stock & script | $1,750,000 |
| Cash on hand | 28,184 | Funded debt | 530,000 |
| Open accounts | 82,192 | Int. due and accrued | 7,390 |
| Supplies on hand | 25,850 | Bills payable | 26,000 |
| | | Open accounts, etc. | 115,914 |
| | | Profit and loss, surplus. | 36,386 |
| | $2,465,690 | | $2,465,690 |

OFFICERS—President, Robert C. Pruyn; Vice-President, A. N. Brady Secretary, James McCredie; Treasurer, Gen'l Manager and Purchasing Agent, John W. McNamara.—V. 63, p. 267, 967; V. 64, p. 133, 841.

### ALBANY RAILWAY SYSTEM—WATERVLIET TURNPIKE & RAILROAD.

ORGANIZATION—Opened July 4, 1863. Leased to Albany Railway March 15, 1892, for 999 years. Annual rental, ½ of 1 per cent on $240,000 stock and 6 per cent interest on bonds. Owns 16 miles.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Capital stock $100 | ..... | ½ p. c. | $240,000 | ..... |
| 1st M. int. guar. | 1889 | 6 M.-N. | 350,000 | May 1, 1919 |
| 2nd M., p. & l. guar. | 1890 | 6 M.-N. | 150,000 | May 1, 1919 |

## ALEXANDRIA, VA.

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

### WASHINGTON ALEXANDRIA & MT. VERNON RAILWAY—

ORGANIZATION.—Incorporated Febuary 18, 1890, as Washington Alexandria & Mt. Vernon Electric Railway. Charter awarded in 1896. Underground trolley in Washington; overhead trolley outside the city.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 (par $50).. | ..... | ..... | $500,000 | ..... |
| 1st mort., $750,000, gold.. | 1895 | 5 g. F.-A. | 600,000 | Aug. 1, 1925 |

Trustee, Real Estate Trust of Phila., pays interest.

ROAD.—Operates from Washington, D. C., (13½ St. & Pennsylvania Ave.) to Mt. Vernon, 17 miles; extensions to Arlington Cemetery and Rosslyn, Va., etc., 8 miles; total track (May, 1896), 25 miles; standard-gauge T rails. Foreign freight is taken through to Mt. Vernon.

OFFICERS.—President and General Manager, Griffith E. Abbott; Secretary, Frank K. Hipple; Treasurer, David C. Leech. Office, Alexandria, Va., and Washington, D. C.

INDEX—V. 61, p. 474.

## ALLEGHENY, PA.

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

### ALLEGHENY TRACTION—See PITTSBURG, PA.

### NUNNERY HILL INCLINED PLANE—

ORGANIZATION—Incorporated Sept. 24, 1886. Stock ($50), $60,000; 1st mortgage, 1887, 6 A-O, $30,000, due Oct. 1, 1907. 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—Franchise runs for 999 years.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($200,000) $50 | ..... | ..... | $200,000 f.p. | ..... |
| 1st M. $100,000, currency. c* | 1891 | 6 A-O | 100,000 | Apl. 1, 1901 |

Dividend in 1894 out of earnings of 1893 1½ per cent.

ROAD—Operates 370 feet of track. Rails 62 lb. T.

EARNINGS—For year ending June 30, 1894, gross earnings, $13,784; net, $5,747; interest paid, $6,300.

OFFICERS—President, Jas. D. Callery; Secretary, C. S. Wright; Treasurer, 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 TRACTION—A trolley road.

ORGANIZATION—Chartered May 31, 1893. Owns and operates 45 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. The combined population of towns and villages served by the system in 1890 was 77,315; in 1880 was 51,074. "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 right of way connecting certain of the above-mentioned towns. The control in the property is held through ownership of the entire capital stock of the companies below, which have been absorbed, their entire capital stock (except five shares of each to qualify directors, and a portion of the Electric L. & P. stock not owned) having been placed in trust for the benefit of 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.

STOCKS OWNED—The capital stocks of the following companies are owned, except a portion of the Electric L. & P. stock, viz.:

CAPITAL STOCKS OWNED.

| | | | |
|---|---|---|---|
| Lehigh Valley Trac'n Co. | $75,000 | Bethlehem & South Bethlehem Street Ry. Co... | $200,000 |
| Allentown & Bethlehem Rapid Transit Co..... | 1,000,000 | Catasauqua & Northern Street Ry. Co..... | 50,000 |
| Allentown Passenger Ry. Co..... | 200,000 | Allentown Elec. L. & P.. | 150,000 |
| Bethlehem & Allentown Street Ry. Co..... | 100,000 | Rittersville Hotel Co. & Park..... | 100,000 |

The outstanding securities on the property are as follows:

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $4,000,000..... | ..... | ..... | $1,500,000 | ..... |
| Allentown & Leh. Valley Traction, 1st M., gold. c* | 1893 | 5g. M-S | 750,000 | Sept. 1, 1913 |
| Allent'n & Beth. Rap. Tr.. 1st mortgage, gold..... | 1891 | 6g. J-J | 500,000 | July 1, 1911 |
| Allentown & Leh. Valley Traction Co. consol. M. for $2,000,000, gold..c* | 1895 | 5g. J-J | See text. | Jan. 1, 1925 |

Int. at N. Y. Security & Tr., N. Y., trustee.
Subject to call at 110 on July 1, 1896.
Guaranty Trust Co., N. Y., trustee.

Unfunded debt June 30, 1896 (see below).....$676,760

Interest on All. & Beth. R. T. is payable at Old Col. Tr., Boston, trustee.

*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 $1,250,000 prior bonds, of which $500,000 were subject to call July 1, 1896; these bonds had not been called in August. The balance when sold will extinguish the floating debt. All the floating debt of the Rapid Transit Co. was paid by the Traction Co., except $200,000, which was resisted and is now in litigation.

ROAD—In July, 1896, owned and operated 45 miles in the Lehigh Valley, as above described; gauge, 4 ft. 8½ in.; 60 and 70 lb. T and girder rails; 70 motor cars.

ANNUAL REPORT.—For year ending June 30, 1896, gross, $238,453; net, $123,894; interest and taxes, $87,744; balance, surplus for year, $36,150. Report for year ending Dec. 31, 1895, was given in V. 62, p. 906, showing earnings as follows:

| Year— | Gross. | Net. | Park & Light Cos. | Fixed charges. | Balance, surplus. |
|---|---|---|---|---|---|
| 1895..... | $222,834 | $112,825 | $24,442 | $100,191 | $37,076 |
| 1894..... | 210,741 | 84,986 | 24,143 | 85,464 | 23,665 |

GENERAL BALANCE SHEET JUNE 30, 1896.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Road and equipment... | $1,622,824 | Capital stock..... | $1,500,000 |
| Stocks other companies | 1,940,846 | Funded debt..... | 1,170,000 |
| Electric Light Co..... | 38,048 | Loans..... | 676,760 |
| Accounts receivable... | 14,772 | Purchase account..... | 214,207 |
| Sup'ly & suspense acc't | 123,085 | Accounts payable, etc. | 87,290 |
| Cash on hand ..... | 936 | Undivided profits ..... | 92,256 |
| Total..... | $3,740,513 | Total..... | $3,740,513 |

OFFICERS—President, Albert L. Johnson, Mutual Life Building, New York; Secretary and 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.

INDEX—V. 60, p. 130, 479, 1103; V. 62, p. **906**.

## 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 Electric 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. Population of Alton, Upper Alton and North Alton in 1896 estimated at 21,000. Owns Rock Spring Park of 20 acres with lake.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, par $100 ..... | ..... | ..... | $250,000 | ..... |
| Alton Improv. Asso. 1st M., cur..... | ..... | 5 M-S | 25,000 | 1899-'04-'09 |
| Alton Ry. & Ill. 1st M., $250,000, g., $1,000. c* | 1895 | 5 g. A-O | 225,000 | Oct. 1, 1915 |

Interest at Alton Savings Bank.
Interest at Manhattan Trust, New York.

ROAD—Owns 9 miles of single track equipped with overhead trolley and serving Alton, Upper Alton and North Alton. *Cars*—10 electric motor cars and 5 trail cars.

EARNINGS—About 60 per cent of earnings come from the railway and 40 per cent from the light and power plant. For the year ending Sept. 30, 1896, the railway and light and power earnings were, gross, $61,736; net, $31,829; taxes, $1,665; interest, $11,956; balance, surplus for year, $18,208.

OFFICERS—President, Treasurer and General Manager, J. F. Porter; Vice-President, James Duncan; Secretary, 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 18·7 miles constructed under its own charter. Road opened June 15, 1893. Controls Lakemont Park Co., stock $65,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outsta'g. | Last Div., etc. |
|---|---|---|---|---|---|
| Stock, $500,000, $50 | ..... | ..... | ..... | $377,850 | ..... |
| 1st M. $500,000 gold $500 and $1,000. c. | 16½ | 1893 | 5 g. J-J | 485,000 | July 1, 1923 |

Sink. fd. 1 p. c. yearly; bds. subj'ct to call at 105.
Int. at Cassatt & Co., Phila., and 1st Nat. Bk., Altoona

Bills payable June 30, 1896, $36,382.

| City Passenger Ry.— | | | | | |
|---|---|---|---|---|---|
| Stock, par $50..... | ..... | ..... | ..... | See text. | July 1, 1893 |
| 1st mortg'e $50,000, $1,000.....r. | 6 | 1892 | 5 J-J | 50,000 | Jan. 15, 1912 |

Interest by Treasurer, Altoona.

Bills payable June 30, 1896, $3,500.

Capital stock of Passenger Railway is $200,000, of which on June 30, 1896, $174,550 was owned by Altoona & Logan Valley Electric Ry.

*Bonds*—Sink. fd. on *Altoona & Logan Valley Electric Ry. Co.* 1st M. 5s commenced 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. To Jan. 1, 1896, $10,000 of bonds had been redeemed.

ROAD—On July 1, 1896, was operating 26·2 miles of track, of which 4 miles in Altoona. Its lines extend to Bellwood and Hollidaysburg, including:

| | | | |
|---|---|---|---|
| Main line and branches | 18·7 miles | City Passenger Ry..... | 7½ miles |
| Second track..... | | Total Jan. 1, 1896..... | 26·2 " |
| Sidings ..... | | Rails 72-lb. girder and 56-lb. T. | |

ANNUAL REPORT.—For year ending June 30, 1896, A. & L. V. Electric gross earnings were $92,903; surplus over expenses, interest, etc., $15,929; City Pass. Ry., gross, $63,610; net, $13,219. For fiscal years ending Dec. 31:

| | 1895. | 1894. | | 1895. | 1894. |
|---|---|---|---|---|---|
| Avg. miles oper'd | 22½ | 16½ | Interest fund.. | $30,000 | $25,113 |
| Gross earnings.. | $83,292 | $73,127 | Taxes ..... | | 1,775 |
| Net..... | 38,570 | 37,776 | Bal., surplus.... | 8,570 | 12,663 |
| Other income. | | 1,775 | Tot. sur. Dec. 31.. | 22,295 | 13,724 |

* After charging off for sinking fund $5,000 and loss by fire, $8,829.

The City Passenger Ry. for year ending Dec. 31, 1895, had, gross, $56,527; net, $8,830.

OFFICERS—President, John Lloyd; Secretary and Treas., C. A. Buch.

## AMHERST, MASS.

POPULATION IN 1890 WAS 4,512; IN 1880 WAS 4,298; AND IN 1870 WAS 4,035.

### AMHERST & SUNDERLAND STREET RY.—

ORGANIZATION.—Chartered in 1896 and purposes to build about 8 miles of single track from Amherst, Mass. In April, 1897, about miles was under construction. Stock subscribed for, $22,000; no bonds yet issued. Directors are: President, W. D. Cowls; Vice-President, T. L. Paige; M. A. Dickinson, H. B. Edwards, George L. Cooley, F. L. Whitmore and George E. Fisher. Clerk is C. Fred. Deuel; Treasurer, Moody Harrington.

## AMSTERDAM, N. Y.

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

### AMSTERDAM STREET RR.—A trolley road.

ORGANIZATION—Chartered Feb. 5, 1873. In January, 1896, maps of an extension from Akin to Gloversville were filed.

REORGANIZATION PLAN—The reorganization plan of August, 1895, has been abandoned.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $250,000 ($100) | ..... | ..... | $250,000 | ..... |
| 1st mort., $250,000, gold...c* | 1890 | 6g. A-O | 200,000 | Oct. 1, 1920 |
| Bills payable (Jan. 31, 1897). | ..... | ..... | 10,856 | ..... |
| Interest accrued do | ..... | ..... | 31,650 | ..... |

*Default*—Interest on first mortgage is in default, the October, 1893, coupon being the last paid.

ROAD.—Owns 4·7 miles of track. Rails 48 lbs.

LATEST EARNINGS—3 months, Jan. 1 to March 31. 1897....Gross, $10,456; net, $1,541. 1896....Gross, 10,796; net, 1,298

EARNINGS—For year ending November 30, 1896, gross, $49,021; net, $10,168. In 1894-95, gross, $46,589; net, $6,310. In 1893-94, gross, $44,324; net, $5,330.

OFFICERS—President, J. H. McClement; Vice-President, John S. Wise; ecretary and Treasurer, T. D. Mosscrop; Manager and Purchasing gent, E. F. Seixas. 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 RAILWAY.—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'd'g | Maturity. |
|---|---|---|---|---|---|
| Stock ($200,000 auth'd).. | ..... | ..... | ..... | $150,000 | ..... |
| 1st M., $150,000, gold, $1,000 ....c | 11 | 1892 | 6g. J-J | 150,000 | July 1,'12 |

Int. at Farmers' L. & T. Co., Trustee, N. Y. C.

ROAD—Owns 11 miles of track in Anderson. Rails 60 and 45 lbs. T

EARNINGS—For the year ending Oct. 31, 1896:

| Year to Oct. 31— | Gross. | Net. | Int., taxes, etc. | Bal., sur. |
|---|---|---|---|---|
| 1896 | $49,263 | $22,534 | $12,600 | $9,934 |

OFFICERS—President, Treasurer and General Manager, C. L. Henry; Vice-President, J. F. Wild; Secretary, Ellis C. Carpenter; Treasurer, T. J. McMahan.

## ANN ARBOR, MICH.

POPULATION 1890 WAS 11,071; IN 1880 WAS 8,061; AND IN 1870 WAS 7,363.

### ANN ARBOR & YPSILANTI ELECTRIC RY.—A trolley road.

ORGANIZATION—Formed in 1896 and purchased and consolidated the Ann Arbor Street Ry. and the Ann Arbor & Ypsilanti Street Ry.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000 | ..... | .... | ..... | $100,000 | ..... |
| 1st mtg., $150,000, g., subj. to call at par.c* | 1896 | 5 g. A-O | 118,000 | Oct. 1, 1916 |

Interest at Union Trust Co., Detroit, trustee.

A sinking fund of $1,000 per annum must be paid before any dividends are declared.

ROAD—Owns 9 miles of road, Ypsilanti to Ann Arbor, and 7 miles in city of Ann Arbor; total, 16 miles. The road is projected to Detroit.

OFFICERS—(April, 1897) President, H. P. Glover, Vice-President, John Winter; Secretary, J. E. Beal; Treasurer, C. E. Hiscock; Superintendent, N. W. Hemphill, Jr.

## ANNISTON, ALA.

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

### ANNISTON ELECTRIC CO.—

ORGANIZATION—Succeeded to the property of the old Anniston City Ry. in May, 1896, by purchase from Howard W. Sexton, trustee. Capita stock authorized, $50,000; paid-in, $10,000.

ROAD—Track operated, 1½ miles; cars equipped for trolley, 4.

### OXFORD LAKE LINE—

ORGANIZATION—Organized in 1884.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, common ($50 par).... | ..... | ..... | $125,000 | ..... |
| Preferred ($50 par)..... | ..... | ..... | 50,000 | ..... |
| 1st mortgage, gold, ($1,000) sinking fund.....c* | 1892 | 6 g. F-A | 175,000 | 1912 |

Trustee, So. Bank'g & Tr., Atlanta, Ga. Interest payable at Boston or Atlanta.

ROAD—Oxford Lake to West Anniston, $6\frac{7}{10}$ miles; side track, $\frac{8}{10}$ miles; total track, 7½ miles. Eight motor cars and 2 trailers.

OFFICERS—President, Gen. Manager and Pur. Agent, H. W. Sexton.

## ASBURY PARK, N. J.

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

### ATLANTIC COAST ELECTRIC RY.—See under LONG BRANCH, N. J. Controls the Seashore Electric Ry.

### ASBURY PARK & BELMAR STREET RY.—

ORGANIZATION—Owns 2½ miles o track completed in 1894.

RECEIVERSHIP.—On June 9, 1896, William L. Dayton was appointed receiver, pending reorganization. Stock, $75,000, full paid; first mortgage 6s, gold, $75,000. Other debts Jan. 1, 1897, about $2,000, the capital stock paid in being $75,500. Gross earnings in 1896, $17,777; in 1895, $14,644.

OFFICERS—President, T. S. Bullock; Secretary, John Hubbard; Counsel, Arthur Dudley Vinton, 206 Broadway, New York City. Company's office, Asbury Park, N. J. INDEX—V. 61, p. 703, 793, 1012.

### SEASHORE ELECTRIC RY.—A trolley road.

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. Leased in 1896 for 50 years to Atlantic Coast Electric Railway—which owns $150,000 of the stock and operates this road as part of its system—see under Long Branch.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock issued and paid in.. | ..... | ..... | $200,000 | ..... |
| 1st M., $200,000, auth., gold | 1892 | 6 g J-J | 200,000 | 1917 |

Subject to call at 105 in 1897. Int. is payable at First Nat. Bk., Asbury Park

Atlantic Coast Electric first mortgage 5s for $200,000 are reserved to retire the above 6s.

OFFICERS—President and Treasurer, J. E. Comins; Secretary, Daniel H. Shea.—V. 63, p. 152.

## ASHEVILLE, N. C.

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

### 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock..... | ..... | ..... | $100,000 | ..... |
| 1st M., $50,000 ($500).... | 1888 | 6 J-J | 50,000 | July 1, 1918 |
| Mortgage.....c* | 1893 | 6 J-J | 100,000 | July 1, 1903 |
| Other bonds..... | ..... | ..... | 150,000 | ..... |

Interest at Atlantic Trust, New York City.

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.

RECEIVER—J. E. Rankin.

## ASHLAND, WIS.

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

### ASHLAND LIGHT, POWER AND STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in February, 1896, as successor to Ashland Lighting & Street Ry. Owns exclusive electric light and gas rights in city, and bonds cover lighting plant. Population in 1895 said to be 12,690.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000 ($100).. | ..... | ..... | $150,000 | ..... |
| 1st M., $150,000, gold ($1,000), s.f., red. 104.c | 1896 | 5g. J.-J. | 110,000 | Jan. 2, 1916 |

Interest at Old Colony Tr., Boston, trustee.

EARNINGS—The gross earnings of the old company for the year ending Sept. 1, 1894, were $64,446; surplus over all insurance, interest, taxes and current expenses, $6,788. ROAD—Operates 6 miles of trolley track

## ASHTABULA, OHIO.

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

### ASHTABULA RAPID TRANSIT—

ORGANIZATION—Chartered Oct. 7, 1890. According to company's official statement, population of city in 1895 was 12,240.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | .... | ..... | ..... | $150,000 | ..... |
| 1st M., $75,000, gold, 1,000.....c'ar | .... | 1891 | 6 g. J-J | 75,000 | July 1, 1911 |

Int. at Central Trust Co., Trustee, N. Y. City.

ROAD—November, 1896, operated 5 miles of track on 5 miles of street

OFFICERS—President, F. B. Wagner; Vice-Pres., W. H. Hazzard; Secretary, Gen, Man. and Pur. Agt., T. Fricker; Treasurer, E. W. Savage.

## 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $200,000 ..... | ..... | ..... | ..... | $55,000 | ..... |
| 1st M., $25,000, gold. | 3 | 1892 | 6 g. M-N | 25,000 | May 2, 1912 |

*Interest* is payable at the office of the Security Savings & Trust Co. (trustee), Portland Ore. From 1899 to 1906 one bond must be called yearly 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; Treasurer, F. R. Stokes.

## ATCHISON, KANSAS.

POPULATION 1890 WAS 13,963; IN 1880 WAS 15,105; IN 1870 WAS 7,054.

### ATCHISON RAILWAY, LIGHT & POWER—

ORGANIZATION—Successor in 1895 to the Atchison Railway, Electric Light & Power Co. Population, local census of 1895, was 15,790.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stk. $200,000, pr. $100 | .... | .... | .... | $200,000 | ..... |
| 1st M., gold..... | .... | 1895 | 6 g. | 150,000 | July 1, 1915 |

Trustee, Mercantile Trust Co., N. Y.

ROAD—Operates 8½ miles of track on 8 miles of road.

OFFICERS—President, R. L. Pease; Vice-President, W. P. Waggener; Secretary, James W. Orr; Treasurer, R. B. Morris.

## ATHENS, GA.

POPULATION 1890 WAS 8,639; IN 1880 WAS 6,099; AND IN 1870 WAS 4,251.

### ATHENS ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Purchased road at foreclosure sale in June, 1894. New charter granted June, 1895. Has contract to furnish arc lights to city; also incandescent lamps to private parties. Uses water power for generating electricity.

STOCK & BONDS—Capital stock, $50,000, fully paid. Bonds, first mortgage, gold, $100,000; denomination $500, 6 per cent coupon, J. & J.; dated July 1, 1896, due July 1, 1916. Columbus Savings Bank of Columbus, Ga., trustee. Interest payable in Columbus or Athens. Bonds are hypothecated to secure loan due Jan. 1, 1898, $45,000. Other debts, unsecured, $3,976, and $15,000 due to directors.

EARNINGS—Fiscal year ends June 30. Earnings under steam plant for generating were: net, in 1895-96, $4,165; in 1894-95, net, $3,079. Water power now in use is expected to largely increase net earnings.

PLANT—Owns 6 miles of track; 40-lb. T rails; 8 cars; lighting and power plant, 700 horse power; 55 miles copper wire on 15 miles of poles.

OFFICERS—President, W. S. Holman; Vice-President, J. Y. Carithers; Secretary and Treasurer, W. T. Bryan; Superintendent and Purchasing Agent, C. D. Flanigan.

## ATHOL, MASS.

POPULATION 1890 WAS 6,319; IN 1880 WAS 4,307; AND IN 1870 WAS 3,517.

### ATHOL & ORANGE STREET RAILWAY—A trolley road.

ORGANIZATION—This company Oct. 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.

| | | | 1896. | 1895. |
|---|---|---|---|---|
| Stock (par $100) | $60,000 f. p. | Earnings years end. Oct. 1: | | |
| 1st mortgage, gold, 1894 | $60,000 | Gross | $37,833 | $36,687 |
| 5g., J&J, due (no option) 1914. | | Net | 14,584 | 14,230 |
| Cur. liabilities Sep. 30,'96 | $10,000 | Int., taxes, etc. | 4,178 | 2,467 |
| " assets Sept. 30, '96 | 9,815 | Dividends | 2,400 | 3,000 |

DIVIDENDS—In 1895, April, 5 p. c.; in 1896, February, 4 p. c.

OFFICERS—George D. Bates, President, Athol, Mass.; Wm. D. Luey Treasurer and Corporation Clerk, Athol, Mass.

## ATLANTA, GA.

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

### ATLANTA CONSOLIDATED STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1891. Operates 65 miles of track.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | $2,000,000 paid in. | ..... |
| Atlanta St. RR. first gold $1,000 | 1890 | 6 g. J.-J. *Interest* is payable in New York at 4th Nat. Bk. | 225,000 | 1920 |
| Atlanta Consol. St. Mort., 70 m., $2,250,000 $1,000 each gold c* | 1891 | text J.-J. Subject to call at 106 after 1896. *Interest* payable in N. Y. at Manhattan Tr.; Boston at Old Colony Tr. Co., and Atlanta, Ga. | $1,928,000 | July 1, 1921 |
| Income bonds, gold, $1,000 each | 1894 | 8 g *Int.* if earned payable at Atlanta. | $106,000 | Optional but due 1924. |

*Incomes.*—Issue was $212,000, but $106,000 have been paid.

*Bonds of* 1891—In November, 1893, the holders of all but $89,000 bonds agreed 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 1896, and to reduce the authorized limit of the mortgage from $2,500,000 to $2,250,000, including $225,000 held by trustee to retire Atlanta Street Railroad bonds.

LATEST EARNINGS—For 8 months, May 1 to Dec 31, 1896, gross, $261,026; net, $139,391; interest and taxes, $92,051; balance, surplus for 8 months, $47,340.

ANNUAL REPORT—For the years ending April 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $491,379 | $292,467 | General exp. | $245,201 | $169,029 |
| Other income | 6,911 | 2,378 | Interest | 133,201 | 92,520 |
| | | | Taxes | | 9,708 |
| | | | Balance | sur.119,888 | sr.23,588 |
| Total | $498,290 | $294,845 | Total | $498,290 | $294,845 |

BALANCE SHEET—On Dec. 31, 1896, the balance sheet showed:

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Materials on hand | $4,381 | Bills payable | $70,885 |
| Cash items | 7,305 | Accounts payable | 29,996 |
| Sundry accounts | 10,068 | Income bond account | 106,000 |
| Bonds in treasury | 97,000 | Capital stock | 2,000,000 |
| Plant | 4,527,728 | Bond account | 2,250,000 |
| | | Canceled bonds | 106,000 |
| | | Profit and loss, sur | 83,601 |
| Total | $4,646,482 | Total | $4,646,482 |

OFFICERS—President, J. Hurt; Vice-President and General Manager, E. Woodruff; Secretary and Assistant Treasurer, T. K. Glenn; Treasurer, R. J. Lowry; Purch. Agent, W. H. Glenn.—V. 63, p. 27.

### 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, gold, $500 | 1895 | 5 g. M-S *Trustee*, Baltimore Tr. & Gu. Co., Balt., Md. | 300,000 | Sept. 1, 1925 |

BONDS—Of the $350,000 of bonds, $50,000 will be held by the Trustee in escrow for future improvements.

ROAD—Owns about 19 miles of track on 18 miles of street 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—From July 1 to Dec. 31, 1896 (6 months), gross, $43,918; net, $10,293. For year ending June 30, 1896, gross, $89,368; net, $22,740; interest, $12,500; balance, surplus, $10,240.

OFFICERS—President, M. F. Amorous; Vice-President, Jacob Haas; Secretary and Treasurer, S. Harvey Bennett.

DIRECTORS—M. F. Amorous, G. W. Parrott, A. C. King, W. C. Shaw, Baltimore, Md.; L. Z. Rosser, J. Haas, Washington, D. C.; L. Warfield, Detroit, Mich.—V. 60, p. 927, 1143.

## AUBURN, N. Y.

POPULATION 1890 WAS 25,858; IN 1880 WAS 21,924; AND IN 1870 WAS 17,225.

### AUBURN CITY RAILWAY—A trolley road.

ORGANIZATION—Chartered Oct. 1, 1886. In 1895 the old lines were re-built and extensions made. The company owns Lake Side Park, about 33 acres on Lake Owasco. Population of Auburn in 1895 is said to be about 30,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $100) $300,000 | ..... | ..... | $250,000 | ..... |
| 1st mortgage ($1,000) red. Aug. 1, 1905, at 105 | 1895 | 6g. F-A Int. at W. End Tr. & S. D. Co., Phila., tr. | 94,000 | Aug. 1, 1925 |
| Bills payable June 30, 1896 | ..... | ..... | 187,390 | ..... |

The old mortgage of 1890 has been satisfied. Under the mortgage of 1895 bonds may be issued up to $300,000.

ROAD—Owns 10·54 miles of track extending along Seward Avenue, North Street, etc., and from Genesee Street to foot of Lake Owasco.

EARNINGS—For years ending June 30:

| | Gross. | Net. | Taxes. | Interest. | Balance. |
|---|---|---|---|---|---|
| 1895-6 | $47,604 | $15,925 | $1,082 | ..... | ..... |
| 1894-5 | 32,445 | 8,329 | 968 | ..... | ..... |
| 1893-4 | 30,895 | 2,512 | 1,292 | $12,010 | def.$10,790 |

OFFICERS—President, C. D. Beebe; Secy. and Treas., S. J. Foster. Directors—C. D. Beebe, H. S. Holden, M. A. Holden, O. M. Warren, D. A. Smith, William Nottingham.

INDEX—V. 61, p. 749.

## AUGUSTA, GA.

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

### AUGUSTA RAILWAY & ELECTRIC CO.—A trolley road.

ORGANIZATION—A reorganization in 1896 of the Augusta Railway, the Augusta Light Co. and the Thomson-Houston Co. by plan in SUPPLEMENT of May, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $600,000 | ..... |
| 1st mort., $500,000, gold, Trustee is North American Trust Co., New York. | 1896 | 5 g J-J | 448,000 | 1916 |

EARNINGS—For 6 months ending Dec. 31, 1896: Railway, gross, $35,277; Light & Power, $31,004; total gross, $66,281; net (of both), $28,761. For the year 1894 Augusta Railway earned gross, $71,265; net, $7,695; Augusta Light Co. gross, $29,950; net, $14,750; Thomson Houston Co., gross, $39,065; net, $15,213. Total gross, $139,580; total net $37,658.

ROAD—Reported to operate 26½ miles of track; 15 miles of street.

OFFICERS—President, D. B. Dyer; General Manager, R. J. Moore.

INDEX—V. 60, p. 391; V. 61, p. 793; V. 62, 820, 907; V. 63, p. 115.

## AUGUSTA, ME.

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

### AUGUSTA HALLOWELL & GARDINER RAILROAD—An electric road.

ORGANIZATION—Organized March 18, 1889, under laws of Maine.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $150,000—$100 | ..... | ..... | $120,000 | Text. |
| 1st mortgage for $150,000 *Interest* payable in Boston; International Trust Co., *Trustee*. | 1890 | 6 J-J | 100,000 | July 1, 1910 |
| Consol. mortgage 5-20s Subject to call in 1896. | 1891 | 6 J-J *Interest* is payable at Maine Trust & Banking Company, Gardiner, Me. | $50,000 | July '96-1911 |

Dividends for fiscal year 1895-96 were 3½ p. c.; in 1894-95, 2 p. c.

ROAD—Operates from Augusta to Gardiner, 7 miles.

ANNUAL REPORT—For years ending June 30th earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $41,117 | $40,520 | Taxes, etc. | $363 | $848 |
| Net earnings | 16,361 | 16,196 | Bal. for divs. | 6,998 | 6,348 |
| Interest on bonds | 9,000 | 9,000 | Dividends | 4,200 | 2,400 |

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 (extended in 1896) running till 1916 without exclusive rights.

| STOCK & BONDS— | Date. | Interest. | Outst'd'g | Maturity. |
|---|---|---|---|---|
| Stock ($300,000 authorized) | ..... | ..... | $300,000 | ..... |
| 1st M. for $300,000, gold, not subject to call c* *Interest* at Cent. Tr. Co., Trustee, N.Y.C'y. | 1890 | 6 g. A-O | 300,000 | Oct. 1, 1910 |

*Bonds*—The trustee holds 1,188 shares of Aurora City Ry. stock for benefit of the bonds.

ROAD—Operates 16 miles of track and 2 miles of sidings.

Year ending March 31, 1896, gross, $69,111; net over taxes, $7,036.

OFFICERS—President & Treasurer, R. B. Dodson; Vice-President, H. C. Tinker; General Manager and Purchasing Agent, D. A. Belden.

The *Aurora & Geneva Ry.* was chartered July 29, 1896, to build from Aurora to Batavia and Geneva (10 miles), connecting with the Carpentersville Elgin & Aurora. Line Aurora to Batavia, 7 miles, is in operation, and the three miles to Geneva is being built.

*Officers*—President, William Fahnestock; Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Sec'y and General Manager, D. A. Belden, Aurora, Ill.

## 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. Ira H. Evans appointed receiver February 23, 1897. Interest is in default.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock | .... | ..... | $350,000 | ..... |
| 1st mortgage | 1891 | 6 M-S | 343,000 | Sept. 1, 1921 |

International Trust Co., mortgage trustee, Boston.

ROAD—Operates 13·34 miles of track on 10·27 miles of road.

OFFICERS—President, F. H. Watriss; Vice-President, I. H. Evans. —V. 64, p. 422.

## BALTIMORE, MD.

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

*Street Railways of Baltimore pay a Park Tax of 9 per cent of gross earnings within old City Limits, and are required to pave between tracks and two feet on each side.*

**BALTIMORE CITY PASSENGER RY.**—Electric and cable road.

ORGANIZATION—Incorporated Feb. 13, 1862. Consolidation with the City & Suburban is under consideration.—V. 64, p. 753.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div, etc.* |
|---|---|---|---|---|
| Stock, $25 | ..... | 10 J-J | $2,500,000 | Jan. 2, 1897, 5% |
| 1st mortgage.....c* | ..... | 5 g. M-N | 2,000,000 | Nov. 2, 1911 |
| $1,000 gold..... | Interest at Nat. Mechanics' B'k, Baltimore. | | | |
| Certs. of indebt., $500,000, g. ($500&$1,000) | 1897 | 4½g. M-N | 500,000 | Nov. 2, 1911 |

TRUSTEE of 1st mortgage is Safe Deposit & Trust Co. of Baltimore

On Feb. 16, 1897, $500,000 certificates of indebtedness were authorized to pay floating debt and for improvements.

| DIVIDENDS. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. |
|---|---|---|---|---|---|---|---|---|
| Since '89 p. c. | 13 | 11 | 9 | 11 | 8 | 12 | 10 | Below. |

Dividends in 1897: January, 5 per cent.

ANNUAL REPORT, ETC.—Fiscal year ends Dec. 31. Statement for 1896 was in V. 64, p. 177.

| *Year.* | *Gross.* | *Net.* | *Interest.* | *Dividends.* | *Balance.* |
|---|---|---|---|---|---|
| 1896.... | $1,060,418 | Abt.$360,000 | $100,000 | $250,000 | Abt.$10,000 |
| 1895.... | 1,058,305 | Not reported. | 100,000 | 300,000 | Not report'd |

In 1894 the gross earnings were (about) $942,678; in 1893, $794,450.

ROAD—January, 1897, included 24 miles cable and 34 miles electric.

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

INDEX—V. 64, p. **177**, 328, 373, 753.

**BALTIMORE MIDDLE RIVER & SPARROWS POINT ELECTRIC RY.**—A trolley road.

ORGANIZATION—Incorporated in 1894.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $400,000 | ..... | ..... | (1) | ..... |
| 1st M., $300,000, gold, $1,000.....c* | 1895 | 5 g. J-J | (1) | July 1, 1925 |

Trustee, Maryland Trust Co.

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.

OFFICERS (February, 1897)—President, Daniel Crook; Vice-President; Jacob W. Hook; Secretary and Treasurer, G. H. Duvall.

**BALTIMORE & NORTHERN ELECTRIC RY.**—To be a consolidation of the Falls Road Electric Ry. and the Pikesville Reisterstown & Emory Grove RR. Consolidation expected to be effected in September, 1897. Capital stock will be $1,000,000 and 5 p. c bonds for $1,250,000 (trustee, Maryland Trust Co., Baltimore) will be issued.—V. 64, p. 887.

**BALTIMORE TRACTION**—A trolley road.

ORGANIZATION—Incorporated April 5, 1888.

CONSOLIDATION.—In May, 1897, consolidation with the City & Suburban was arranged, the new company to be called the Consolidated Traction. Baltimore Traction stock, it is understood, receives $22 per $25 share in the new stock, and its bonds are assumed.—V. 64, p. 951.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outst'nding.* | *Last Div. &c.* |
|---|---|---|---|---|
| Stock, $10,000,000 (par $25) | .... | ..... | $5,750,000 | Jan. 15, '97, 1½% |
| 1st M. ($1,000), Trustee Mercantile Tr. & Dep. Co....c | 1889 | 5 M-N | 1,500,000 | Nov. 1, 1929 |
| | Int. at Hambleton & Co., Balt. | | | |
| Exten. & imp. ($1,000) 6s, g., Trustee, Mer. Tr. & D. Co..c | 1891 | 6 g. M-S | 1,250,000 | Sept. 1, 1901 |
| | Int. at Hambleton & Co., Balt. | | | |
| N. Balt. Div. 1st ($1,000) 5s, g. Trus., Mer. Tr. & Dep. Co. c | 1892 | 5 g. J-D | 1,750,000 | June 1, 1942 |
| | Int. at Hambleton & Co., Balt. | | | |
| Collateral trust 1st mort., $750,000, $1,000, tax free, gold, subject to call at 105. | 1895 | 5 g, J-J | 750,000 | Jan. 1, 1900 |
| | Int. at Alex. Brown & Sons, Baltimore. Trustee, Maryland Trust Co., Baltimore. | | | |
| Coll. trust gold M. ($1,000) subj. to call after May 1, 1901, at par; convert...c* | 1896 | 5 g, M-N | 800,000 | May 1, 1906 |
| | Trustee, Mercantile Trust & Deposit Co., Baltimore. | | | |

As to lien of the several issues of bonds, see V. 64, p. 285.

The collateral trust mortgage of 1896 is for $800,000; the bonds are secured by 64,000 shares of Baltimore Traction stock. They are redeemable after five years at par and interest, and are convertible at option of holders into capital stock at par.—V. 62, p. 777.

DIVIDENDS—The company has paid 3 dividends; October, 1891, 1 per cent; January, 1892, 1 per cent; January, 1897, 1½ per cent.

ROAD—Company's tracks are as follows: Laid with 66, 78 and 80-lb. girder and T rails, and aggregating about 91 miles, of which 82 are electric and 9 cable; owns jointly with other roads 4 miles additional.

LATEST EARNINGS—Jan. 1 to April 30, 4 months, gross, $370,252 in 1897; $354,328 in 1896.

ANNUAL REPORT—Fiscal year ends Dec. 31. Annual meeting first Wednesday in February. Report for 1896 was given in V. 64, p. 285, 326, and balance sheet p. 607. The system was completed and electrically equipped in July, 1895.

| *Year.* | *Gross Earnings.* | *Operating Expenses.* | *Net Earnings.* | *Fixed Charges.* | *Balance, Surplus.* |
|---|---|---|---|---|---|
| 1896..... | $1,269,514 | $646,128 | $623,386 | $445,511 | $177,875 |
| 1895..... | 1,179,191 | 639,706 | 539,485 | 413,098 | 126,387 |
| 1894..... | 1,012,318 | 623,039 | 389,279 | 359,242 | 30,037 |

OFFICERS—President, Wm. A. House; Vice-President, Jas. S. Hagerty; Treasurer, F. S. Hambleton; Secretary, H. C. McJilton.

DIRECTORS (elected February, 1897.)—William A. House, James S. Hagerty, T. Edward Hambleton, Henry A. Parr, William T. Dixon, Christian Devries, Theodore F. Wilcox and Charles Adler, Baltimore, Md., and Sidney F. Tyler, Philadelphia, Pa.

INDEX—V. 62, p. **274**, 777; V. 63, p. 270, 1114; **V. 64, p. 285, 326**, 607, 753, 951.

**CENTRAL RY. OF BALTIMORE CITY**—An electric road.

ORGANIZATION—Incorporated May 6, 1881; amended by Act of 1892. President, Geo. Blakistone; Secretary, Peter Thompson. Completed as electric line in October, 1892.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|---|
| Stock, $300,000 ($50) | ..... | ..... | 6 J-D | $300,000 | Dec. 20, '96, 3% |
| 1st mort., $250,000, sink. fd., currency. | ..... | 1882 | 6 J-J | 96,000 | July 1, 1912 |
| | Subject to call at 100 in certain amounts yearly. Trustee Baltimore Safe Dep. & Trust Co. | | | | |
| Consol. M., $700,000, gold..... | ..... | 1892 | 5g. M-N | $604,000 | May 1, 1932 |
| | Interest at Citizens' National Bank. | | | | |
| Ext. & Imp. 1st mort. $600,000, g. ($1,000) | 14 | 1897 | 5g. M-S | $400,000 | Mar. 1, 1932 |
| | Trustee is Baltimore Tr. & Guarantee Co., Balt. | | | | |

DIVIDENDS—In 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.

BONDS—The extension mortgage of 1897 is a first lien on the extension and a blanket mortgage on the whole property. See V. 64, p. 286.

ROAD—Druid Hill Park to Broadway Ferry, 13 miles of road. Extensions in East Baltimore, 14 miles additional, are to be built in 1897, the $400,000 extension and improvement bonds having been sold therefor.

EARNINGS from Sept. 22, 1892, to Dec. 31, 1896, were:

| *Gross earnings.* | *Net earnings.* | *Sale of motive power.* | *Interest on bonds.* | *Dividends paid.* | *Balance, surplus.* |
|---|---|---|---|---|---|
| $808,081 | $274,706 | $46,594 | $161,434 | $54,000 | $105,867 |

OFFICERS—President, G. Blakistone; Secretary, P. Thompson; Treasurer and Purchasing Agent, N. H. Bell.—V. 64, p. 286.

**CITY & SUBURBAN RAILWAY**—A trolley road.

ORGANIZATION—A consolidation. Incorporated under laws of Maryland, June 7, 1892. In the system is operated also the Baltimore Catonsville & Ellicott's Mills Railroad Co. and the Lake Roland Elevated Railway Co., the latter of which was secured in January, 1895.

CONSOLIDATION.—In May, 1897, consolidation with the Baltimore Traction Co. was arranged, the new company to be called the Consolidated Traction Co. City & Suburban stock, it is understood, receives par in stock of the new company, and its bonds are assumed. It has also been proposed to merge the Baltimore City Passenger Ry. with the City & Suburban before the consolidation.—V. 64, p. 753, 951.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock ($50).... | ..... | Text. J.-J | $4,000,000 | J'n. 14, '97, 2% |
| 1st mort'ge, $3,000,000, gold ($1,000)..... | 1892 | 5 g. J-D | 3,000,000 | June 1, 1922 |
| | Interest at Alex. Brown & Sons, Baltimore. | | | |

Loans and bills payable Jan. 1, 1897, $266,181.

TRUSTEE—Safe Deposit & Trust Co., Baltimore.

DIVIDENDS—In 1893, 1 per cent; in 1894, 2 per cent; in 1895, January, 1 per cent; in 1896, Jan., 2 p. c.; July, none; in 1897, Jan., 2 p. c.

STOCK—The stockholders in February, 1895, authorized $1,000,000 additional stock for improvements, etc., making total stock $4,000,000

ROAD.—The entire length of all lines owned and operated Aug. 21, 1896, is 92 miles.

ANNUAL REPORT—For year ending Dec. 31, 1896, gross, $1,014,592; operating expenses, taxes and fixed charges, $865,111; balance, net, $149,431; dividends (2 per cent), $80,000; balance, surplus, for year: $69,430. For years ending June 30 earnings were (see V. 61, p. 748)

| *Year to June 30—* | 1894-95. | 1893-94. | 1892-93. | *3 years.* |
|---|---|---|---|---|
| Gross earnings | $751,720 | $605,123 | $474,756 | $1,831,599 |
| Operating expenses | 546,970 | 409,363 | 367,782 | 1,324,115 |
| Net earnings | $204,750 | $195,760 | $106,974 | $507,484 |

OFFICERS (Feb., '97).—President, Nelson Perin; Vice-Pres., George C. Jenkins; Sec'y, Leon Fender; Treasurer, E. J. D. Cross; General Manager, J. F. Heyward; Purchasing Agent, F. D. Shaffer. Directors—Nelson Perin, Geo. C. Jenkins, Geo. A. Von Lingen, Wm. P. Harvey, E. L. Bartlett, B. F. DeFord and Wm. A. Marburg. General business offices, York Road & Carroll Avenue.—V. 62, p. 413, 547; V. 64, p. 753 755, 799, 951.

**CITY & SUBURBAN RY. SYSTEM**—BALTIMORE CATONSVILLE & ELLICOTT'S MILLS RR.—A trolley road.

ORGANIZATION—The entire capital stock ($500,000, par $20,) is owned by the City & Suburban Ry., which operates the road, but there is no lease. Principal of bonds is payable in gold; see copy of guarantee in V. 64, p. 799.

| BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| 1st M., $500,000 prin. gold; gu. p. & i. by C. & Sub. | 1896 | 5 J&J | $500,000 | July 1, 1916 |
| | Trustee, Safe Depos. & Trust Co., Baltimore | | | |

ROAD—Baltimore to Catonsville, 5·51 miles road; 11·02 miles track

**CITY & SUBURBAN RAILWAY SYSTEM**—LAKE ROLAND ELEVATED RAILWAY—

ORGANIZATION—Road completed in summer of 1893, and in January 1895, sold to City & Suburban Railway Company.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| St'k, $1,000,000 ($50).. | ..... | ..... | ..... | $1,000,000 | ..... |
| 1st mort., guar. p. & l. gold ($1,000)....c*&r | 1892 | ..... | 5g.M-S | 1,000,000 | Sep. 1, 1942 |

Int'st at Alex. Brown & Sons, Balto.

BONDS—The first mortgage is for $1,000,000 and the bonds are guaranteed, principal and interest, by endorsement of the City & Suburban Ry. (See guarantee V. 62, p. 548); 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. From Roland Park there is a branch line to Lakeside Park, a picnic ground owned by the Elevated Co.—V. 62, p. 413, 547; V. 64, p. 951.

## CONSOLIDATED TRACTION CO.—

ORGANIZATION, ETC.—Formed in 1897 by consolidation of the Baltimore Traction and the City and Suburban System. Capital stock will be about $9,000,000. Company will assume the bonded indebtedness of the lines merged to a total of $10,550,000, but it is said will not issue bonds of its own. The combined roads will aggregate about 190 miles of track.—V. 64, p. 951.

## COLUMBIA & MARYLAND RR.—A trolley road.

ORGANIZATION, ETC.—Incorporated in March, 1892, to build a trolley road from Baltimore to Washington, 38 miles. On August 7, 1895, contract for building entire road was awarded.—V. 61, p. 239. The Maryland & Washington Ry. of D. C. gives entrance into Washington. The Columbia & Maryland owns 10,625 shares Eckington & Soldiers' Home and 5,003 shares Belt Railway stock turned over by the Baltimore & Catonsville Construction Co. The Belt Ry. and Eckington & Soldiers' Home roads were placed in receiver's hands Sept. 21, 1896.—V. 63, p. 559.

COMMITTEE—A reorganization of the C. & M. is under way.—*Committee*—T. Edward Hambleton, Baltimore; Bernard N. Baker and Thomas M. Lanahan—See V. 64, p. 610. It is estimated that about $500,000 cash will be needed to carry out the plan.

*Construction Co. Receivership.*—The Baltimore & Catonsville Construction Co., which is building the C. & M., was placed in hands of Receivers T. Edward Hambleton, Richard Morton and James Bond on Sept. 15, 1896. Settlement of claims was reported made in May, 1897, on basis of 75 p. c. cash and 25 p. c. in C. & M. RR. stock—V. 64, p. 610.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $4,000,000 ($50). | ..... | ..... | $4,000,000 | ..... |
| 1st M. ($6,000,000) gold (par, $1,000)..... c* | 1895 | 5 g. J-D | 2,350,000 | June 1, 1945 |

Int. at Trustee, Central Trust Co. of N. Y.

BONDS—The mortgage of 1895 is for $6,000,000; bonds for $500,000 are reserved for betterments, etc.—V. 61, p. 966.

ROAD—To February, 1897, about 12 miles had been completed in different sections; no road was in operation. Work on road temporarily stopped in February, 1897, pending settlement of claims against construction company—see above. The road will be 42 miles long, including Ellicott City branch, and extend from Howard and Saratoga streets, in Baltimore, to a point on North Capitol Street, in Washington. It will be double tracked, with 85-pound T rails and stone ballast. See V. 62, p. 908.

OFFICERS—President, Thomas M. Lanahan; Vice-President, H. T. Douglas; Secretary and Treasurer, R. Stanley Carswell. Directors—Thomas M. Lanahan, David M. Newbold, Robert S. Carswell, T. Edward Hambleton, George Yakel, James Clark, John Hubner and B. N. Baker, of Baltimore; S. F. Tyler, P. A. B. Widener, Thomas Dolan and W. L. Elkins, of Philadelphia.—V. 63, p. 28, 356, 458, 504, 559; V. 64, p. 610.

## FALLS ROAD ELECTRIC RAILWAY.—

ORGANIZATION ETC.—Has secured the charter for a trolley line in the northern suburbs from North Charles Street to Mount Washington and vicinity. The road will be double tracked and seven miles long. It is expected to finish the road by Sept. 15, 1897, and then consolidate t with the Pikesville R. & Emory Grove under title of Baltimore & Northern Electric Ry., which will issue $1,000,000 stock and $1,250,000 of 5 p. c. bonds—See V. 64, p. 887. Gen. Man., George R. Webb, Equitable Building, Baltimore.—V. 64, p. 887.

## METROPOLITAN RAILROAD—To be an underround trolley road.

ORGANIZATION—Formed in 1896 to build an extensive cross-town street railway system connecting the three parks, to be operated with underground trolley. The company offers to lay grooved rails flush with the pavement, and to sell six tickets for 25 cents,

STOCK—The authorized capital stock is $2,000,000.

INCORPORATORS—E. Southard Parker, of Washington, D C., President of the Columbia National Bank; A. C. Stevens and J. S. Lawence, of Washington; Charles P. Janney, of Leesburg, Va.; A. S Bigelow, of Rochester, N. Y.; John T. Collins, of New York, and J. Kemp Bartlett, Jr., Henry B. Wilcox, James B. Chastain and Albert W. Reed, of Baltimore.—V. 62, p. 990.

## PIKESVILLE REISTERSTOWN & EMORY GROVE RAILROAD—A trolley road.

ORGANIZATION—Incorporated in 1894. It is proposed to consolidate with the Falls Road Electric Ry. (which see), when that road is finished n September, 1897.—V. 64, p. 887.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $250,000; par, $100.. | .... | ..... | 2,000 shs. $25 pd. in. | ..... |
| 1st M., $250,000, gold..... | 1894 | 5g. A-O | $250,000 | Oct. 1, 1934 |

ROAD—Has constructed 12 miles of track upon 10½ miles of road, connecting with the Baltimore Traction system at Pikesville, and extending thence to Owing's Mills, Reisterstown, Glyndon, etc.

OFFICERS—President, Henry A. Parr; Vice-President and General Manager, George R. Webb; Treasurer, J. William Middendorf—V. 64, p. 887.

## WASHINGTON SANDY SPRING & BALTIMORE ELECTRIC RAILROAD—To be a trolley road.

ORGANIZATION—Chartered in 1895 to build a road from Frederick to Middletown, and Sandy Spring; thence by branches to Baltimore and to Washington, in all about 80 miles. Capital stock, $1,500,000. Bonds proposed, $750,000 of 30-year 6 per cent gold.

OFFICERS.—President, James B. Colgrove.

# BALLSTON SPA, N. Y.

POPULATION IN 1890 WAS 3,527; IN 1880 WAS 3,011.

## BALLSTON TERMINAL RR.—A trolley road.

ORGANIZATION—Chartered March, 1896.

| STOCK & BONDS— | Date. | Interest. | Authorized. | Maturity. |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | ..... | $300,000 | ..... |
| 1st mort., gold ($500 and $1,000 each) $300,000c* | 1896 | 5g. J-D | 250,000 | June 1, 1925 |

Int. at Atlantic Trust Co., N. Y., trustee.

ROAD—Total length, 12½ miles. Road under construction, but in partial operation. Will connect, by standard gauge railroad, the many manufacturing establishments of Ballston Spa and vicinity with the Delaware & Hudson RR., thus affording transportation of freight to all parts of the country without breaking bulk. Traffic, about 600 tons a day, and has been heretofore carried by teams.

OFFICERS—President, John H. Noblist; Treasurer, C. E. Lent, at The Bourse, Philadelphia; Secretary, A. B. Paine, Ballston Spa, N. Y.

# 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. T. A. Wilson, of Bangor, Maine, Hon. A. P. Wiswell, of Ellsworth, Maine, and Charles A. Stone, of Boston, recommended consolidation of the several companies above named into a new corporation with $600,000 stock and $600,000 bonds. See V. 61, p. 795 Reorganization pending.

| STOCK & BONDS— | Interest. | Author'd | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $100..... | ..... | ..... | $200,000 | ..... |
| 1st mortgage, gold, 1889.. | 6 F-A | 200,000 | 200,000 | Aug., 1909 |

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 to Brewer, etc., 9½ miles in all.

ANNUAL REPORT—For years ending June 30 earnings have been: For 1895-96, gross, $58,071; net, $6,717.

| *Yr. end. June* 30. | 1895. | 1894. | | 1895. | 1894. |
|---|---|---|---|---|---|
| Gross earnings.. | $56,790 | $50,938 | Deficit..... | $2,544 | $12,331 |
| Net earnings..... | 10,542 | 931 | Tot. def. Sept. 30 | 14,875 | 12,331 |
| Interest, etc..... | 13,086 | 13,362 | | | |

OFFICERS—President, F. M. Laughton, Bangor, Me.; Sec., Treas. and Gen. Man., J. H. Cutler; Purch. Agent, J. H. Green.—V. 61, p. 795.

## BANGOR ORONO & OLD TOWN RAILWAY—A trolley road.

ORGANIZATION—This company began operations in July, 1895. Its cars run over the Bangor Street Railway to a point on State Street, and thence over its own line through the villages of Veazie and Orono past the State College to Old Town, a distance of 14½ miles; in April, 1897, 2 miles in Bangor under construction.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock $125,000 (par $100) | .... | 1% monthly | $100,000 | monthly |
| 1st M., $125,000, gold.... | 1895 | 6 g. | 125,000 | 1915 |

DIVIDENDS—Since April 20, 1896, 1 p. c. monthly.

EARNINGS—Year ending June 30, 1896, gross, $56,121; net, $26,656; interest and taxes, $7,650; dividends (3 mos.), $3,000; balance, sur, for year, $16,006. For 12 months ending Mar. 31, 1897, gross $65,100.

President, A. F. Gerald, Fairfield, Me.; Treasurer, I. C. Libby.

# 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— | Date. | Interest. | Outstand'g. | Matur'y. |
|---|---|---|---|---|
| Stock au. $300,000, par, $100. | ..... | ..... | $100,000 | Text. |
| 1st mort., $300,000, gold.... $1,000 ..... c* | 1893 | 5g. J-J | 68,000 | July 1, 1913 |

Subject to call after July 1, 1898.

*Interest* is payable at American Loan & Trust Co., Trustee, Boston.

*Dividends*—In 1894-95, 3 per cent; in 1895-96, 4½ per cent.

ROAD—Bath to Winnegance 4¼ miles; rails 48 lb T. Cars, 8.

LATEST EARNINGS—4 mos. Jan. 1 to Apr. 30. 1897..... Gross, $5,292; net, $1,257. 1896..... Gross, 5,441; net, 829

YEARLY EARNINGS—For years ending June 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings.. | $21,047 | $21,703 | Dividend..... | $4,500 | $3,000 |
| Net earnings ... | 8,009 | 7,005 | Surplus year..... | 109 | 605 |
| Int'st on bonds.. | 3,400 | 3,400 | Total surplus..... | 1,652 | 1,543 |

OFFICERS—President, Galen C. Moses; Secretary, Charles C. Low; Treasurer, Fritz H. Twitchell.

# 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100)..... | ..... | ..... | ..... | 40,000 shs., $90 paid in. | ..... |
| Bay City 1st mortgage. | ..... | ..... | 6 | $50,000 | ..... |
| Bay Cities consol. 1st con. M. $500,000, g. c | ..... | 1893 | 6 g M-S | 450,000 | Mar. 1, 1918 |
| New mort., $50,000... | ..... | 1896 | 6 M-S | $50,000 | 1906 |

Trustee, Solicitors' Loan & Trust, Philadelphia.

EARNINGS—10 months, Jan. 1 to Oct. 31. 1896.....Gross, $76,915; net, $28,474 / 1895.....Gross, 74,881; net, 26,016

For the 12 months ending Dec. 31, 1895, gross income $88,658; net, $30,141. In 1894 gross income, $83,400; net, $31,439.

ROAD—Owns 25 miles of track (length of line 17 miles).

OFFICERS—President, W. B. McKinley, Chicago, Ill.

## BEATRICE, NEB.

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

### BEATRICE ELECTRIC COMPANY.—

ORGANIZATION—Incorporated in November, 1895, with authorized capital stock $100,000, to acquire the property of the Rapid Transit & Power Co., 7½ miles of track, foreclosed July 26, 1895 (V. 61, p. 195), the Beatrice Electric Light Co. and also water-power facilities. In May, 1896, its funded debt was reported to be $60,000 of 6 per cent bonds due in 1915. It was also reported that on the trolley road, owing to a dispute with city regarding electric-light charges, only one car was being run and that with horses.—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. In September, 1896, control of the Grandview Electric Railway was reported to have been obtained in its interest.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($300,000) par $50. | ..... | ..... | $300,000 f.p. | ..... |
| 1st mortgage, $150,000, gold.....c | 1891 | 6 g. J-J | 150,000 | July 1, 1911 |
| 2d mortgage, gold, ($500), $100,000.....c* | 1895 | 6 g. A-O | 100,000 | Oct. 1, 1915 |

*Int.* at Union Trust Co., *trustee*, Pittsb'g, Pa. / *Int.* at Union Trust Co., *trustee*, Pittsburg.

ROAD—Owns 61½ miles of track and leases 6·6 miles owned by the companies whose stock it holds. Rail 45 to 72 lbs., girder and T.

EARNINGS—Year ending June 30, 1896: Gross, $66,332; operating expenses, $36,690; net earnings, $29,642; taxes, $2,223; interest, $9,240; other, $4,506; bal., surplus, $13,673. In 1894-5, gross, $57,093.

OFFICERS—Annual meeting first Monday in February. President, J. M. Buchanan; Secretary, H. S. McConnell; 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—Organized in 1893 to operate in Belleville and extend to East St. Louis, a total of 14 miles.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock, $300,000..... | ..... | ..... | ..... | $100,000 | ..... |
| M., $300,000, gold.... | ..... | 1894 | 6 g J-J | 100,000 | Jan. 1, 1909 |

*Interest* at the American Trust & Savings Bank, Chicago, Ill.

ROAD—In February, 1897, operated 4½ miles of road in Belleville.

OFFICERS—President, John A. Day; Vice-President, Henry A. Kircher; Secretary and Treasurer, George Gauss.

## BIDDEFORD, ME.

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

### BIDDEFORD & SACO RR.—An electric road.

ORGANIZATION—Incorporated Feb. 19, 1887. Owns 5·7 miles road (and 0·3 mile sidings) between Saco, Biddeford and Old Orchard Beach.

| STOCK & BONDS— | Date. | Int'st. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $50) ($100,000 auth.).. | ..... | ..... | $40,000 | ..... |
| 1st mortgage ($90,000)..... | 1888 | 6 J-J | 90,000 | 1908 |
| Notes payable June 30, 1896..... | ..... | ..... | 19,000 | ..... |

Int. at 1st Nat. Bk., Biddeford, Me.

| Yrs. end. June 30. | Gross. | Net. | Interest, etc. | Balance. |
|---|---|---|---|---|
| 1895-6..... | $25,461 | def.$1,410 | $5,546 | def.$6,956 |
| 1894-5..... | 24,359 | 11,751 | 7,515 | sur.4,236 |
| 1893-4..... | 24,219 | 9,406 | 6,391 | sur.3,015 |

Total profit and loss deficit June 30, 1896, $8,015.

OFFICERS—President, E. H. Banks.

## 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 August 11, 1892. Formed in 1893 by consolidation of all the street railways in the city.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $900,000, par $100 | ..... | ..... | $395,170 | ..... |
| Bing. Street RR. 1st M... | 1890 | 6 A-O | 100,000 | Apr. 1, 1910 |
| Binghamton RR. Co. M., $900,000, g. $1,000..c* (See text) Interest at Atlantic Trust Co., N. Y., Trustee. | 1893 | 5 g J-J | 50,000 ($5,000 due yearly Mar. 1.) | 1908-1917 |
| | | | 50,000 ($10,000 due yearly Mar. 1) | 1918-1922 |
| | | | $400,000 due Mch. 1, '23 | |
| Bing. Lest. & Un. 1st M. gu., prin. and int. guar..... | 1895 | 5 g J-D | $125,000 | June 1, 1925 |

Interest at Atlantic Trust, New York. Binghamton Trust Co., trustee.

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 were on Nov. 20, 1896, 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 outstanding, including those which it is proposed to issue. The total bonded indebtedness outstanding in November, 1896, was $500,000 Binghamton RR. bonds and $200,000 of Binghamton Street RR. bonds. On Oct. 1, 1896, there were $53,272 loans and bills payable in excess of the total $700,000 bonded indebtedness.

ROAD—Operates 36 miles of track, including the Binghamton Lestershire & Union Railroad, 7 miles long, opened in 1896.

LATEST EARNINGS—4 months, Oct. 1 to Jan. 31. 1896-7.gross, $43,079; net, $16,724 / 1895-6.gross, 39,564; net, 15,139

ANNUAL REPORT—Figures for years ending September 30 were:

| Years end. Sept. 30— | Gross. | Net. | Int. & taxes. | Bal., sur. |
|---|---|---|---|---|
| 1895-96..... | $141,339 | $62,326 | $40,285 | $22,041 |
| 1894-95..... | 126,453 | 52,397 | 35,266 | 17,131 |
| 1893-94..... | 115,941 | 49,040 | 30,076 | 18,964 |

OFFICERS—President, G. T. Rogers; Vice-President, J. B. Landfield; Secretary, J. M. Johnson; Treasurer, John B. Rogers; General Manager and Purchasing Agent, J. P. E. Clark. Office, Binghamton, N. Y. —(V. 61, p. 151; V. 62, p. 360; V. 63, p. 878.)

## BIRMINGHAM, ALA.

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

### BIRMINGHAM RAILWAY & ELECTRIC—

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Common stock, par $100. | ..... | ..... | $500,000 | ..... |
| Pfd. st'k, 6 p.c. cum., par $100 | ..... | ..... | 1,000,000 | ..... |
| 1st M. gold, $1,250,000, $1,000..... | 1894 | 5g. J-J | 1,250,000 | July 2, 1924 |

Interest at Central Trust Co., New York.

Mortgage trustee is Birmingham Trust & Savings Co.

BONDS—All underlying bonds of the old companies have been retired and canceled, and $90,000 of the $1,250,000 *firsts* given as outstanding are in the treasury subject to the disposal of the directors. Loans and bills payable Nov. 1, 1896, $47,361.

ROAD—In Nov., 1896, was operating 58 miles of track in city of Birmingham and extending also to Bessemer, Pratt City, Ensley: steam, 34½ miles; electric, 22 miles; horse, 1½ miles; total, 58 miles. Rails 40-56 lb. T and 58 lb. girder.

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

### HIGHLAND AVENUE & BELT RAILROAD

—Uses dummy engines. Operates about 28 miles of track in Birmingham; 13 passenger cars; 7 engines.

RECEIVERSHIP—On April 2, 1897, Phil. Campbell was appointed receiver in suit of Columbian Equipment Co. of N. Y.—V. 64, p. 707.

## BLOOMFIELD, N. J.

POPULATION 1890 WAS 7,708; IN 1880 WAS 5,748; AND IN 1870 WAS 4,580.

### NORTH JERSEY STREET RAILWAY.—

ORGANIZATION.—The line of the proposed road runs through Bloomfield, Glen Ridge, Montclair, Verona and Caldwell. Reaches Newark over tracks of Consolidated of New Jersey. In May, 1897, there were 11 miles in operation. Capital stock authorized, $5,000,000; issued $302,000. President, J. K. Corbiere; Secretary and Treasurer, Wilbur S. Johnson. General office, Newark, N. J.—V. 63, p. 402.

## BLOOMINGTON, ILL.

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

### BLOOMINGTON CITY RY.—A trolley road.

ORGANIZATION—Chartered in 1888.

| STOCK & BONDS— | Date. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|
| Stock..... | ..... | ..... | $600,000 | ..... |
| Bloomington & Normal 1st M. ($500)..... | 1887 | 5 J-J | 100,000 | June 1, 1897 |
| 2d mort..... | 1887 | J-J | 100,000 | July 1, 1897 |
| Bloom'n City Consol. M. ($400,000) ($1,000)..... | 1889 | 5 M-S | 150,000 | Sept. 1, 1908 |

*Interest* on all loans is payable at the office of the Guarantee Trust & S. D. Co., Philadelphia. The company states that none of the bonds are payable in gold and that none are subject to call before maturity.

ROAD—In February, 1897, was operating 11 miles of track.

OFFICERS—President, W. H. Patterson; Vice-President and Secretary, H. S. McCurdy.

## BOSTON, MASS.

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

### NORTH SHORE TRACTION—

ORGANIZATION—Incorporated in 1892 under laws of New Jersey for the purpose of controlling various street railway properties through ownership of stock, and is not an operating company. Owns the entire stock of Lynn & Boston and allied properties.

| STOCK— | Par. | Dividends. | Outstand'g | Last div., &c. |
|---|---|---|---|---|
| Common..... | 100 | ..... | $4,000,000 | ..... |
| Pref. 6% cum., red. at 105.. | 100 | 6 A.-O. | 2,000,000 | Apr. 1, '97, 3% |

DEBT—In April, 1895, the last of the floating debt was paid off. See Lynn & Boston *bonds of* 1894 above.

DIVIDENDS—The accumulated dividends on the preferred stock, amounting to 12 per cent, were paid May 18, 1895; dividends since paid in full to April, 1897, inclusive.

ANNUAL REPORT The report for the fiscal year ending Sept. 30 1896, with balance sheet, was given in V. 63, p. 1113.

OFFICERS—President, C. M. Wicker, 15 Wall Street, New York; Vice-President and Treasurer, Frederick Strauss; Secretary, G. R. Nicholas, Camden, N. J. New Jersey office, Camden, N. J. (V. 60, p. 795, 662; V. 61, p. 926, 1010; V. 63, p. 1113.)

### NORTH SHORE TRACTION SYSTEM—

LYNN & BOSTON RAILROAD—All but about 6 miles (horse) is an electric road.

ORGANIZATION—Owns road in and about Boston, Mass. Incorporated under laws of Massachusetts, April 6, 1859, and controlled through ownership of stock by the North Shore Traction Co.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Last Div. &c. |
|---|---|---|---|---|
| Stock (par $100) | | 8 M.-S. | $1,220,800 | Mar.,'97, 4% |
| Naumkeag St. Ry. 1st | | 5 J.-D. | 215,000 | June 1, 1906 |
| Consol. M | | 5 J.-J. | 711,000 | July 1, 1910 |
| Trustee, Manhattan Trust Co., New York. | | | | |
| Lynn Belt 1st | | 5 M.-N. | 100,000 | May 1, 1910 |
| Trustee, American Loan & Trust Co., Boston. | | | | |
| Essex Electric 1st | | 6 J.-J. | 100,000 | Jan. 1, 1911 |
| Trustee, Old Colony Trust Co., Boston. | | | | |
| Lynn & Boston 1st m., $5,379,000, $1,000.c* | 1894 | 5 g.J. D. | 3,720,000 | Dec. 1, 1924 |
| Int. at Old Colony Trust Co., trustee, Boston. | | | | |
| *Plain Bonds secured by Lynn & Bos. mort. of 1894*— | | | | |
| Lynn & Boston | | 5 M.(15)-N. | 150,000 | May 15, 1900 |
| do do | | 5 A.-O. | 100,000 | Apr. 1, 1907 |
| do do | | 5 M.-S. | 186,000 | Mch. 1, 1912 |
| Naumkeag | | 5 A.-O. | 49,000 | Apr. 1, 1907 |
| do | | 6 M.-S. | 24,000 | Sept. 1, 1910 |
| do | | 6 J.-J. | 10,000 | July 1, 1911 |
| Other small issues | | 5 & 6 | 14,000 | 1900 |

BONDS—In Oct., 1894, were authorized $5,379,000 first mortgage bonds, of which $2,711,000 were to pay the company's debt and the balance to be used to take up other bonds.

DIVIDENDS—From 1880 to March, 1897, inclusive, 8 per cent yearly.

| ROAD—May, 1897. | Miles. | | Miles. |
|---|---|---|---|
| Owned, measured as single track | 124·6 | Trackage | 3·5 |
| *Leased lines*— | | Total main track operated | 149·5 |
| Winnisimet Street RR | 2·2 | Of which electric | 143·4 |
| Boston & Chelsea RR | 4·2 | Horse | 1·7 |
| East Middlesex Street RR | 18·3 | Horse and electric | 4·4 |
| Boston & Revere El. St. Ry | 4·2 | Sidings | 9·7 |

LATEST EARNINGS—Oct. 1 to April 30, 7 months, gross, $696,532 in 1896-7; $677,177 in 1895-6.

ANNUAL REPORT—Report for 1895-6 was in V. 63, p. 1113.

| *Yr. to Sep.* 30— | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gr. earn'gs. | $1,420,702 | $1,376,977 | Div'ds (8 p. c.) | $92,832 | $80,000 |
| Net earn'gs. | 582,273 | 592,585 | Bal., sur. for yr. | 6,573 | 13,334 |
| Oth. income | 5,219 | 4,412 | Tot. sur. Sep. 30. | 89,180 | 89,221 |
| Int., tax., &c. | 488,187 | 503,663 | | | |

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construct. (rd. owned) | $4,051,069 | Capital stock | $1,220,800 |
| Land and buildings | 1,389,974 | Funded debt | 5,379,000 |
| Equipment | 1,333,664 | Open accounts, etc | 296,757 |
| Cash and current assets. | 211,030 | Surplus | 89,180 |
| Total | $6,985,737 | Total | $6,985,737 |

OFFICERS—President, Amos F. Breed; Vice-President and Secretary, E. Francis Oliver; Treasurer, Charles Williams; Purchasing Agent, H. Grover. Office, Lynn, Mass.—V. 63, p. **1007**, 1113.

## LYNN & BOSTON RR.—WINNISIMMET (STREET) RR.—

ORGANIZATION—Owns 2·2 miles of track. Leased to the Lynn & Boston for 999 years from 1880, at $3,000 per annum. Capital stock is $50,000, par $50. Dividends in 1894-95 6 p. c.

## LYNN & BOSTON RR.—BOSTON & CHELSEA RR.

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.

| STOCK & DIVIDENDS— | Dividend. | Authorized. | Outstanding. |
|---|---|---|---|
| Stock par $50 | 6 p. c. A-O | $300,000 | $121,000 |

Dividends are paid in Boston.

## LYNN & BOSTON RR—BOSTON & REVERE EL'C. ST. RY.

ORGANIZATION—Incorporated June 24, 1889. Leased from July 1 1895, for 99 years to Lynn & Boston, which guarantees interest on the $50,000 bonds and dividends as follows: On $50,000 stock, 1st year, 3 p. c.; 2d year, 4 p. c.; thereafter, 5 p. c.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock (par $100) | | J-J | $50,000 | Jan., '97, 2% |
| 1st mort. drawn at 104 | 1890 | 5 F-A | 48,000 | Feb. 1, 1910 |
| Int. (not pr.) gu. by L. & B. Interest at American Loan & Trust, Boston. | | | | |
| Current liabilities Sept. 30, 1896 | | | $2,000 | |

ROAD—Length of main track, 3·8 miles; second track, 0·4 miles.

OFFICERS—President, Edwin C. Foster, Lynn, Mass.; Secretary and Treasurer, Chas. Williams, Lynn, Mass.—V. 61, p. 1065.

## LYNN & BOSTON RR.—EAST MIDDLESEX STREET RY.

ORGANIZATION—Owns 18·3 miles of track; sidings, switches, etc. 1·8; total, 20·1 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($100) $300,000 | | | $297,700 | |
| Plain bonds, int. gu. (end.) | 1888 | 6 M-S | 125,000 | Sept. 1, 1898 |
| Plain bonds, int. gu. (end.) | 1892 | 5 J-J | 100,000 | Jan. 1, 1902 |

Interest at Nat. Hide & Leather Bank., Boston.

The lessee in the lease agrees to stamp the bonds with a guaranty of the prompt payment of interest—principal is not guaranteed.

## BOSTON ELEVATED RR.—

ORGANIZATION—This company obtained the charter granted in 1894 to the Meigs Elevated RR. The capital stock is to be from $10,000,000 to $20,000,000. It is proposed to build an elevated line connecting the Northern and Union stations in Boston and then to connect the suburbs of Boston with the center of the city by means of the West End Street Ry., which it intends to lease for the purpose. See V. 64, p. 329.

DIRECTORS—William A. Gaston, President; F. H. Peabody, of Kidder, Peabody & Co.; Jacob C. Rogers, William Endicott, Jr., Samuel Carr, of the F. L. Ames estate; Frederick Ayer, of Lowell; Charles J. Paine, James M. Prendergast, Eben D. Jordan and T. Jefferson Coolidge, Jr. V. 62, p. 455, 868; V. 63, p. *831*; V. 64, p. 329.

## WEST END STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1886; a consolidation of various companies, as is seen by bond table below. *Subway Lease.*—In Dec., 1896, the West End leased the right to use the subway at 4⅞ p. c. of the net cost of subway, such cost not to exceed $7,000,000.—See V. 63, p. 1065, 1117. As to proposition to unite with the Boston Elevated Ry., see V. 64, p. 329. In November, 1896, control passed into the hands of the Morgan-Kidder-Peabody syndicate, and the Directors given below were elected. V. 63, p. 970.

| STOCK AND BONDS— | Date. | Interest. | Outstand'g | Last div., &c. |
|---|---|---|---|---|
| Common stock ($50) | | 7 A.-O. | $9,085,000 | Apl. 1, '97, 3½ |
| Preferred stock (par $50) | | 8 J.-J. | 6,400,000 | Jan. 1, '97, 4% |
| Gold bonds of 1892 | 1892 | 5 g. M.-N. | 3,000,000 | Nov. 1, 1902 |
| Gold bonds of 1894 | 1894 | 4½ g. M.-S. | 2,000,000 | Mch. 1, 1914 |
| Gold bonds of 1896, $2,275,000, not mort. | 1896 | 4 g. M.-N. | 815,000 | May 1, 1916 |
| Gold bonds of 1897, $2,700,000 not mort. c | 1897 | 4 g. F.-A. | 2,000,000 | Feb. 1, 1917 |
| Metropolitan RR. (plain) | 1877 | 6 J.15-D. | 500,000 | June 1, 1897 |
| do do | 1883 | 5 J.-D. | 500,000 | Dec. 15, 1903 |
| Middlesex RR. (plain) | 1877 | 6 J.-J. | 200,000 | July 1, 1897 |
| do do | 1884 | 5 J.-J. | 200,000 | July 1, 1904 |
| Highland St., plain | 1878 | 6 J.-J. | 100,000 | Jan. 1, 1898 |
| Plain | 1882 | 5 M.-N. | 300,000 | May 1, 1902 |
| Boston Consol. St. plain | 1887 | 5 J.-J. | 500,000 | Jan. 1, 1907 |
| South Boston, plain | 1883 | 5 M.-N. | 200,000 | May 1, 1905 |
| Cambridge 1st M* | 1883 | 5 A.-O. | 510,000 | Apr. 1, 1903 |
| Charles River 1st M | 1884 | 5 A.-O. | 150,000 | Apr. 1, 1904 |

* Cambridge bonds are redeemable $30,000 yearly at 105, $90,000 having been redeemed.

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

The bonds of 1896 (not mortgage) were authorized for funding its real estate indebtedness ($725,000) and for refunding, prior bonds amounting in March, 1895, to $1,550,000. The $2,700,000 bonds of 1897 (not mortgage) were sold in Jan. 1897, to pay off existing floating debt of $1,000,000, for extensions and equipment in 1897 $1,000,000, and for refunding 6s due June 1 and July 1 $700,000.—See V. 64 p. 236.

*Dividends.*—On preferred, 8 per cent per annum. On common, in 1892, 10 p. c.; in 1893, 9 p. c.; 1894, January, 3 p. c.; July, 3 p. c.; Oct. (for 3 months—dividends changed to A.-O.) 1½ p. c.; April, 1895, 3 p. c.; Oct., 1895, 3½ p. c.; in 1896, 7 p. c.; in 1897, April, 3½ p. c.

| ROAD—Sept. 30, 1896. | Miles. | | Miles. |
|---|---|---|---|
| Main line, 1st track | 142 | Roads leased | 9 |
| do. 2d track | 109 | Trackage | 2 |
| Sidings | 33 | Total operated Sept. 30, '96 | 295 |
| Total owned | 284 | Electrically equipped | 285 |

Weight of girder rail is 70 to 100 lbs.

ANNUAL REPORT—Report for years ending Sept. 30 shows earnings as follows. The report for 1895-6 was given n V. 63, p. 966.

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earn. | $8,341,958 | $7,746,171 | Rentals | $11,952 | $11,924 |
| Net earn. | 2,007,339 | 2,113,008 | Dividends | 635,950 | 590,525 |
| Inter't paid | 438,750 | 409,750 | do pref. | 512,000 | 512,000 |
| Taxes | 343,898 | 325,288 | Bal., surplus | 64,789 | 263,519 |

BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets*— | | *Liabilities*— | |
|---|---|---|---|
| Cost of road | $8,110,467 | Common stock | $9,085,000 |
| Land and buildings | 10,141,548 | Preferred stock | 6,400,000 |
| Equipment | 5,982,003 | Bonded debt | 9,005,000 |
| Cash | 610,361 | Notes payable | 600,000 |
| Materials and supplies | 540,226 | Open accounts | 282,934 |
| Open accounts | 416,964 | Acc'd int., tax's, divs. &c. | 1,012,772 |
| Miscellaneous items | 594,059 | Profit and loss surplus | 9,922 |
| Total | $26,395,628 | Total | $26,395,628 |

OFFICERS—President, Samuel Little; Vice-Pres't and Sec'y, Prentiss Cummings; Gen. Man., C. S. Sergeant; Treas., Joseph H. Goodspeed; DIRECTORS—The following directors were elected in November, 1896: G. T. W. Braman, William Hooper, Albert C. Houghton, Henry D. Hyde, Samuel Little, Samuel Spencer, Walter S. Swan, Alfred Winsor, T. Jefferson Coolidge, Joseph B. Russell, R. M. Saltonstall, Stephen M. Weld and Moses Williams. Office, 81 Milk Street, Boston, Mass.

INDEX—V. 64, p. 183, 236.

## WEST END SYSTEM—MALDEN & MELROSE ST. RR.—

ORGANIZATION—Chartered June 6, 1856. Road is leased to the West End Street Railway and operated by that company. Owns 6·28 miles of main line track and ½ mile sidings. Capital stock, $200,000; par $100; no funded or floating debt.

## WEST END SYSTEM—SOMERVILLE HORSE RR.—

ORGANIZATION—Incorporated May 29, 1857, and owns 4·9 miles of railway, measured as single track, and ½ mile of switch, etc. Leased to West End Street Railway for $9,180 yearly, 6 p. c. on $153 000 stock. Dividends are payable (M&N) in Boston.

## WEST ROXBURY & ROSLINDALE STREET RY.—A trolley road. Owns 7·38 miles of track.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (scrip, $1,760) | | | $101,760 | |
| 1st M. $150,000, gold, s. f. ($500) red. at 103 after Sept. 1, 1901 c* | 1896 | 5 g. M-S | 100,000 | Sept. 1, 1916 |

Interest at International Trust Co., Boston, Trustee.

President, Thomas T. Robinson, Treasurer Fredk. N. Tirrell. Office "John Hancock Building," Boston.

# 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, to do both freight and passenger business connecting river and city. Population of Bowling Green in 1895 (company's estimate) was 10,000, with suburbs 12,000. James H. Wilkerson appointed receiver Dec. 10, 1896. V. 63, p. 1159.

| STOCK, BONDS, ETC— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock, par ($50 | | | $50,000 f. p. | |
| 1st mort., $50,000, gold | 1895 | 6 g J-J | 50,000 | July 1, 1915 |
| Interest in default. | | | Subject to call July 1, 1905 | |
| 2d mortgage, $25,000 | 1895 | 6 g | $25,000 | 1915 |

Fidelity Trust & Safety Vault is trustee of both mortgages, Louisville, Ky.

ROAD, ETC.—Owns 4 miles of track, including sidings. Owns 4 sixteen-foot passenger motors, 30 horse power; 1 one hundred horse power freight motor and 7 trailers.

OFFICERS—Receiver, Jas. H. Wilkerson.—V. 63, p. 1159.

## 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. Operated in harmony with Quincy & Boston Street Railway since October, 1895.

October 1, 1896, stock authorized was $200,000; stock outstanding, $35,000; bonds, $35,000, first mortgage, $500 6s, dated July 25, 1894, due July 25, 1914; loans and bills payable, $43,517; current assets, $4,927. Owns 7·23 miles; sidings, 0·19; trackage 1 mile.

EARNINGS—For year ending Oct. 1, 1896, gross, $30,138; net, $9,227; charges, $2,888; balance, surplus, for year, $6,339. President, J. F. Merrill, Quincy, Mass.

### BRAINTREE & WEYMOUTH STREET RY.—A trolley road.

ORGANIZATION, ETC.—Commenced operations April 29, 1895.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | .... | .... | $160,000 | .... |
| 1st M., gold, $100,000 | 1896 | 5 g. | 50,000 | 1916 |

Owns line 11·50 miles in length; sidings, etc., ·62 miles; total, 12·12; *Dividends*—In 1895-6 paid 2½ per ce t. Loans and bills payable Sept. 30, 1896, $56,372, but bonds have been sold since. Year ending Sept. 30, 1896, gross, $44,314; net, $4,020; taxes, $1,741; interest on unfunded debt, $2,838; dividends (2½ p. c.), $3,362; balance, deficit, for year, $3,921.

OFFICERS—President, Charles H. French, Canton, Mass.; Treasurer, O. E. Chapman, 45 Milk Street, Boston.

## BRIDGEPORT, CONN.

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

### BRIDGEPORT TRACTION—A trolley road.

ORGANIZATION—Chartered in July, 1893, 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.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | $2,000,000 | Aug.,'96,1 p.c. |
| First M. g. ($1,000)c.* $2,000,000 | 1893 | 5 g. J.-J. | 1,683,000 | July 1, 1923 |

Trustee Fidelity Title & Dep. Co., Newark, N.J.

Interest is payable at office of Redmond, Kerr & Co., 41 Wall St., N. Y.

DIVIDENDS—In August, 1895, 1 p. c.; Aug., '96, 1 p. c.

*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 as issued at not over 75 per cent of cost of road, etc.

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. The company has no floating debt.

ROAD—Owns in fee 48·6 miles, consisting of eight divisions centering at one point, the N. Y. N. H. & H. Ry. depot, and extending to Stratford, Fairfield and Southport. Rails are 90-pound in city and 70-pound in suburbs; T and girder.

EQUIPMENT—Road is equipped with modern motor cars of General Electric make. Owns 45 closed cars, 28 new and 21 old open cars and snow-plough, sweepers, etc.

EARNINGS—Jan. 1 to April 30, 1897 (4 months), gross, $91,274; in 1896, $89,622.

ANNUAL REPORT—A special report made in October, 1896, to Messrs. Redmond, Kerr & Co. by their Consulting Engineer was given in V. 63, p. 836; see also remarks p. 815. For years ending Dec. 31:

| Year— | Gross. | Net. | Interest. | Dividends. | Bal., sur. |
|---|---|---|---|---|---|
| 1896 | $319,544 | $132,760 | $82,075 | $20,000 | $30,685 |
| 1895 | 303,419 | 147,187 | 75,000 | 20,000 | 52,187 |

BALANCE SHEET—Sept. 30, 1896:

| Assets— | | Liabilities— | |
|---|---|---|---|
| Construction | $3,577,442 | Stock | $2,000,000 |
| Equipment | 222,763 | Bonds | 1,683,000 |
| Accounts receivable | 1,691 | Bills payable | 20,000 |
| Cash | 34,429 | Accounts payable | 10,099 |
| | | Interest accrued | 20,415 |
| | | Accident fund | 14,688 |
| | | Profit and loss, etc | 88,123 |
| Total assets | $3,836,325 | Total liabilities | $1,836,325 |

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

INDEX—Vol. 59, p. 1057; V. 63, p. 815, 836.

## 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstandg. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | ..... | $250,000 | ..... |
| 1st M. $150,000 gold. $1,000 c*&r | ..... | 1893 | 6g. A-O | 150,000 | Oct. 1, 1913 |

Sub. to call on any A & O on and aft. Oct. 1, '08.

*Interest* is payable at Farmers' Loan & Trust Co., N. Y., trustee.

*Sinking fund* is to receive $3,000 yearly from December, 1900.

ROAD—Operates 11½ miles of track.

OFFICERS—President and General Manager, J. K. Jolly; Vice-President, Secretary, Treasurer and Purchasing Agent, F. L. Jolly.

## BRIDGETON, N. J.

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

### BRIDGETON & MILLVILLE TRACTION—A trolley road.

ORGANIZATION—Successor May 3, 1897, to the South Jersey Traction Co., sold in foreclosure for $90,000. The population of Bridgeton by the 1895 State Census is 13,292. Capital stock, $200,000.

ROAD—Bridgeton to Millville, 11 miles of track.

EARNINGS—For years ending Dec. 31 earnings of old company were:

| Earnings— | 1895. | 1894. | Payments— | 1895. | 1894. |
|---|---|---|---|---|---|
| Gross from pass. | $37,123 | $36,432 | Paid for r'pairs S'p'rint'nd'nce & mainten'nce | $32,286 | $31,998 |
| Other inc. (freight, etc.) | 3,128 | 2,377 | | | |

OFFICERS—President, C. Hartman Kuhn; Vice-President, Stephen Green; Secretary and Treasurer, W. H. Bacon.—V. 64, p. 331, 567, 887.

## BRIGANTINE BEACH, N. J.

### BRIGANTINE RR. & STEAMBOAT CO.—

ORGANIZATION—A reorganization per plan in V. 63, p. 837, of Brigantine Transit Co. sold in foreclosure Feb. 4, 1897. Runs steamers from Inlet (Atlantic City) to Brigantine, connecting with its electric trolley road, extending along Brigantine Beach (it was reported in Sept., 1896), 9 miles.

NEW SECURITIES: $50,000 1st mortgage 5 p. c. 20-year bonds; 1st preferred 5 p. c. stock, $250,000; 2d preferred 5 p. c. stock, $75,000; common stock, $25,000.

EARNINGS—For year ending Dec. 31, 1895, passenger earnings were $6,860; other income, $789. In 1894 passenger earnings, $12,235; steamer earnings, $15,976; other income, $346; net earnings, $21,150; interest charge, $14,886. General office, Atlantic City, N. J.

INDEX—V. 62, p. 137, 185, 778; V. 63, p. 310, 837; V. 64, p. 373.

## BRISTOL, CONN.

POPULATION 1890 WAS 7,382; IN 1880 WAS 5,347; AND IN 1870 WAS 3,788.

### BRISTOL & PLAINVILLE TRAMWAY.—A trolley road.

ORGANIZATION—Organized Sept. 21, 1893. Stock authorized $1,000,000; issued, $100,000 (par $100). First mortgage 5s authorized, $200,000 (M.&N.), due 1925; int., M.&N.; outstanding, $106,000; bills payable Sept. 30, 1896, $30,000. Length of railway measured as single track, 7·4 miles. Gross earnings in year 1895-96, $64,619. President, C. S. Treadway, Bristol, Conn.

## BROCKTON, MASS.

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

### BROCKTON & BRIDGEWATER ST. RY.—BROCKTON & E. BRIDGEWATER ST. RY.—

ORGANIZATION—Both these companies were organized in 1894-95 by parties identified with the Brockton Street Ry. Oct. 1, 1895, 10 per cent had been paid in on their capital stocks of $200,000 and $100,000 respectively. President, G. H. Campbell.

### BROCKTON BRIDGEWATER & TAUNTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Organized in 1880. Commenced construction in 1897. Stock to be $200,000. To Sept. 30, 1896, $28,385 paid in on stock.

### BROCKTON STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1880. A consolidation of the Brockton Street Railway, East Side, Brockton & Holbrook and Whitman street companies. The district served by the company is said to contain a population of 66,051.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $100) | .... | 6 Q-J | $596,000f.p. | Apr.,'97 |
| Brockton St.Ry. bonds, $50,000 | 1885 | 4½ A-O | 21,000 | Apr.1,1905 |
| Bonds, $50,000 | 1886 | 4½ A-O | 32,000 | Apr.1,1906 |
| Bonds, $50,000 | 1890 | 4½ A-O | 40,000 | Apr.1,1910 |
| Bonds, gold, $150,000 | 1892 | 5 g. J-J | 18,000 | Jan.1,1912 |
| Whitman St. bonds, $25,000 | 1892 | 5 A-O | 10,000 | Apr.1,1912 |
| Brockt. (Consol.) Street Railway. 1st M. $750,000 g., $1,000 c* | 1894 | 5 g. A-O | 629,000 | Oct.1,1924 |

Subject to call at 105 and interest. Int. at State St. Safe Deposit & 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.

ROAD—Operates line 34·89 miles in length in Brockton and suburbs, extending to Avon, Randolph, Holbrook and Whitman, etc.: second track, 6·20 miles; sidings, 1·89 miles; total track, 42·98 miles.

*Dividends*—The road in 1896 had paid dividends uninterruptedly since 1882; rate 1892 to 1896 inclusive was 6 p. c.; in 1897, Jan., 1½ p. c.; April, 1½ p. c.

LATEST EARNINGS—4 months, Jan. 1 to April 30. 1897...Gross, $94,627; net, $24,673. 1896...Gross, 85,532; net, 31,613

EARNINGS—For the years ending Sept. 30 earnings have been as follows.

| *Years ending Sept. 30—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| Road operated, miles | 34·89 | 31·52 | 33½ |
| Passengers carried | 6,227,923 | 5,864,196 | 4,575,664 |
| Gross earnings | $306,865 | $259,542 | $210,321 |
| Net earnings | 116,352 | $104,592 | $76,994 |
| Other income | | 7,350 | 4,049 |
| From subsidiary companies | ..... | ..... | 13,410 |
| Total net income | $116,352 | $111,942 | $94,453 |
| Interest, rents, taxes | $48,947 | $51,375 | $77,313 |
| Dividends paid | 35,760 | 26,130 | 15,000 |
| Balance for year | $31,645 | $34,437 | sur. $2,140 |
| Total surplus Sept. 30 | $24,751 | $17,726 | $16,605 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction | $754,263 | Capital stock | $596,000 |
| Equipment | 308,051 | Funded debt | 750,000 |
| Other property | 333,792 | Real estate mortgages | 9,700 |
| Cash and current assets | 79,842 | Unfunded debt | 107,810 |
| Supplies on hand, etc. | 12,313 | Profit and loss | 24,751 |
| Total | $1,488,261 | Total | $1,488,261 |

OFFICERS—President, G. H. Campbell, Lawrence, Mass.; Treasurer, C. A. Stone, 104 Ames Building, Boston.—V. 63, p. **1008.**

## ROCKLAND & ABINGTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Owns 14·08 miles of track and operates 0·26 mile additional; total operated, 14·34 miles.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock $120,000 (par $100) | ..... | ..... | $120,000 | ..... |
| 1st mort., $100,000 gold.c* | 1895 | 6 g. M-N | 87,500 | May 1, 1915 |

Int at Old Colony Tr. Co., Boston, Trustee.

Loans and bills payable Oct. 1, 1896, $26,861.

EARNINGS—For year ending Sept. 30, 1896, gross, $71,467; net $19,035; int. and taxes, $7,807; dividend, $3,600; bal., surplus for year, $7,628. In 1894-5, gross, $67,815; net, $18,056; interest, taxes etc., $6,008; dividend, $5,162; balance, surplus for year, $6,886.

OFFICERS—(Sept., 1896) President, M. N. Arnold; Vice-President John Spence; 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 RAPID TRANSIT.—*(See Map on page 19.)*

ORGANIZATION—A New York corporation organized in January, 1896, per plan in CHRONICLE, V. 60, p. 1145, to succeed to the property of the old Long Island Traction Company (see SUPPLEMENT November, 1895), foreclosed; syndicate headed by ex-Governor Flower having bought control. Cars will run over the Brooklyn Bridge. See V. 64, p. 798.

ASSETS—The property purchased includes (1) the lease of the Brooklyn City RR., (2) the entire capital stocks of the Brooklyn Heights RR. ($200,000) and Brooklyn Queens County & Suburban Ry. $2,000,000), and (3) a guarantee fund deposited to secure the faithful performance by the Brooklyn Heights Company of its contract with the Brooklyn City RR.

The *guarantee fund,* originally $4,000,000, was drawn upon for $250,000 by the Long Island Traction Company in July, 1894, as permitted by the trust deed, but on May 1, 1897, it contained securities estimated as worth $3,938,700, as follows: Brooklyn City RR. consol. 5s, par value $1,630,000, market value $1,858,200; Brooklyn Queens County & Suburban bonds $2,000,000, market value $2,080,000; cash, $500; total market value as above, $3,938,700.

The *Brooklyn City RR. Co.* is held under a 999-year lease, dated Feb. 14, 1893, guaranteeing all charges and 10 per cent dividends on $12,000,000 of stock. The lease is nominally to the Brooklyn Heights RR. Co. but practically to the Brooklyn Rapid Transit Co., since that company owns the entire capital stock of the Brooklyn Heights Company and guarantees payment of dividends to lessor, as said above, by special fund in hands of trustees.

In the reorganization the old $30,000,000 of Long Island Traction stock paid an assessment of $10 per $100 share, the old stock being reduced to $20,000,000, and $7,000,000 o. 5 per cent bonds being authorized, against $3,000,000 of Long island Traction.

| STOCK & BONDS— | *Date.* | *Interest* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $20,000,000, $100 | ..... | ..... | $20,000,000 | ..... |
| Bonds, $7,000,000, gold | 1895 | 5 g. A-O | 5,181,000 | Oct. 1, 1945 |

Interest at Central Trust Co., N. Y., trustee.

Bills payable Mar. 31, 1897. ..... ..... 300,000 .....

The capital stock is to be held in a voting trust for five years, the trustees being R. P. Flower, F. P. Olcott and A. N. Brady.

*Bonds*—Of the $7,000,000 fifty-year 5 per cent gold bonds, $1,875,000 took up collateral trust notes, $3,000,000 went to stockholders for the assessment; balance for future requirements of the road. For description of property covered by the mortgage see V. 62, p. 1138. In March, 1897, bonds for $306,000 were listed, issued for construction etc. V. 64, p. 753.

MILEAGE—The system July 1, 1896, included:

| | *Miles.* | | *Miles.* |
|---|---|---|---|
| Brooklyn Heights RR. | 1·18 | Brookl. Queens Co. and Sub. | 45 |
| Brooklyn City RR. | 204·24 | Projected | 80 |
| Projected | 93 | | |

EARNINGS—The revenue of the Brooklyn Rapid Transit is derived from the operation of the Brooklyn Heights (including the Brooklyn City) and the Brooklyn Queens County & Suburban, which see.

OFFICERS—President, Clinton L. Rossiter; Vice-President, Horace C. Du Val; Secretary and Treasurer, T. S. Williams.

DIRECTORS—Clinton L. Rossiter, W. C. Bryant, Horace C. Du Val, John D. Keiley, Timothy S. Williams, John G. Jenkins, Theodore F. Jackson, Anthony N. Brady, Henry Seibert, Seth L. Keeney, David H. Valentine, John Englis; C. D. Meneely. INDEX—V. 63, p. 793; V. 64, p. 80, 233, 329, 373, 753, 798.

## BROOKLYN RAPID TRANSIT SYSTEM—BROOKLYN HEIGHTS RR.—*(See Map on page 19.)*—A cable road.

ORGANIZATION—Chartered in 1887. Entire stock owned by Brooklyn Rapid Transit, in whose interest it has a 999-year lease of the Brooklyn City Railroad—which see.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g* | *Maturity.* |
|---|---|---|---|---|
| Stock | .... | ..... | $200,000 | ..... |
| 1st mortgage | 1891 | 5% A.—O. | 250,000 | Apr. 1, 1941 |

Loans and bills payable March 31, 1897, $209,000.

| ROAD.— | *Miles.* |
|---|---|
| City Hall to Wall St. Ferry | ½ |
| Second track | ½ |
| Branch to power house | 0·18 |
| Total road owned | 1·18 |

EARNINGS—See Brooklyn Rapid Transit Co. The cable road itself had in year 1895-96 gross earnings of $48,147.

Cable cars owned ..... 8

LATEST EARNINGS—From July 1st to March 31, nine months:

| *9 months.* | *Gross.* | *Net.* | *Oth. inc.* | *Int., tax., etc.* | *Balance.* |
|---|---|---|---|---|---|
| 1896-7 | $3,212,746 | $1,261,493 | $180,366 | $1,436,775 | sur. $5,084 |
| 1895-6 | 3,111,602 | 1,199,659 | 166,590 | 1,543,848 | def. 177,599 |

Earnings for the calendar year were given in V. 64, p. 80, showing surplus over charges in 1896 $89,606, against a deficit of $706,758 in 1895.

ANNUAL REPORT—Fiscal year ends June 30. Report for 1895-96 was given in V. 63, p. 268.

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross | $4,272,393 | $4,052,189 | Int., rents., tax's, &c. | $2,044,875 | $2,075,865 |
| Net | 1,769,167 | 1,192,383 | | | |
| Other inc. | 232,599 | 220,875 | | | |
| Total | $2,001,766 | $1,413,258 | Bal'nce | df. $43,109 | df. $662,607 |

GENERAL BALANCE SHEET MARCH 31, 1897.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Road and equipment | $465,675 | Stock | $200,000 |
| Brooklyn City RR., acct. construction | 3,273,554 | Funded debt | 250,000 |
| Betterments | 103,474 | Loans and bills payable | 209,000 |
| Supplies on hand | 117,590 | Int. due and accrued | 42,947 |
| Open accts., etc | 156,459 | Wages and open accts | 203,883 |
| Cash on hand | 365,028 | Rentals & taxes accrued | 560,813 |
| | | Equity in B'klyn City RR. constr. acct | 2,998,060 |
| | | Profit and loss, surplus | 17,071 |
| Total | $4,481,780 | Total | $4,481,780 |

OFFICERS—President, Clinton L. Rossiter; Vice-President, T. F. Jackson: Secretary, T. S. Williams. Purchasing Agent, E. L. LeBars. Office, Clinton and Montague Streets.

DIRECTORS—(Elected in 1897)—Clinton L. Rossiter, John Englis, Theodore F. Jackson, Seth L. Keeney, D. H. Valentine, Horace C. Du Val, Henry Seibert, T. S. Williams, Anthony N. Brady, John G. Jenkins, William Cullen Bryant, John D. Keiley, C. D. Meneely).

INDEX—V. 62, p. 276, 456, 868; V. 63, p. **268**, 837; V. 64, p. **80**, 329, 610, 753.

## BROOKLYN RAPID TRANSIT SYSTEM—BROOKLYN CITY RR.—*(See Map on page 19.)*—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. (now controlled by Brooklyn Rapid Transit Co.) was given June 6, 1893

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock ($10 shares) | .... | 10% Q.-J. 15 | $12,000,000 | Apl. 15, '97, 2½ |
| 1st M. & con. M. $500 & c. 1891 | 5 | J. & J. | 6,000,000 | July 1, 1941 |

Subj. to call in 1916....c* Int. at Long Island Bank, Brooklyn.

| Assumed | | | | | |
|---|---|---|---|---|---|
| B'k'n Crosst. 1st M. 1888 | 5 | J. & J. | 200,000 | July 1, 1908 |
| G'd St. & New. 1st M. | 5 | F. & A. | 200,000 | 1906 |
| C. C. G. P. & B. 1st M. 1887 | 6 | J. & D. | 200,000 | June 1, 1907 |
| New W. & Fl. 1st 7s ext. '97 | 4½ | F. & A. | 200,000 | July 1, 1941 |
| Gr. P. & Lor. St. 1st M. | 6 | M. & N. | 125,000 | May 1, 1910 |

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 Brooklyn Rapid Transit owns the stock of the Brooklyn Heights Co. There was deposited $4,000,000 as a guaranty fund to secure fulfilment of terms of lease, but no dividends to be paid on Brooklyn R. T. stock while fund is below $4,000,000. The Brooklyn City RR. Co. is required to re-pay, on appraisal, any money expended by the lessee for betterments if at any time the lease is terminated. See V. 59, p. 27.

ROAD—Company owns 204 miles of track in city of Brooklyn, extending to East New York and Queens County.

| *Roads owned in fee—* | *Miles.* | | |
|---|---|---|---|
| Main line and br'ches, trolley | 97½ | Sidings, etc | 19¼ |
| Second track | 87¼ | Total of all track July, '96 | 204 |

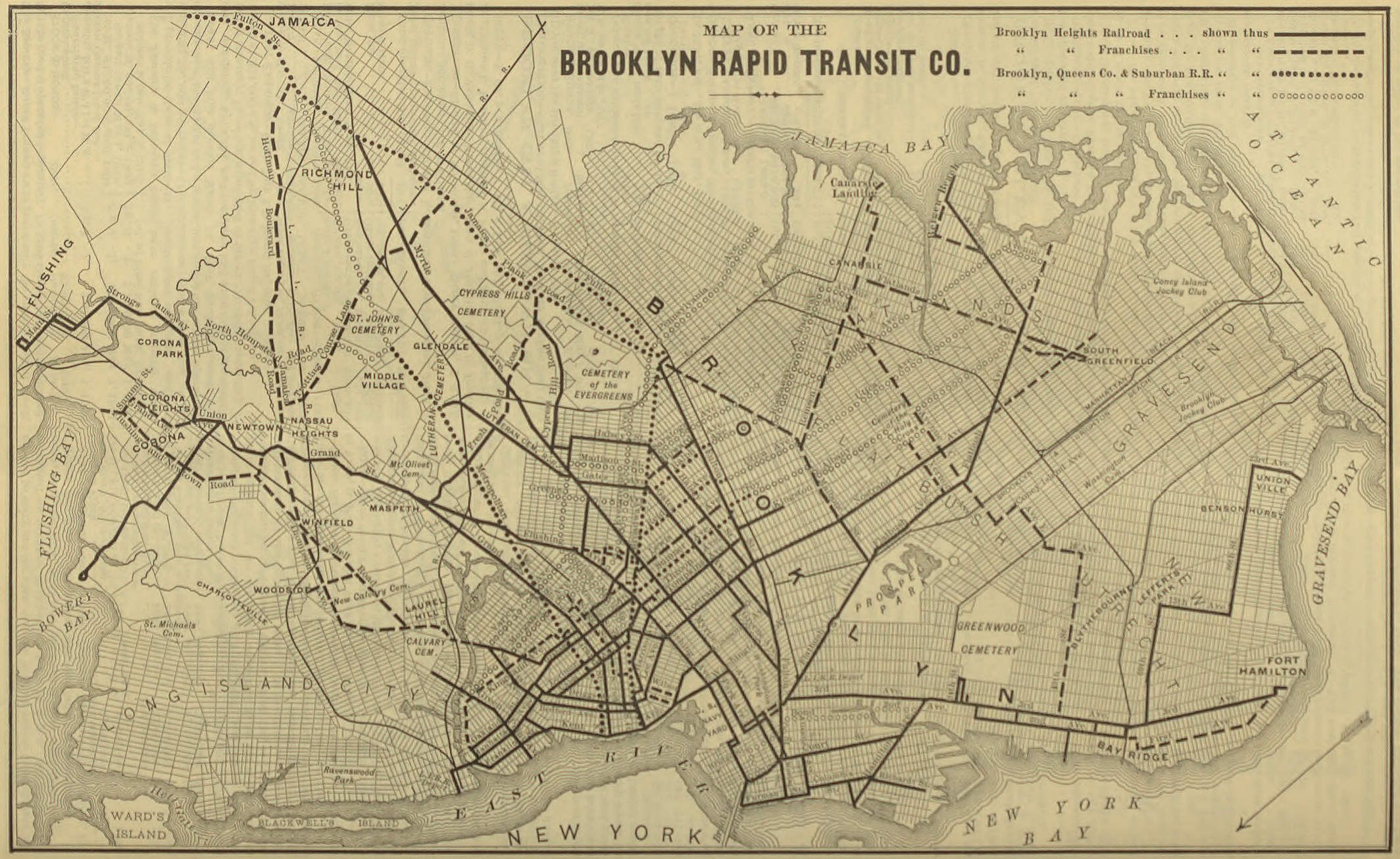
DIVIDENDS—For many years 8 per cent; in 1893 guaranteed 10 per cent under the lease. Extra dividend of 2 per cent in 1894. In 1895, Jan., 2½ p. c.; April, 2½ p. c.; July, 5 p. c., of which 2½ p. c. extra. (V. 61, p. 68); Oct., 2½ p. c.; in 1896, 10 p. c.; in 1897, Jan., 2½ p. c.; April, 2½ p. c.

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 Mar. 31, 1897, showed $3,273,554 spent on the Brooklyn City RR. for betterments and construction. Under the lease this amount, on appraisal, is payable to the lessee if, for any reason, the lease is terminated. New Williamsburg & Flatbush first 7s, due Feb. 1, 1897, for $200,000 were extended to 1941 at 4½ per cent.—V. 64, p. 233.

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. above. They are not reported separately.

OFFICERS—President, Edward Merritt; Vice-President, Edward D. White; Secretary and Treasurer, Thomas P. Swin.—V. 64, p. 41, 233.

## BROOKLYN RAPID TRANSIT—BROOKLYN QUEENS COUNTY & SUBURBAN RAILROAD.—*(See Map on page 19.)*—A trolley road.


MAP OF THE
BROOKLYN RAPID TRANSIT CO.
Brooklyn Heights Railroad . . . shown thus
" " Franchises . . . " "
Brooklyn, Queens Co. & Suburban R.R. " "
" " " Franchises " "
JAMAICA
RICHMOND HILL
FLUSHING
CORONA PARK
CORONA HEIGHTS
CORONA
NEWTOWN
NASSAU HEIGHTS
MIDDLE VILLAGE
GLENDALE
CYPRESS HILLS CEMETERY
ST. JOHN'S CEMETERY
CEMETERY of the EVERGREENS
MASPETH
WINFIELD
WOODSIDE
LAUREL HILL
CALVARY CEM.
CHARLOTTEVILLE
LONG ISLAND CITY
WARD'S ISLAND
BLACKWELL'S ISLAND
EAST RIVER
NEW YORK
NEW YORK BAY
FLUSHING BAY
BOWERY BAY
JAMAICA BAY
ATLANTIC OCEAN
GRAVESEND BAY
BROOKLYN
BATTLE HILL
BUSHWICK
GRAVESEND
PROSPECT PARK
GREENWOOD CEMETERY
BEDFORD
CANARSIE
SOUTH GREENFIELD
UNION VILLE
BENSONHURST
FORT HAMILTON
BAY RIDGE
Coney Island Jockey Club
Brooklyn Jockey Club
Canarsie Landing

ORGANIZATION—A consolidation in January, 1894—see V. 58, p. 126. The *Brooklyn Rapid Transit* owns practically the entire capital stock, but the road is operated separately. In 1894 the trolley was introduced.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Capital stock | ..... | ..... | $2,000,000 | None. |
| *Underlying bonds—* | | | | |
| Jamaica & B'n R'd 1st M., g. | .... | 5 g. J.-J. | 240,000 | Jan. 1, 1930 |
| *B'klyn Queens Co. & Sub.—* | | | | |
| 1st M., $3,500,000, gold. Subject to call May 1, 1916. | 1894 | 5 g. J.-J. | 3,500,000 | May 1, 1941 |
| 1st con. M., $4,500,000, g. Subject to call May 1, 1916. | 1894 | 5 g. M.-N. *Int.* at First Nat. Bank, Brooklyn. | 2,750,000 | May 1, 1941 |

The Jamaica & Brooklyn bonds have certain property which will provide for them at maturity. *Consolidated mortgage* bonds (of which $1,750,000 are reserved for extensions) are a *first* lien on all extensions of the system and a second lien on the line now in operation.

Loans and bills payable March 31, 1897, $425,000; profit and loss, deficiency, $374,454 and company had $250,000 of its consols in the treasury; these being included in the $2,750,000 outstanding, of which $1,921,000 are owned by Brooklyn Rapid Transit Co.

LATEST EARNINGS—From July 1 to March 31, nine months:

| *9 mos. to Mar. 31.* | *Gross.* | *Net.* | *Oth. inco.* | *Int., taxes, etc.* | *Balance.* |
|---|---|---|---|---|---|
| 1896-7 | $535,002 | $198,623 | $6,832 | $268,390 | def. $62,936 |
| 1895-6 | 493,316 | 164,170 | 15,503 | 257,293 | def. 77,620 |

ROAD—Including lines to East New York, Cypress Hills and Jamaica, and on Ralph, Sumner, Reid, Metropolitan Aves., etc.

| | *Miles.* |
|---|---|
| Main line | 22½ |
| Second track | 22½ |
| Total operated Nov., 1895 | 45 |
| Total, includ'g projected, 125 miles. | |

ANNUAL REPORT—Fiscal year ends June 30.

| *Yr. end. Jne. 30.* | 1896. | 1895. |
|---|---|---|
| Gross earns | $684,946 | $589,408 |
| Net earns | 233,815 | 174,182 |
| Other income | 18,018 | 36,129 |
| Int., taxes, etc. | 345,560 | 339,068 |
| Bal., deficit | $93,727 | $128,757 |

OFFICERS—President, Clinton L. Rossiter; Vice-President, John G Jenkins; Secretary, T. S. Williams.

DIRECTORS—Elected in November, 1896: Henry Siebert, T. S. Williams, D. H. Valentine, Moses May, John G. Jenkins, John G. Jenkins Jr., Clinton L. Rossiter, Anthony N. Brady and Bernard Gallagher.

INDEX—V. 62, p. 276, 868; V. 63, p. 558, 837; V. 64, p. 80, 329, 753.

## BROOKLYN CITY & NEWTOWN RR.—

ORGANIZATION—Chartered May 22, 1860. De Kalb Avenue line. Cars will run over the Brooklyn Bridge.—V. 64, p. 798.

| STOCK & BONDS. | *Date.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock ($100 shares) | ..... | text Q.-F. | $1,000,000 | May 1, '97, 1½% |
| 1st M., $2,000,000 | 1889 | 5 J.-J. | 2,000,000 | July 1, 1939 |
| R.E. morts. Mar., '97 | .... | ..... | 191,605 | ..... |

*Interest* and *dividends* paid at Mercantile Trust Co., N. Y. City.

| ROAD— | *Miles.* | | *Miles.* |
|---|---|---|---|
| Single track, main line | 8·80 | Sidings | 1·40 |
| Second track do | 8·55 | | |
| Weight of rails 66½ and 98 lbs. | | Total owned June 30, 1895 | 18·75 |

| DIVIDENDS— Per cent. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. |
|---|---|---|---|---|---|---|
| | 4 | 8 | 11 | 11 | 10 | below. |

In 1897, Feb., 1½ p. c.; May, 1½ p. c.

BONDS—Mortgage Trustee, Mercantile Trust Co., N. Y.

LATEST EARNINGS—9 mos. July 1 to March 31. 1896-7...gross, $387,139; net, $138,557. 1895-6...gross, 411,423; net, 160,907

ANNUAL REPORT.—Results for the fiscal years ending June 30:

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross | $553,586 | $616,909 | Int. on bonds | $98,012 | $96,750 |
| Net | 220,873 | 234,353 | Taxes | 20,742 | 17,603 |
| Other income | 8,628 | 364 | Rental, etc | 10,569 | 10,565 |
| Net income | $229,501 | $234,717 | Bal., surplus | $100,178 | $109,799 |
| | | | Dividends | (10) 100,000 | (11) 110,000 |

GENERAL BALANCE SHEET DEC. 31, 1896.

| *Assets—* | | *Liabilities—* | |
|---|---|---|---|
| Road and equipment | $3,233,216 | Capital stock | $1,000,000 |
| Permanent investm'ts | 10,556 | Funded debt | 2,000,000 |
| Supplies on hand | 13,480 | Loans and bills payable | 15,000 |
| Accrued interest | 49,520 | Int. on funded debt | 50,000 |
| Due on open accounts | 11,616 | Open accounts, etc | 32,617 |
| Cash on hand | 63,721 | Mortgage on real estate | 191,605 |
| | | Profit and loss, surplus | 92,887 |
| Total | $3,382,109 | Total | $3,382,109 |

OFFICERS—President, J. N. Partridge; Secretary and Treasurer, Duncan B. Cannon; Supt. and Pur. Agent, John L. Heins. Office, DeKalb and Central avenues, Brooklyn.—V. 63, p. 557; V. 64, p. 798.

## BROOKLYN ELEVATED RAILROAD—

A steam road, to be made electric.

RECEIVERSHIP.—On March 25, 1897, President Frederick Uhlmann was appointed receiver.

REORGANIZATION.—*Committee:* F. P. Olcott, Chairman, James T. Woodward, Charles Parsons, Ernst Thalmann and Leonard Lewisohn. In May, the plan was declared effective, over 80 per cent of the various issues of bonds having assented.

*Plan.*—The **plan** was given in V. 64, p. **609**. All the mortgages of the Brooklyn, the Union and the Seaside & Brooklyn Bridge companies are to be foreclosed, and their properties transferred to a new company, which will issue thereon the following new securities: (1) First mortgage for $16,000,000 gold bonds, due 1950, at 4 p. c. until 1905 and 5 p. c. thereafter; (2) preferred 5 p. c. non-cumulative stock, $5,000,000; (3) common stock, $13,000,000.

*Distribution of New Securities.*—The old bonds and stock (paying assessment) receive:

| OLD SECURITIES IN AMOUNTS AS FOLLOWS: | ASSESSM'T. | IF PAYING— *Cash.* | WILL RECEIVE— *New 1st M.* | *P. St'k.* | *C. St'k.* |
|---|---|---|---|---|---|
| Brooklyn El. 1st M., $1,000 | none. | $20 ¶ | $1,000 | ..... | $200 |
| Union El. 1st M., $1,000 | none. | 20 ¶ | 1,000 | ..... | 200 |
| Seaside & B.B. 1st M., $1,000 | $100 | 20 ¶ | 1,000 | $100 | ..... |
| Brooklyn El. 2d M., $1,000 | 200 | 14 ¶ | 700 | 500 | ..... |
| Union El. 2d inc., $1,000 | 100 | ..... | ..... | 600 | 500 |
| Brooklyn El. stock, $100 | 10 | ..... | ..... | 10 | 75 |

¶ NOTE—Pending reorganization this amount will be paid for each coupon maturing after April 1, 1897.

The cash contributions levied aggregate $1,921,500 and are to be payable as called by the committee.

*Fixed Charges.*—Only $11,890,000 first mortgage bonds will be needed to carry out the plan, and the present yearly fixed charges are estimated as follows: Interest on firsts at 4 p. c., $475,600; taxes (est.), $108,000; total, $583,600 (old fixed charges were $882,083).

STOCK AND BONDS.—Securities after and before reorganization:

| *After reorganization—* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity, etc* |
|---|---|---|---|---|
| Common stock | ..... | ..... | $13,000,000 | ..... |
| Pref. stock, 5% non-cum. | ..... | ..... | 5,000,000 | ..... |
| 1st M., $16,000,000 g., 4% till 1905, thereafter 5%. | 1897 | 4 to 5 semi an. | 12,890,000 | 1950 |
| *Before reorganization—* | | | | |
| Stock $13,283,600, $100 | ..... | ..... | $13,283,600 | ..... |
| 1st mort., gold ($1,000) c* | 1884 | 6g. A-O | 3,500,000 | Oct. 1, 1924 |
| 2d mort., gold ($1,000) c* | 1885 | 5g. J-J | 1,250,000 | July 1, 1915 |
| Union Elevated bonds assumed— | | | | |
| 1st mort., gold, ($1,000) | 1887 | 6g. M-N | 6,150,000 | May 1, 1937 |
| 2d M. income, non-cum. | 1887 | 5g. J-J | 2,068,000 | Jan. 1, 1927 |
| *Guaranteed bonds—* | | | | |
| Seaside & Brook. B. 1st M. | 1892 | 5g. J-J | 1,365,000 | July 1, 1942 |

*Coupon Payments.*—Coupons of April, 1897, and subsequent dates are in default, but for all bonds deposited under the reorganization plan the committee, through the Central Trust Co., is paying interest as it matures at the following rates: On the first mortgage bonds of the Brooklyn Elevated, Union Elevated and Seaside & B'klyn Bridge, $20 per coupon; on Brooklyn Elevated 2d mortgage, $14 per coupon. These are the cash payments provided for under the plan above.

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

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; second track, 20·11 miles; total track, 40·22 miles. Cars are run (since May 17, 1896,) from Brooklyn Bridge, via Union Station at 36th Street and 5th Avenue, over the old Prospect Park & Coney Island to Coney Island.

EQUIPMENT—Locomotives owned, 76; leased, 19; passenger cars owned, 226; leased, 60.

GENERAL FINANCES.—State taxes have been paid, but municipal taxes for 1895 and 1896 are in dispute in the courts—see V. 64, p. 80. Loans (bills payable) Dec. 31, 1896 (secured by $1,210,000 Seaside & B. B. firsts) were $605,000, having been increased $195,000 during the year; there was due "operating fund" $166,172.

ANNUAL REPORT—Report for year ending Dec. 31, 1896, was given in V. 64, p. 80. "Fixed charges" include all State and municipal taxes; but the municipal taxes on the structure have *not* been paid. Excluding local taxes on structure the deficiency for 1896 would be $75,235. Increased earnings in 1895 were due to strike on trolley roads.

| *Year end. Dec. 31.* | *Gross.* | *Net.* | *Fixed Charges.* | *Balance.* |
|---|---|---|---|---|
| 1896 | $1,718,688 | $688,699 | $882,084 | def. $193,385 |
| 1895 | 2,082,937 | 924,699 | 859,428 | sur. 65,271 |
| 1894 | 1,730,848 | 689,754 | 831,093 | def. 141,339 |
| 1893 | 1,839,280 | 742,367 | 764,897 | def. 22,530 |

OFFICERS—President, F. Uhlmann; Vice-President, G. W. Wingate; Secretary and Treasurer, E. Dyer, Jr. DIRECTORS (Elected January, 1897):—Ernst Thalman, Edward Lauterbach, Leonard Lewisohn, Simon Rothschild, Jacob Scholle, Henry Sidenburg, Henry W. Putnam, Jr., Simon Uhlmann, George W. Wingate, Elisha Dyer, Jr., Wm. Halls, Jr., Emil Schaefer.—(V. 64, p. 798, 842, 887, 951, 1000.)

## BROOKLYN NEWTOWN JAMAICA & FLUSHING RR.—A trolley road.

ORGANIZATION—This company has been organized to build electric railways from Brooklyn to Jamaica, College Point, Flushing, Whitestone, etc., within a radius of twenty-five miles of Brooklyn. It is stated that rights of way have been secured. N. R. Appleton of New York is President, and with him is associated Benjamin F. Frick, formerly secretary of the Atlantic Avenue RR.—V. 63, p. 401.

## CONEY ISLAND & BROOKLYN RR.—

ORGANIZATION—Chartered Dec. 10, 1860. Cars will run over the Brooklyn Bridge.—V. 64, p. 798.

| STOCK & BONDS.— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock (par $100) | ..... | 5 Q.—J. | $1,000,000 | Apr. 1, '97, 1½ |
| First mort., cur., c. ($1,000) | 1884 | 5 J.-J. | 300,000 | Jan. 1, 1904 |
| | Trustee, Brook. Trust Co. | Int. at Mechanics' Bank, Brook. | | |
| Cert. of indebt. ($1,000) | 1895 | 5 J.-J. | $400,000 | Jan. 1, 1910 |
| Mortgage $1,500,000 | 1897 | 5 J.-J. | See text. | July 1, 1947 |
| | Interest at Mechanics' Bank, Brooklyn. | | | |
| Loans and bills payable Mar. 31, 1897 | ..... | ..... | $37,500 | ..... |

Of the $1,500,000 bonds of 1897 $700,000 are to be reserved for prior bonds, $150,000 are to be issued July 1, 1897, for new equipment and extensions, etc., and $650,000 are to remain with the trustee, the Brooklyn Trust Co.—See V. 64, p. 1000.

ROAD—Brooklyn to Coney Island with branches, 12¼ miles; second track, 12¼; total track August, 1895, 24¾; weight of rails, 60 lbs

DIVIDENDS—In 1893 4 per cent on $500,000 and 3 per cent on $1,000,000; in 1894, 5 per cent; in 1895, 6 per cent; in 1896, 5 per cent; in 1897, January, 1½ per cent; April, 1½ per cent.

LATEST EARNINGS—9 months, July 1 to Mar. 31. 1896..gross, $246,471; net, $75,403. 1895..gross, 266,233; net, 106,112

Surplus over nine months' charges, $36,909 in 1896-7; $67,066 in 1895-6.

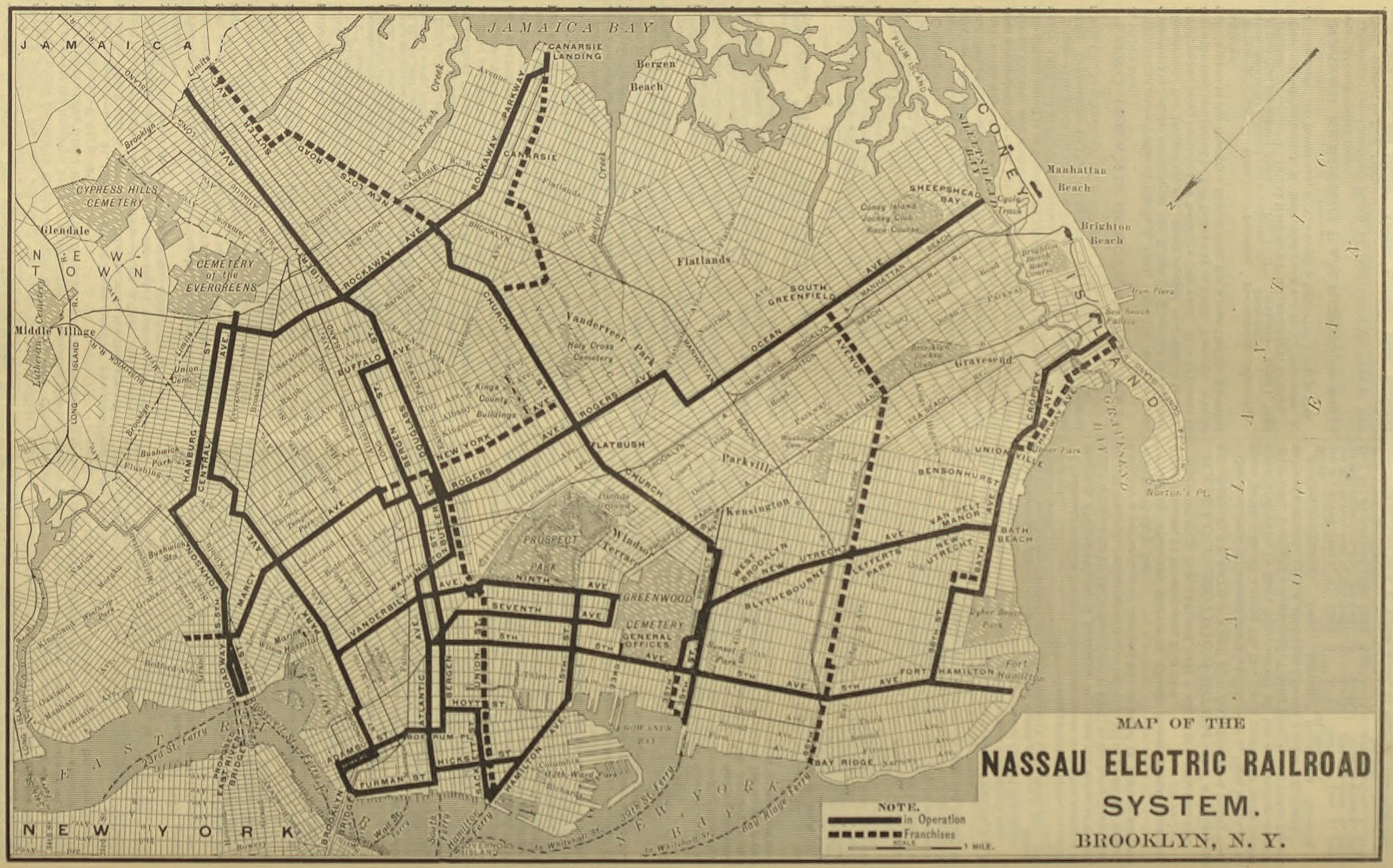
ANNUAL REPORT—Fiscal year ends June 30. Earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $363,943 | $353,200 | Int., taxes, etc. | $55,569 | $49,857 |
| Net | 140,517 | 125,333 | Bal. for divs | 87,017 | 77,581 |
| Other income | 2,069 | 2,105 | Dividends paid | 69,977 | 39,992 |

OFFICERS—President, Dennis W. Sullivan (elected in October, 1895); Secretary, Willis Brower; Treasurer, W. Van Derhoef. Office, Smith and Ninth streets, Brooklyn.—V. 63, p. 268; V. 64, p. 798, 1000.

## KINGS COUNTY ELEVATED—A steam road.

ORGANIZATION—Chartered Jan. 6, 1879, and road opened in April, 1888. Securities readjusted in 1895. The Fulton Elevated has been


MAP OF THE
NASSAU ELECTRIC RAILROAD SYSTEM.
BROOKLYN, N. Y.
NOTE.
in Operation
Franchises
1 MILE.
JAMAICA BAY
JAMAICA
CANARSIE LANDING
Bergen Beach
CONEY ISLAND
Manhattan Beach
Brighton Beach
Coney Island Jockey Club Race Course
SHEEPSHEAD BAY
Flatlands
Gravesend
GRAVESEND BAY
Norton's Pt.
ATLANTIC OCEAN
Vanderveer Park
Holy Cross Cemetery
Parkville
Kensington
Windsor Terrace
PROSPECT PARK
GREENWOOD CEMETERY
GENERAL OFFICES
BENSONHURST
BATH BEACH
Fort Hamilton
BAY RIDGE
CYPRESS HILLS CEMETERY
Glendale
NEW TOWN
CEMETERY of the EVERGREENS
Middle Village
Bushwick Park
Kingsland
Marine Hospital
EAST RIVER
NEW YORK
NEW YORK BAY
Brooklyn Bridge
Wall St. Ferry
South Ferry
Hamilton Ferry
Bay Ridge Ferry
23rd St. Ferry
39th St. Ferry
Proposed East River Bridge
Governors Island
Ellis Island
Liberty Island
Sea Beach Palace
Iron Piers
Cycle Track
Brooklyn Jockey Club
Brooklyn Beach Race Course
Kings County Buildings
Union Cem.
Lutheran Cemetery
Brooklyn Navy Yard
Wallabout Bay
Gowanus Bay
Upper Bay
Upper Beach Park
Sunset Park
Leffertts Park
Van Pelt Manor
Bushwick Sta.
Flushing
Brooklyn
Long Island R.R.
Pennsylvania R.R.
New York Central R.R.
Brooklyn Rapid Transit Co.
Sixth Ward Park
Columbia Heights
Fulton Ferry
Hoboken Ferry
Jersey City
Bergen Hill
Fresh Creek
Bedford Creek
Jamaica Bay
Plum Island
Sheepshead Bay
Coney Island
Ocean Avenue
Sea Beach
Bay Ridge Ferry
Brooklyn Bridge
Union Cemetery
Lutheran Cemetery
Kings County Buildings
Holy Cross Cemetery
Brooklyn Navy Yard
Wallabout Bay
Gowanus Bay
Upper Bay
Upper Beach Park
Sunset Park
Leffertts Park
Van Pelt Manor
Bushwick Sta.
Flushing
Brooklyn
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Pennsylvania R.R.
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Brooklyn Rapid Transit Co.
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Bergen Hill
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Bedford Creek
Jamaica Bay
Plum Island
Sheepshead Bay
Coney Island
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Brooklyn
Long Island R.R.
Pennsylvania R.R.
New York Central R.R.
Brooklyn Rapid Transit Co.
Sixth Ward Park
Columbia Heights
Fulton Ferry
Hoboken Ferry
Jersey City
Bergen Hill
Fresh Creek
Bedford Creek
Jamaica Bay
Plum Island
Sheepshead Bay
Coney Island
Ocean Avenue
Sea Beach
Bay Ridge Ferry
Brooklyn Bridge

absorbed. In February, 1896, agreement was made to lease the elevated extension of Brooklyn & Brighton Beach RR., about ¼ mile, and about 3 miles of trackage additional, for rapid transit purposes, Through trains are run to Brighton Beach; see V. 63, p. 754. Cars will run over the Brooklyn Bridge. V. 64, p. 798. Connection is to be made with the Long Island Electric for the running of through cars to Far Rockaway.—V. 64, p. 330.

RECEIVERSHIP—Aug. 31, 1896, President James Jourdan was made receiver. See V. 63, p. 402. Consolidation with the Brooklyn Elevated is said to be under consideration.—V. 64, p. 754.

REORGANIZATION—In May, 1897, it was stated that a plan would probably be announced in four or five weeks. Electricity is to be introduced.

*Floating Debt*—The company's floating indebtedness August, 1896, was stated as follows: Bills payable secured, $211,700; on time, $7,500; open supply accounts, $50,000; wages, $7,500; interest due on Sept. 1 on Fulton Elevated bonds, $63,575. The available cash resources are $5,000. Accrued taxes to Mar. 31, 1896, of $138,369.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity, etc. |
|---|---|---|---|---|
| Stock | ..... | ..... | 4,750,000 | ..... |
| 1st M., gold, $1,000, Series A, $550,000 per mile....o* | 1885 / 1885 | 6g. J-J / 5g. J-J | $200,000 / 3,231,000 | Jan. 1, 1925 / Jan. 1, 1925 |
| | July, 1896, coupons last paid. | | | |
| Fulton El. 1st M., "A" $1,000 | 1889 | 5g. M-S | 2,543,000 | Mar. 1, 1929 |
| | Int'st due Sept., '96, not pd. at maturity. | | | |
| Kings County 2d mort. col. tr. incomes— | | | | |
| "A" $1,000,000, inc. cum.. | 1893 | 6 p. c. | (See text.) | Apr. 1, 1938 |
| "B," income cum..... | 1893 | 6 p. c. | 500,000 | Apr. 1, 1938 |
| Income debent., non-cum... | 1893 | 6 p. c. | 3,545,850 | Apr. 1, 1938 |
| Car trusts ($4,000 due each Feb. 1); par, $1,000..... | 1893 | 6 F-A | 28,000 | 1895-1903 |
| | Interest at Atlantic Trust Co., N. Y. | | | |
| *Old securities, mostly retired under plan of* 1894— | | | | |
| 2d M., $1,000 (see text).... | 1888 | 5g. A-O | $3,377,000 | Apr. 1, 1938 |
| Funded coup. scrip..... | 1890 | 6 Apr. 1 | 448,950 | Apr. 1, 1900 |

DEFAULT—COMMITTEE—Interest due Sept. 1, 1896, on Fulton El. 1sts and Jan. 1, 1897, on K. C. first mortgage 5s and 6s was not paid *Committee:* For K. C. El. and Fulton El. firsts—August Belmont, Wm. A. Read and Walter G. Oakman. See V. 63, p. 402, 754.

*Bonds*—The $1,000,000 series "A" bonds were 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, and have a second lien on the Fulton El. (now merged) as well as rest of the property.

Unearned *second mortgage* interest funded to June 30, 1896, amounted to $689,557. Loans and bills payable Sept. 30, 1896, $217,500.

Kings County 1st mortgage trustee is Mercantile Trust Co. of N. Y. (See abstract of first mortgage in V. 49, p. 237.) Trustee of Fulton Elevated 1st mortgage is Central Trust Co., N. Y.

ROAD—Kings County owns double-track road through Fulton Street to former city line; Fulton Elevated thence to new city line.

Tracks were as follows on June 30, 1896, 21·723 miles in all:

| *Tracks—* | *1st.* | *2d.* | *3d.* | *Sidings, etc.* | *Total.* |
|---|---|---|---|---|---|
| Kings County El., miles..... | 5·444 | 5·444 | 0·962 | 0·627 | 12·477 |
| Fulton El., miles..... | 2·884 | 2·884 | 0·475 | 3·003 | 9·246 |

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

ANNUAL REPORT—Fiscal year ends June 30. Results for 1895-96, with balance sheet, were given in V. 63, p. 502, showing as follows:

| | 1895-96. | 1894-95. | | 1895-96. | 1894-95. |
|---|---|---|---|---|---|
| Gross..... | $767,337 | $804,508 | Int. on bonds | $365,031 | $192,042 |
| Net..... | 254,585 | 299,910 | Rts. & gu. int. | | 106,493 |
| Other income. | 14,400 | 9,999 | Interest on loans, etc. | | 3,021 |
| | | | Taxes..... | | 50,031 |
| Net income. | $268,985 | $309,909 | Balance.. | def.$96,049 | df.$41,678 |

OFFICERS—President, James Jourdan; Vice-President, August Belmont; Secretary, Henry J. Robinson; Treasurer, James H. Frothingham; General Manager and Purchasing Agent, W. T. Goundie. Office, 540 Franklin Ave., Brooklyn, N. Y.—(V. 64, p. 754, 798, 1001.)

## KINGS COUNTY TRACTION CO.—

ORGANIZATION—Incorporated in March, 1896, and purchased the assets of the Brooklyn Traction Co, owning all the capital stock of the Atlantic Avenue RR. The Atlantic Ave. and Brooklyn Bath & West End lines (old Brooklyn Traction System) were leased in 1896 for 969 years to the Nassau Electric RR.; therefore the Kings County Traction does not operate any road, but merely receives the rental due from the Nassau Electric and distributes it to the Traction Co. stockholders. The annual rental is as follows: $150,000 for first two years from February, 1896, and $180,000 thereafter.

STOCK—The Kings County Traction capital stock is $4,500,000; par $100. DIVIDENDS—In 1897, on Jan. 25, 1 per cent, payable at Central Trust Co., New York.—V. 62, p. 636, 820; V. 64, p. 83.

## LONG ISLAND ELECTRIC RAILWAY—

A trolley road.

ORGANIZATION—Chartered March 5, 1894. Road is to run from Crescent Ave., at the terminus of the Kings Co. Elevated to Jamaica, Hempstead, Far Rockaway, etc. Road opened to Jamaica in July, 1896, power being furnished by Brooklyn City road. It is expected to have the road completed to Far Rockaway in 1897. Through connection is made to the Brooklyn Bridge over the Kings County Elevated Railroad.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $600,000..... | ..... | ..... | $600,000 | ..... |
| 1st mort'ge, $600,000 ($1,000).....o* | 1895 | 5 g. J-D | 600,000 | June 1, 1925 |
| | Int. at Hamilton Trust, Brooklyn, Trustee. | | | |

OFFICERS—President, A. R. Hart, 320 Pearl St., N. Y.; Treasurer, A. G. Greenberg, 100 Broadway, N. Y.—V. 62, p. 548, 779; V. 64, p. 330.

## NASSAU ELECTRIC RAILROAD—*(See Map on page 21.)*—A trolley road.

ORGANIZATION—Chartered March 13, 1893, under the laws of New York. Opened in July, 1895.

In April, 1896, the Atlantic Avenue Railroad lines, including Brooklyn Bath & West End, were leased to Nassau Electric. The lease is for 969 years at an annual rental of $150,000 for the first two years and $180,000 thereafter; the lessee to pay all charges and to spend $500,000 on the property in improvements. The Nassau Electric Company also has an option to purchase the stock of the Atlantic Avenue Railroad. The Kings County Traction Company was formed to succeed the Brooklyn Traction and to receive the Atlantic Avenue rental. See V. 62, p. 413. Cars will run over the Brooklyn Bridge—See V. 64, p. 798.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($6,000,000)..... | .... | .... | $6,000,000 | .... |
| 1st mortgage ($6,000,000). | Apr., 1894 | 5g. A.-O. | 4,849,000 | Apr. 1, 1944 |
| Interest is payable by R. T. Wilson & Co., 33 Wall St., New York. | | | | |

*Mortgage Trustee.*—Hamilton Trust Company.

LATEST EARNINGS—For 9 months ending March 31, 1897, gross, $253,491; net, $484,913; other income, $66,692; interest, taxes, etc., $466,445; balance, surplus, $85,160.

EARNINGS—The road was opened July 28, 1895. In April, 1896, the lines of the Atlantic Avenue RR. (including Brooklyn Bath & West End road), aggregating 59 miles of track, were leased, making the total track operated June 30, 119 miles. Results for the period from July 28, 1895, to June 30, 1896, were as follows:

| | | | |
|---|---|---|---|
| Gross earnings..... | $715,942 | Interest on bonds..... | $96,379 |
| Operating expenses..... | 439,903 | Taxes..... | 16,273 |
| | | Rentals..... | 126,062 |
| Net earnings..... | $276,039 | | |
| Other income..... | 18,926 | Total charges..... | $238,714 |
| | | Balance, surplus..... | $56,251 |
| Total net..... | $294,965 | | |

GENERAL BALANCE SHEET MARCH 31, 1897.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Road and equipment... | $9,010,452 | Capital stock..... | $6,000,000 |
| Supplies..... | 42,078 | Funded debt..... | 4,649,000 |
| Open accounts..... | 56,035 | Loans and bills payable | 691,749 |
| Cash..... | 189,375 | Interest accrued..... | 101,224 |
| Prepaid insurance..... | 8,545 | Wages, supplies, etc.... | 155,893 |
| Betterm'ts leased lines. | 806,217 | Reserve funds..... | 27,268 |
| Int. in projected lines.. | 2,000,004 | Taxes and rentals accr. | 176,155 |
| | | Profit and loss, surplus. | 111,417 |
| Total assets..... | $12,112,706 | Total liabilities.... | $12,112,706 |

ROAD—Owns road from Broadway Ferry to Canarsie landing, 39th Street Ferry, Sheepshead Bay, Manhattan Beach and Fort Hamilton, about 63 miles of track; leases Atlantic Avenue lines, reaching City Hall, Fulton, Wall and South ferries, Bensonhurst, Bath and Coney Island; total leased, 59 miles; total operated, 122 miles. See V. 61, p. 925. A new line from Brooklyn to Jamaica and Hempstead is under consideration.

OFFICERS.—President, Albert L. Johnson; Secretary, James C. Church; Treasurer, Tom. L. Johnson. Office, 268 Twenty-third St., Brooklyn.—V. 63, p. 227, 557, 1010; V. 64, p. 329, 373, 469, 798.

## NASSAU ELECTRIC SYSTEM—ATLANTIC AVENUE RAILROAD—*(See Map on page 21)*—A trolley road.

ORGANIZATION—Chartered in 1872. The entire capital stock is owned by the *Kings County Traction Co.* The road, including Brooklyn Bath & West End, was leased April 4, 1896, to Nassau Electric RR. for 969 years at a rental of $150,000 (payable January 1 and July 1) until Jan. 1, 1898, and $180,000 thereafter; the lessee to pay all charges and to spend $500,000 in improvements, which improvements have been made.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last Div., &c. |
|---|---|---|---|---|
| Stock ($50)..... | .... | See text. | $2,000,000 | See text. |
| Gen. mort. (now 1st).... | .... | 5 A.-O. | 759,000 | Oct. 1, 1909 |
| S. B'klyn Cen. 1st M. as'd. | .... | 7 F.-A. | 125,000 | Aug. 1, 1897 |
| 2d mort. assumed..... | .... | 6 F.-A. | 150,000 | Aug. 1, 1897 |
| Atlan. Ave. con. M. gold | 1891 | 5 g. A.-O. | 1,966,000 | Oct. 1, 1931 |
| Improvement M., gold.. | 1893 | 5 g. J.-J. | 1,500,000 | Jan. 1, 1934 |
| Real estate M., Apr., '96 | .... | 5 ..... | 109,500 | ..... |
| Loans payable Apr., '96. | .... | ..... | 338,000 | ..... |

*Interest* is payable by R. T. Wilson & Co., 33 Wall Street, New York.

*Bonds.*—The *consolidated mortgage* of 1891 is for $3,000,000, of which balance unissued is reserved for prior liens. The *improvement mortgage* (limited to $1,500,000) was issued in 1893. See V. 56, p. 735. *Both* these mortgages cover the double-track steam railroad leased to the L. I. RR. Co. as well as the road owned and operated.

DIVIDENDS—In 1891, 6 p. c.; in 1892, 6 p. c.; for year 1893-94, 5 p. c. Stock is now all owned by Kings County Traction Co.—which see.

ROAD—Company operates 42¾ miles of track in City of Brooklyn.

| *Roads owned in fee—* | *Miles.* | *Road leased, etc.—* | *Miles.* |
|---|---|---|---|
| Main line and brchs. (trolley) | 20 | Old Brooklyn Cable road, etc.. | 3¾ |
| Second track..... | 18½ | | |
| Sidings..... | ½ | Total operated 1895..... | 42¾ |

*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, formerly a percentage of receipts, was changed in 1895 to $60,000 yearly.—V. 61, p. 828.

OFFICERS—President, Harvey M. Littell; Secretary and Treasurer, Albert Strauss, 21 Broad Street, New York.

INDEX—V. 61, p. 516, 557, 828, 829; V. 62, p. 276, 413, 456, 777.

## NASSAU ELECTRIC SYSTEM—*(See Map on page 21)*—BROOKLYN BATH & WEST END RAILROAD—A trolley road.

ORGANIZATION—Chartered Jan. 27, 1879. May 1, 1893, leased for 41 years to the Atlantic Avenue RR. Co., which purchased entire capital stock, and which in May, 1894, owned all the outstanding consols ($448,000). Formerly a steam road. Trolley from Jan. 1, 1894. Leased to Nassau Electric April 4, 1896—see Atlantic Avenue RR. above.

| STOCKS AND BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| 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 A.-O. | 250,000 | Jan. 1, 1916 |
| 2d M. $100,000, re. J'y 1, '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 |
| Real estate mortgages... | .... | ..... | 23,100 | ..... |

*Interest* payable by R. T. Wilson & Co., 33 Wall St., New York City.

B. B. & West End bonds are guaranteed by the Atlantic Avenue RR.

ROAD—From 36th St., Brooklyn, via Bensonhurst, to Coney Island.

| | Miles. |
|---|---|
| Main line | 6·64 |
| Second track | 6·14 |
| Sidings, etc. | 3·72 |
| Total owned June 30, 1895 | 16·50 |

Weight of steel per yard 50 56 lbs. Has trackage to 39th St. Ferry. —V. 61, p. 557, 828; V. 62, p. 777.

EARNINGS—Last report in V. 61, p. 557, showed.

| Year June 30— | 1895. | 1894. |
|---|---|---|
| Gross | $128,171 | $107,305 |
| Net | 51,184 | 24,888 |
| Interest paid | 51,954 | 33,826 |
| Taxes | 8,846 | 5,892 |
| Bal. df. for year | $9,615 | $14,830 |
| Tot. df. June 30 | $135,363 | $120,286 |

## BUFFALO, N. Y.

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

### BUFFALO BELLEVUE & LANCASTER RAILWAY—A trolley road.

In April, 1897, company was said to be controlled by Buffalo Ry., and first mtg. 5s to be guaranteed.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock, $90,000; par, $100 | ..... | ..... | $90,000 | ..... |
| 1st mortgage | 1893 | 5 J-D | 150,000 | June 1, 1913 |
| 2d mortgage | 1896 | 5 J-J | 65,000 | ..... |

ROAD—Owns and operates 15 miles of track on 13 miles of street.

| Yrs. end. June 30. | Gross. | Net. | Oth. inc. | Int. & taxes. | Balance. |
|---|---|---|---|---|---|
| 1895-6 | $41,188 | $5,633 | $2,401 | $10,314 | def. $2,280 |

OFFICERS—President, H. W. Box; Vice-President, H. H. Littell.

### BUFFALO NORTH MAIN STREET & TONAWANDA RAILWAY—

ORGANIZATION—Incorporated in 1895. Successor to B. No. Main St. & T. Electric RR., sold in foreclosure. Stock, $100,000; par, $100; 1st mortgage, $75,000 ($1,000), 6 p. c. bonds dated 1895, due Sept. 3, 1925, interest M&S, at Old Colony Trust Co., Boston. Operates 5¾ miles of road, extending from North Main Street, Buffalo, to Tonawanda; 45 lb. rails. President, J. O. Carr; Secretary, H. M. Francis; Treasurer, Thomas H. Fearey. Office, Buffalo, N. Y.—V. 61, p. 558.

### BUFFALO RAILWAY—A trolley road.

ORGANIZATION.—Chartered Nov. 22, 1890. A consolidation of the Buffalo Street RR., Buffalo East Side St. Ry. and West Side St. Ry. Companies. Franchise runs 955 years. It also owns the entire capital stock of the Crosstown Street Ry. In April, 1897, control of Buffalo Bellevue & Lancaster Ry. was reported to have been obtained. Buffalo police census of 1895 gave population of city as 335,709.

Power is furnished by the Niagara Falls Power Co. at Niagara Falls, 22 miles from Buffalo—see V. 63, p. 230, 923.

| STOCK & BONDS— | Date. | Miles. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|---|
| Buffalo Ry. St'k ($100) | .... | .... | See text. | $5,370,500 | Mar 15, '97, 1% |
| 1st Con. M. ($1,000) $5,000,000 gld. c* & r | 1891 | 67 | 5 g. F.-A. Int. is payable by Cuyler, Morgan & Co., N.Y. City. | 3,543,000 | Feb. 1, 1931 |
| *Old divisional bonds—* | | | | | |
| Buffalo St. Ry. 1st M. | 1869 | .... | 7 M.-N. Int. is payable at Nat. Bank of Commerce, N. Y. | 150,000 | May 1, 1899 |
| do do 2d M. | 1875 | .... | 6&7 J.-J. Int. is payable at Nat. Bank of Commerce, N. Y. | 650,000 | July 1, 1905 |
| Buffalo E. Side 1st M. | 1874 | .... | 7 J.-D. Int. is payable at Company's office, Buffalo. | 300,000 | June 1, 1904 |
| do do 2d M. | 1882 | .... | 6 M.-S. Int. is payable at Company's office, Buffalo. | 293,500 | Sept. 1, 1912 |
| Real estate mtges. (5). | .... | .... | 6 Various. | 233,756 | Various. |
| Buff. Ry. debentures, $1,000,000, g., red. at 105 after Apr. 1, 1902 ($500, $1,000) | 1897 | 5g. | Semi-ann. Trustee, Metropolitan Trust, N. Y. | 1,000,000 | Apr. 1, 1917 |
| *Guaranteed bonds*—Crosstown Railway. | | | | | |
| 1st M. gold ($3,000,000), guar. p. & l. c* | 1892 | 73 | 5g. M.-N. Int. is payable at Metropolitan Trust, N. Y. City. | 2,366,000 | May 1, 1932 |

*Stock*—Stock of Buffalo Ry. authorized is $6,000,000, of which $629,500 is in company's treasury.

DIVIDENDS—In 1895, Sept., 1 p. c.; Dec., 1 p. c.; in 1896, 4 p. c.; in 1897, Mar., 1 p. c.

*Bonds.*—1st. *consol. mortgage of 1891* is for $5,000,000, of which May 1, 1895, $1,457,000 reserved for prior liens. Mortgage trustee, Solicitors' Loan & Trust Co., Philadelphia. The debentures of 1897 are secured by deposit of $2,000,000 stock of Crosstown Street Ry. Subscriptions to debentures payable Jan. 1, April 1, July 1 and Oct. 1, 1897, 25 p. c. each.—V. 63, p. 1114. Issue of debentures has reduced loans and bills payable from $826,433 Dec. 31, 1896, to $163,100 March 31, 1897.

The *Crosstown Street Railway* mortgage is for $3,000,000, and the bonds unsold can be issued at $30,000 per mile for new construction certified by President and Secretary.

ROAD.—Company on July 1, 1896, was operating road as follows:

| *Road owned in fee.* | Miles. | *Controlled by stock.* | Miles. |
|---|---|---|---|
| Main line and brs. (trolley) | 40·60 | Crosstown St. Ry. of Buffalo | 75·90 |
| Main line and br. sec. track | 25·85 | Total all tracks July 1, '96 | 143·07 |
| Sidings | ·72 | | |
| Weight rails.....62, 67 and 94 lbs. | | | |

LATEST EARNINGS—These figures are for the Buffalo Ry. proper and do not include the Crosstown Street Railway. For 9 months ending March 31:

| 9 months— | Gross. | Net. | Oth. inc. | Charges. | Bal., sur. |
|---|---|---|---|---|---|
| 1896-7 | $1,011,794 | $499,867 | $17,993 | $318,925 | $198,935 |
| 1895-6 | 1,025,167 | 522,977 | 18,293 | 314,076 | 227,194 |

ANNUAL REPORT—Fiscal year ends June 30. The reports for the entire system, including the Crosstown Street Railway have shown:

| Fr. to J'ne 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Av. miles op. | 145 | 130 | Taxes | $105,457 | $88,288 |
| Gross earn. | $1,842,849 | $1,602,103 | Bal., surp., yr. | 327,046 | 250,393 |
| Net | 869,223 | 753,178 | Total surplus, July 1 | 758,134 | 645,908 |
| Int'st paid | 436,719 | 414,497 | | | |

BALANCE SHEET BUFFALO RY. MARCH 31, 1897.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Cost of road, Cost of equipment | $11,805,578 | Capital stock | $5,370,500 |
| Crosst'n St. Ry. bds, etc | 368,554 | Funded debt | 6,073,506 |
| Cash on hand | 18,616 | Int. due and accrued | 66,490 |
| Open accounts, etc. | 313,039 | Bills payable | 163,100 |
| Supplies on hand | 42,207 | Open accounts, etc. | 190,830 |
| | | Profit and loss (surplus) | 683,568 |
| Total | $12,547,994 | Total | $12,547,994 |

Report for 12 months ending Oct. 31, 1896, in V. 63, p. 1156.

OFFICERS—President, Henry M. Watson; Vice-President and Gen. Manager, H. H. Littell; Secretary and Treasurer, Joseph S. Baecher; Superintendent, P. C. Deming.

INDEX—V. 63, p. 230, **267**, 879, 923, **1114**, **1156**; V. 64, p. 829, 951.

### BUFFALO & NIAGARA FALLS ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION—A consolidation in May, 1895, of the Buff. & Niagara Falls and the Buffalo & Tonawanda Electric, which were chartered in 1894 and 1893 respectively to construct and operate a trolley road between Buffalo and Niagara Falls via Tonawanda. Road opened Sept. 20, 1895. Power is furnished by Niagara Falls Power Company. 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— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $1,250,000 | ..... | ..... | $1,250,000 | ..... |
| 1st M., $750,000, gold c | 1895 | 5 g. J-J | 750,000 | July 1, 1935 |
| 2d M., $250,000, g., s.f., red. aft. 1901 at 105, $1,000 c | 1896 | 5 g. J-J Int. at Mercantile Tr., N. Y., trustee. | 150,000 | July 1, 1921 |

Bills payable Sept. 30, 1896, $53,692. Interest is payable at Mercantile Trust, N. Y. City.

Sinking fund on 2d mortgage bonds is at least $10,500 a year, and begins Oct. 1, 1901, bonds to be purchased at not exceeding 105 p. c.

ROAD—Buffalo to Niagara Falls, 15 miles; 30 miles of track.

LATEST EARNINGS—July 1 to Sept. 30, 1896 (3 months), gross, $54,527; net, $35,936; charges, $13,323; balance, surplus, $22,613.

EARNINGS—Operation was commenced September 20, 1895, and the following results cover the period to June 30, 1896, 9½ months:

| | | | |
|---|---|---|---|
| Gross earnings | $73,536 | Interest on bonds | $27,800 |
| Operating expenses | 49,961 | Taxes | 1,619 |
| Net earnings | $23,575 | Balance, deficit for year | $5,844 |

OFFICERS—President, W. Caryl Ely; Vice-President, H. H. Littell; Secretary and Treasurer, Burt Van Horn, Niagara Falls.

DIRECTORS—W. Caryl Ely, Charles B. Gaskill and Burt Van Horn, Jr., of Niagara Falls; Robert L. Fryer, Henry J. Pierce, George H. Dunbar, John J McWilliams, H. H. Littell and Henry M. Watson, of Buffalo.—V. 60, p. 873, 1007; V. 61, p. 558; V. 63, p. 558.

### BUFFALO TRACTION—

ORGANIZATION—Incorporated in Nov., 1895, to construct 66 miles of street railway in Buffalo and its suburbs. In March, 1896, an agreement for joint use of tracks on certain streets in center of city to prevent unnecessary paralleling of roads was made with the Buffalo Ry. The $5,000,000 bonds of 1897 are to be issued at not exceeding $50,000 per mile. Construction about to begin in May, 1897.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $3,000,000 | ..... | ..... | (!) | ..... |
| 1st mortg'e, $5,000,000. | 1897 | 5g. J-J Trustee, Central Trust Co., New York. | (!) | Jan. 1, 1937 |

DIRECTORS—E. G. S. Miller, Joseph B. Mayer, Leonard B. Crocker, Washington Bullard and Herbert P. Bissell, of Buffalo; Tom L. Johnson, of Cleveland, Ohio; Richard Ladenburg, John K. Page and Louis Kahn, of New York. President, H. P. Bissell; Secretary and Treasurer, Joseph B. Mayer.—V. 62, p. 185, 547; V. 64, p. 798.

### BUFFALO & WILLIAMSVILLE ELECTRIC RAILWAY—

ORGANIZATION—Chartered August 10, 1891. In February, 1897, stock, $75,000; no bonds. Operates 4½ miles of track, Buffalo to Williamsville, 56-lb. rails. For year ending June 30, 1896, gross earnings, $12,856; operating expenses, including taxes, $8,108; net earnings, $4,748. In 1894-95 gross, $12,908; net, $4,113.

OFFICERS—President, General Manager and Superintendent, J. Blocher; Vice-President, E. C. Longnecker; Secretary, A. C. Rinewalt.

## BURLINGTON, IOWA.

POPULATION 1890 WAS 22,565; IN 1880 WAS 19,450; AND IN 1870 WAS 14,930.

### BURLINGTON RAILWAY & LIGHT CO.—

A trolley road.

ORGANIZATION—A consolidation of Burlington Electric Ry., Burlington Gas & Fuel Co. and Burlington Electric Light Co. in 1897. See V. 64, p. 329. Consolidation not fully completed in May, 1897.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,250,000 | ..... | ..... | (!) | ..... |
| 1st M., $750,000, g. ($500, &c.) | 1897 | 5g. | (!) | 1917 |

*Reorganization Committee.*—E. I. K. Noyes, 53 State Street, Boston; E. H. McInnes, H. N. Smith.

ROAD—Total track 12¼ miles; under construction to West Burlington, 4 miles, nearly completed in May, 1897; 40 and 66 lb. T rail.

INDEX—V. 62, p. 232; V. 64, p. 41, 468, 753.

## BURLINGTON, VT.

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

### BURLINGTON TRACTION CO.—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Int'rest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock $200,000, par $100 | .... | ..... | ..... | $182,500 | ..... |
| Win. & B. Horse RR. 1st M., $150,000, gold, $500 & $1,000 c | 9½ | 1894 | 6 g. J-J Not subject to call before maturity. | 125,000 | Jan., 1924 |

Interest is payable at office of trustee, Burlington Trust Co.

ROAD—Owns 9½ miles of track in city of Burlington. Rails 50-lb. T. Owns 8 box cars, 10 open cars, 3 snow plows.

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.

FORECLOSURE—Suit brought by trustee in April, 1897, for appointment of receiver and foreclosure of mortgage. Interest to amount of $135,000 is in default.—V. 64, p. 663.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $500,000 | ..... |
| Mortgage, gold | 1891 | 6 g. J-J | 500,000 | July 1, 1911 |

Trustee, Mass. Loan & Trust, Boston.

ROAD—15 miles of track, of which 1½ cable and 13½ electric.

OFFICERS—President, W. A. Clark; Vice-President, W. L. Hoye; Secretary, A. H. Wathey; Treasurer, Alex. J. Johnston; General Manager, J. R. Wharton; Superintendent, J. S. Wathey.—V. 64, p. 663.

## CAIRO, ILL.

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

**CAIRO ELECTRIC RAILWAY**—

| STOCK & BONDS— | Date. | Interest. | Outst'd'g | Maturity. |
|---|---|---|---|---|
| Stock, $75,000; par, $100 | ..... | ..... | $52,400f.p. | ..... |
| 1st mortgage, currency | 1891 | 6 J-D | 52,400 | June 1, 1911 |

Trustee is St. Louis Tr. Co., St. Louis, Mo.

ROAD—Operates 4·3 miles of single track.

OFFICERS—President and Treasurer, E. W. Halliday.

**DELTA ELECTRIC COMPANY**—A trolley road.

ORGANIZATION—Purchased at foreclosure sale Feb. 13, 1896, by Calvin V. Neff for the bondholders. Four miles of track.—V. 62, p. 364.

## CALAIS, ME.

POPULATION 1890 WAS 7,290; IN 1880 WAS 6,173; AND IN 1870 WAS 5,944.

**CALAIS STREET RAILWAY**—A trolley road.

ORGANIZATION—Stock, $100,000; first mortgage, 1894, 6s, J&D, $100,000 due June 1, '14. Loans and bills payable June 30, '96, $6,084.

Year ending June 30, 1896, gross, $25,707; net, $8,202; interest, taxes, etc., $6,469; balance, surplus, for year, $1,733.

ROAD—Calais Street Railway, lower wharf to upper bridge, Calais, 4 miles; St. Stephen Electric St. Ry., Milltown, N. B., to St. Stephen, N. B., 3 miles; total, 7 miles. The St. Stephen Electric St. Ry. is a separate corporation, but is owned entirely by the Calais company.

OFFICERS—Pres., George A. Curran; Treas., C. W. Young, Calais, Me.

## 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— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock paid in | ..... | ..... | $600,000 | ..... |
| 1st mort. ($500 each) | 1894 | 6 M&N | 400,000 | ..... |
| Int. at Security Tr. & S. D. Co. (trustee), Camden. | | | | |
| Other debts Jan., 1897 | ..... | ..... | 172,783 | ..... |

ROAD—Jan. 1, 1897, owned 22·21 miles of track. Total cost of road and equipment to Jan. 1, 1897, $1,169,146.

EARNINGS—In year ending Dec. 31, 1896, gross, $118,966; expenditures for repairs, $9,073; for superintendence and management, $74,286; balance, surplus, for year, $35,607.

OFFICERS—President, J. Willard Morgan; Secretary, T. P. Curley Treasurer, W. J. Thompson.—V. 62, p. 232.

**CAMDEN HORSE RR.**—A trolley and horse road.

ORGANIZATION—Incorporated March 23, 1866. In April, 1896, control was acquired by the Camden & Suburban Ry., which leased the road from April 1, 1896. Earnings not reported separately.—V. 62, p. 682.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock ($25) paid in | ..... | See text. | $250,000 | See text. |
| 1st mortgage | ..... | 5 | 250,000 | 1909 |
| 1st cons. M. ($500,000) ($500) | 1892 | 5 M-N | 250,000 | May 1, 1912 |
| Other debts Jan. 1, '97 | ..... | ..... | 221,693 | ..... |

*Interest* payable at New Jersey Trust Company, Camden, N. J.

*Dividends*—In 1892, 1893, '94 and '95, 8 p. c. per an.; in '96, 14 p. c.

ROAD.—Jan. 1, 1897, operated 32 miles of track. Cost of road and equipment to that date, $1,098,946.

| *Yrs. end. Dec.* 31. | 1895. | 1894. | *Expenditures*— | 1895. | 1894. |
|---|---|---|---|---|---|
| Passengers | $231,112 | $195,640 | Repairs | $41,480 | $23,089 |
| Other income | 2,850 | 3,885 | Supt. and man | 165,761 | 147,946 |

Dividends in 1895, $20,000; in 1896, $35,000.

OFFICERS—President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, Morris W. Hall; Treasurer, G. G. Browning.—V. 62, p. 682.

**CAMDEN & SUBURBAN RY.**—A trolley road.

ORGANIZATION—Formed in 1896 to control the Camden Horse RR (which is leased), and the West Jersey Traction Co. Capital stock $1,000,000; par, $25. On Jan. 1, 1897, stock paid in, $90,000; no funded debt; other debt, $61,250.

EARNINGS—To Dec. 31, 1896, gross, $188,640; operating expenses and repairs, $167,494; net, $21,146. *Note*—These earnings include Camden Horse RR. since April 1, 1896.

ROAD—Track, 7 miles; Camden Horse RR. leased, 32 m.; total, 39 m.

President, Wm. S. Scull; Vice-President, B. C. Reeve; Secretary, M. W. Hall; Treasurer, H. Lippincott.—V. 62, p. 682.

**WEST JERSEY TRACTION CO.**—

Owned by the Camden & Suburban Ry. Franchise granted by city in 1894.—V. 62, p. 682.

## CANANDAIGUA, N. Y.

POPULATION 1890 WAS 8,229; IN 1880 WAS 8,363; AND IN 1870 WAS 7,274.

**CANANDAIGUA ELECTRIC LIGHT & RR.**—

ORGANIZATION—Chartered in 1888. Owns and operates an electric-light plant and 4 miles of street road. The electricity is generated by water power. In May, 1897, negotiations were pending for purchase of control by Buffalo parties.

| STOCK & BONDS— | Date. | Interest. | Oustand'g. | Maturity. |
|---|---|---|---|---|
| Stock | .... | .... | $80,000 | ..... |
| 1st mortgage, gold | 1896 | 6g. A-O | 100,000 | Apr. 1, 1916 |

Trustee, Rochester Tr. & S. D. Co., Roch., N. Y. Coupons are in default.

ROAD—Owns 4 miles of track; 44-lb. rail on 3 miles, 36-lb. on 1 mile; 5 cars.

EARNINGS—For year ending Feb. 15, 1896, gross income, $20,396; net, $11,764.

## CANTON, O.

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

**CANTON—MASSILLON ELECTRIC RAILWAY.**—A trolley road.

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

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| St'k, $525,000 ($100) | ..... | ..... | ..... | $525,000 | ..... |
| Canton Street Ry. 1st currency | 5 | ..... | 6 M-N | 225,000 | ..... |
| Canton-Massillon 1st M., $300,000, g...c | 13½ | 1893 | 6 g. M-N | $118,000 | Nov. 1, 1912 |

Interest at National Bank of Commerce, Boston. Interest at Cent. Trust Co. (trustee), N. Y. City.

BONDS—The Canton-Massillon mortgage is a first lien on the Inter-urban and the Massilon divisions. Neither issue is subject to call.

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 18½ 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, H. C. Fogle, 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. Leased in 1896 to Cape May Transportation Co. at annual rental of $7,500.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock paid in (par $50) | ..... | ..... | $150,000 | ..... |
| 1st mort. ($150,000)...cur. | 1893 | (text) F-A | 150,000 | Feb. 1, 1923 |
| Other debts, none reported. | | | | |

Interest was reduced to 5 per cent for 5 years from Feb. 1, 1896. In 1894 and 1895 but one interest payment was made by mutual consent of bondholders.

Trustee is New Jersey Trust & Safe Deposit Company, Camden, N. J.

ROAD—Operates 6¼ miles in city of Cape May and extending to Cape May Point and Sewell's Point; total track, 9¼ miles.

EARNINGS—For year ending Dec. 31, 1896, earnings were as follows: From passengers, $18,574; freight, $36; other sources, $551; total income, $19,161. In 1895 gross, $20,003.

OFFICERS—President, G. G. Browning; 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.

**CARBONDALE TRACTION CO.**—A trolley road.

ORGANIZATION—A consolidation on March 5, 1896, of the Carbondale & Forest City Passenger Ry. and Carbondale Traction Co

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock auth., $450,000) | .... | ..... | $450,000 | ..... |
| 1st M. ($500 & $1,000) c* & r. ($150,000), gold | 1892 | 6 g J-J | ¶150,000 | July 1, 1922 |
| Carb. & Forest City Pass. 1st M. $300,000 gold c* | 1894 | 6 g J-J | 300,000 | ..... |
| Consol. M, $450,000, gold | 1896 | 6 g. Feb., '97, none. | | (?) |
| Loans payable July 1, 1896 | | | 14,107 | ..... |

Int. at Cen. Trust Co., trustee, N.Y. City.

¶Sinking fund $2,500 per annum after 1895; bonds to be purchased (not called) at or under 105.

Consols of 1896 for $150,000 are reserved to retire the firsts and $300,000 for the Carb. & Forest City 6s. For year ending June 30, 1896, gross, $18,244; def. under operating, $2,764.

ROAD—System includes 15 miles of road, beginning at Forest City, Pa., and running through Carbondale, Vaudling, Richmondale, Simpson, Mayfield, Jermyn, Archbald and Peckville.

OFFICERS—President, E. E. Hendrick; Secretary and Treasurer, R. A. Jadwin; Gen. Manager, Louis S. Wright. Main office, Carbondale, Pa.

## CEDAR RAPIDS, IOWA.

POPULATION IN 1890 WAS 18,020; IN 1880 WAS 10,104; AND IN 1870 WAS 5,940.

**CEDAR RAPIDS & MARION CITY RAILWAY**—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | ..... | ..... | ..... | $316,000 | ..... |
| 1st M. $250,000 $1,000 c. | 13·84 | 1891 | 5 J-J | 250,000 | July 1, 1931 |

Int. at American Loan & Tr., *Trustee*, Boston

ROAD—Owns road in operation 12·04 miles in length, extending from Cedar Rapids, Iowa, to Marion; second track, 1·46; sidings, ·34; total of all, 13·84 miles. Rails 45 and 58-lb. T and girder.

OFFICERS—President, P. E. Hall; Vice-President, W. D. Douglass Secretary and Treasurer, John S. Ely; Superintendent 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 RAILWAY GAS & ELECTRIC CO.—

ORGANIZATION—A consolidation in 1897 of Urbana & Champaign Electric St., Cham. Elec. L. & P., Cham. & U. Gas L. & Coke and West End Park Co. Population of Champaign in 1896 was said to be 10,000; of Urbana, 7,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $250,000 | ..... | ..... | $250,000 | ..... |
| Urbana & Champaign Street Ry., 1st mort. ($500) gold.. | 1890 | 7g.J-J | 50,000 | July, 1900 |
| Champaign Rapid Transit 1st mortgage, gold, assumed... | 1893 | 6 g. | $50,000 | 1908 |
| C. & U. Ry. G. & E. M., $250,000, g., s. f., $8,000 yr. June 1, 1900 and after ($1,000) .c* | 1897 | 5g. J-D | (!) | June 1, 1917 |

Int'st at Gilman, Son & Co., N.Y.City. Trustee, Girard Life, etc., Co., Phila. Int. at Ill. Tr. & Sav'gs Bank, Chicago, trus., or at Chase Nat. Bk., N. Y. City.

ROAD—Operates 9 miles of track.

OFFICERS—President, Treasurer and General Manager, B. F. Harris, Jr.; 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 trolley road.

ORGANIZATION—Incorporated Jan. 28, 1861. Charter was renewed in December, 1893, for 30 years. Motive power changed from horse to electricity in May, 1897. Consolidation with Charleston Street Ry. and Enterprise RR. is being effected under charter of the Charleston City Railway.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|
| Stock, $850,000 (par $50) | .... | J-J | (!) | Jan. 4, '97, 3% |
| Mortgage, $850,000 | 1897 | ..... | (!) | ..... |

The authorized stock was increased in April, 1897, from $100,000 to $850,000, and a mortgage for $850,000 was also authorized.

ROAD—In 1896 owned 14·3 miles of track.

OFFICERS—President, John G. McCullough; Secretary and Treasurer, Frank F. Whilden.—V. 64, p. 706.

### CHARLESTON STREET RAILWAY.—

ORGANIZATION—Formed in 1896 and in February, 1897, had constructed several miles of lines. Capital stock is $200,000, all paid. The capitalists interested in the enterprise have secured control of all the stock and bonds of the Charleston City Ry. and most of the stock and bonds of the Enterprise RR., and the three companies are to be consolidated under the charter of the Charleston City Ry.

OFFICERS—President, P. H. Gadsden; Treasurer, F. D. McEowen; Secretary, F. K. Myers, *Directors*—W. H. Stevens, F. B. Jennings, C. H. Dean, F. D. McEowen, H. P. M. McCullough, P. H. Gadsden, F. K. Myers, T. M. Mordecai and A. S. Bigelow. V. 64, p. 373.

### ENTERPRISE RAILROAD—A horse railroad.

ORGANIZATION—Incorporated March 1, 1870, and owns 14 miles of rack laid with 40-lb. C. B. and 42-lb. G. rails. In 1897 control was purchased in the interest of the Charleston Street Ry.—See V. 64, p. 373.

EARNINGS—For year ending Mar. 31, 1896, gross, $50,157; operating expenses, taxes and fixed charges, $46,861; balance, surplus, $3,296.

### 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.

### CHARLOTTE ELECTRIC RY., LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Successor to the Charlotte Street Railway, whose charter was amended in March, 1895, and name changed as above. The road is operated by the Charlotte Consolidated Construction Co., which owns all the bonds. Population in 1896 is reported to be 20,700.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $60,000, par $50... | .. | .... | ..... | $60,000 f. p. | ..... |
| Char. St. Ry. 1st M., gold. | .. | 1892 | 6g. J-J | $100,000 | Jan. 1, 1922 |

*Interest* at Mercantile Trust & Deposit Co. of Baltimore, Md., trustee. The bonds are not subject to call before maturity.

ROAD—In February, 1897, was operating 4⅞ miles of track in Charlotte and suburbs.

ANNUAL REPORT.—For year ending Dec. 31, 1896, gross, $52,977; net, $25,813; interest charges, $6,000; balance, surplus, for year $19,813. In 1895 gross earnings were $38,959; net, $16,270; interest on bonds, $6,000; balance, surplus, $10,270. In year 1894 gross $20,553. Total surplus January 1, 1897, $34,670.

OFFICERS—President, E. D. Latta; Auditor, F. A. Savin.—V. 64, p. 329.

## CHATTANOOGA, TENN.

POPULATION 1890 WAS 29,100; in 1880 WAS 12,892; AND IN 1870 WAS 6,093.

### CHATTANOOGA ELECTRIC RAILWAY CO.

ORGANIZATION—Succeeded by purchase at foreclosure sale in February, 1896, to all the rights and property of the Chattanooga Electric Ry. of 1891. Holders of the consols of the old company (this mortgage being foreclosed) received new stock for the amount of their holdings. No new bonds were authorized. The suburbs have nearly 20,000 population, making in all about 49,000 people served.

Present management took charge in December, 1896. Many improvements have been made. In May, 1897, earnings reported about the same as in 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock authorized, $645,000... | ..... | ..... | $645,000 | ..... |
| City Street RR. 1st M..... | 1882 | 6 J-J | 300,000 | 1912 |
| Chatt. Elec. Street RR. 1st M. $250,000, $1,000.. | 1889 | 6 F-A | 250,000 | Feb. 1, 1909 |

Trustee Union Trust Co. of Philadelphia.

ROAD—Has 32 miles of track on 25 miles of street.

OFFICERS *(elected Dec., 1896)*—President, J. H. Warner; Vice-President, Edward Warner; Secretary and Treasurer, Edward Lilly.

INDEX— V. 63, p. 401, 651, 1114.

### CHATTANOOGA & LOOKOUT MOUNTAIN RAILWAY—A steam road.

ORGANIZATION—Operates 15 miles of track. Gen. Man., P. F. Jones.

### INCLINE & NARROW GAUGE RAILWAY—

ROAD—2¾ miles of track, of which ¾ mile incline cable and 3 miles steam. Capital stock, $100,000. President, D. Woodworth.

### SIGNAL MOUNTAIN RAILWAY—

ORGANIZATION—Successor to Chattanooga & North Side Street Ry., sold in foreclosure June 24, 1896, for $8,100. Capital stock is $500,000. No bonds. Owns 3½ miles main track and 1 mile sidings; leases North Chattanooga St. Car Co., 2½ miles main track and ¾ mile sidings; total track, including sidings, 7¾ miles. Motor cars, 9 (3 leased.)

President, T. J. Nicholl; Vice-President and General Manager, H. A. Nicholl; Secretary, H. C. Beck; Treasurer, John Orr.

## 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 28·7 miles of track, and controls all the street railway lines in Chester, being a consolidation of the Union Railway Co., Chester Street Railway Co., Chester & Media Electric Railway Co. and the Chester Darby & Philadelphia Railway Co.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last Div. &c |
|---|---|---|---|---|
| Stock ($500,000) | .... | ..... | $500,000 | July, '95, 4% |
| 1st M., gold, ($250,000).....c* | 1894 | 5 g M-N | 250,000 | May, 1, 1914 |
| Bills payable June 30, 1896.... | .... | ..... | 44,000 | ..... |
| *Securities of subsidiary lines.* | | | | |
| Un. Ry. Co. stk. ($100,000) ($50) | .... | ..... | See text. | ..... |
| 1st M., g., ($500 & $1,000) .c* ($200,000) | 1893 | 5 g J-J | 200,000 | Jan. 1, 1913 |
| Chester St. Ry. stock ($50)..... | .... | 10 J-J | 150,000 | Jan., 1897 |
| Chester & Media Elec. Ry. stock | .... | 6 J-J | 100,000 | Jan., 1897 |
| 1st M. ($100,000) gold..... | 1893 | 5 g J-J | 100,000 | July 1, 1913 |
| Chester Darby & Phila. stock.. | .... | 6 J-J | 100,000 | Jan., 1897 |
| 1st M. ($125,000) gold..... | 1893 | 5 g J-J | 125,000 | July 1, 1913 |

All interest payable at Delaware County Trust Co., Chester, Pa. Interest upon all subsidiary securities guaranteed by Traction Co.

January 1, 1897, the Chester Traction Co. held all the stock of the Union Railway Co., $100,000, Chester & Media stock, $35,000, Chester Darby & Phila. stock, $65,000; total, $200,000.

ROAD—Company in July, 1896, operated 28·7 miles of track:

| | Miles. | | Miles. |
|---|---|---|---|
| Union Ry. Co. | 8·4 | Chester Darby & Phila. Co... | 7·4 |
| Chester St. Ry. Co. | 7·5 | | |
| Chester & Media Elec Co.... | 5·4 | Total | 28·7 |

LATEST EARNINGS—3 months, Jan. 1 to March 31. 1897....Gross, $38,340; net, *$11,171. 1896....Gross, 38,683; net, 12,780.

* Each month now charged with its full proportion of all expenses.

| Years ending Dec. 31— | Gross. | Oper. Expenses. | Net. |
|---|---|---|---|
| 1896 | $208,105 | $107,324 | $100,781 |
| 1895 | 205,071 | 101,317 | 103,754 |

Operating expenses in 1896 include $7,631 paid for old damage suits.

OFFICERS—Pres., George B. Lindsay; Sec. and Treas., H. T. Walter

## CHICAGO, ILL.

POPULATION 1890 WAS 1,099,850; IN 1880 WAS 503,185; AND IN 1870 WAS 306,605.

### CALUMET ELECTRIC STREET RAILWAY.—A trolley road.

RECEIVER—In May, 1897, control passed to the National Bank of Illinois (which obtained $483,500 of the stock and $2,843,000 of the 5s of 1894), and John C. McKeon (receiver of the bank) was appointed receiver of the Calumet Electric. Application has been made to issue $185,000 receiver's certificates.—V. 64, p. 798, 887.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|
| Stock ($100) (see text)... | ..... | ..... | $500,000 | ..... |
| 1st M., gold, red. at 110. | 1892 | 6 g. M-S | text. | Sept. 1, 1912 |
| Cons. mort. ($3,000,000). | 1894 | 5 g. M-N | 2,920,000 | Nov. 1, 1909 |

DEFAULT—Interest due May 1, 1897, on 5s of 1894 was not paid.

The mortgage 5s of 1894 were used in part to retire the 6s of 1892, of which the total issue was $1,250,000. The 6s were subject to call at 105, and only $123,000 remained unpaid in April, 1897.

In May, 1896, stock was authorized to be increased from $500,000 to $5,000,000, for improvements.

ROAD—The company operates 75 miles of road, connecting with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central, and reaching South Chicago, Pullman, West Pullman, Auburn Park, Burnside and Manhattan Beach. During the season of 1896 about 16

miles of track were built and the electric equipment and rolling stock practically doubled. Weight of rails is 78 pounds.

DIRECTORS *(elected May, 1897.)*—John C. McKean, G. E. Adams, Charles R. Corwith, E. A. Frost and John Farson. President, John Farson; Secretary and Treasurer, H. B. White.

INDEX—V. 61, p. 470, *1013*; V. 62, p. 908; V. 63, p. 1158; V. 64, p. 798, 887.

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

ORGANIZATION—Incorporated in February, 1859, and has extensive surface road privileges in the south division of Chicago.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock ($100) (see text) | ..... | text, Q-M. | $12,000,000 | Mch. 31, '97, 3% |
| Gen. M. $6,000,000 ($100) ($500) ($1000) 4½, currency....c* | 1887 | 4½ J.-J. Trustee, C. L. Hutchinson. | 4,619,500 | Subject to call on 60 days notice. |

STOCK—Amount of stock was placed at 100,000 shares of $100 each, with right to increase the same at pleasure of the company. January, 1896, $2,000,000 additional stock was authorized for building new electric lines, making total stock $12,000,000; of this, $1,000,000 issued July 2 and $1,000,000 on Oct. 2, 1896. See V. 62, p. 183.

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. The mortgage is limited to $6,000,000 and the bonds are due July 1, 1901, but subject to call any time on 60 days' notice.

DIVIDENDS—Usually 12 per cent, were in 1893, 24 per cent; in 1894, 12 p. c.; 1895, 15 p. c.; in 1896, 12 p. c.; in 1897, Mar., 3 p. c.

ROAD—On Dec., 31, 1896, company operated 184 miles of track:

| | *Miles.* | | *Miles.* |
|---|---|---|---|
| Cable road | 35 | *Leased—* | |
| Electric | 139 | S. W. Chicago R. T., leased in 1896 | 2½ |
| Horse | 7½ | | |

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1896 was in V. 64, p. 176, and gave earnings, etc., as follows:

| *Year ending Dec. 31—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross earnings | $4,808,867 | $4,476,824 | $4,264,618 |
| Op. expen. and taxes | 2,977,209 | 2,807,726 | 2,838,684 |
| P. c. op. ex. to earns | (61·90) | (62·72) | (66·56) |
| Net earnings | $1,831,658 | $1,669,098 | $1,425,934 |
| Interest on bonds | 207,877 | 207,887 | 207,877 |
| Reconstruction | ¶ 181,568 | ¶92,509 | ..... |
| Dividends | (12p.c.)1,289,787 | (12p.c.)1,140,000 | (12p.c.)1,080,000 |
| Balance, surplus | $152,426 | $228,702 | $138,057 |

¶ Includes in 1896 depreciation and new rails. In 1895 depreciation, reconstruction of State Street, etc., $92,511.

NET EARNINGS FOR 7 YEARS.

| | | | | | |
|---|---|---|---|---|---|
| ..... | | 1895 | $1,669,098 | 1892 | $1,591,510 |
| ..... | | 1894 | 1,425,934 | 1891 | 1,338,882 |
| 1896 | $1,831,658 | 1893 | 2,637,949 | 1890 | 1,139,897 |

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—(*Jan.* '97) Samuel W. Allerton, James C. King, L. Z. Leiter, D. K. Pearsons, Erskine M. Phelps, William B. Walker, George H. Wheeler. INDEX—V. 62, p. **183**, 413, 456, 588, 988; V. 64, p. **176**.

## CHICAGO GENERAL RY.—An electric road.

ORGANIZATION—Incorporated October 24, 1893, for 50 years. Organized to construct and operate electric street railroads in Chicago. At present operates lines on West 22d St., 25th St., Kedzie Ave., etc., and plans to construct electric railways on a large number of West Side and North Side streets. The West & South Towns St. Ry. (formerly leased) was purchased in May, 1896, and consolidated. W. & S. T. stock ($500,000) received Chicago Gen. Ry. 5s at par, interest to accrue from Nov. 1, 1898; the bonds are also being exchanged. (V. 62, p. 987; V. 63, p. 153.) BONDS authorized $3,000,000 (reduced from $10,000,000 in Dec, 1896, the balance canceled), of which $468,000 are reserved to retire the W. & S. Towns first 6s.—V. 63, p. 1114.

| STOCK & BONDS— | *Date.* | *Int., Etc.* | *Outstand'g.* | *Maturity, etc* |
|---|---|---|---|---|
| St'k, $10,000,000 (par $100) | ..... | ..... | $500,000 | ..... |
| 1st M., $3,000,000, g. Red. aft. 10 yrs. at 105 | 1895 | 5g. M-N Trus. is Merchants' Loan & Tr. Co., Chicago. | 2,532,000 | Nov. 1, 1935 |
| W. & S. Towns, 1st M., g... | 16 1892 | 6g. F-A | 468,000 | Aug. 1, 1912 |

The mortgage trustee is the Northern Trust Company of Chicago.

ROAD—In Nov., 1896, owned 20 miles of track (of which 6 miles not operated) on 10 miles of street, within 5½ miles of the City Hall, the nearest point being within 2 miles.

In June, 1896, in order to extend the system to the center of the city the Chicago Midland Transit Co. was seeking the right to lay tracks on Archer Avenue and State Street from 22d Street to Lake Street.

EARNINGS—For year ending Dec. 31, 1896, gross, $96,251; oper. exp. and taxes, $58,708; net, $37,543; fixed charges, $35,813; bal., surplus, $1,730. In 1895, gross, $82,082; operating expenses and fixed charges, $64,334; balance, surplus, $17,748. Passengers carried in 1895 were 1,746,112; in 1894, 955,229; in 1893, 28,559.

OFFICERS.—President, (October, 1896), John H. Whitbeck, Secretary and Treasurer, Lawton C. Bonney. Directors—J. H. Whitbeck, C. L. Bonney, J. P. Black, Lawton C. Bonney, Lyman N. Paine, F. R. Greene, N. D. Lawton.—V. 62, p. 987; V. 63, p. 153, 1009, 1114.

## CHICAGO & SOUTH SIDE RAPID TRANSIT RR.—("ALLEY ELEVATED")—SEE SOUTH SIDE ELEVATED.

## ENGLEWOOD & CHICAGO ELECTRIC RY.

A storage battery road.

ORGANIZATION—Chartered in 1893. In December, 1895, control was acquired by Isaac L. Rice as trustee. Company being unable to sell its bonds the road was placed in hands of a receiver Jan. 20, 1897, who will complete the construction and equipment. Operation expected to begin by April. Receiver is G. Herbert Condict. In March, 1897, receiver's certificates for $325,000 were authorized to pay off liens and to complete road.—V. 64, p. 423.

BONDHOLDERS' COMMITTEE.—A. S. Heidelbach, S. R. Shipley, J. S. Bache and Isaac L. Rice; depositary, Manhattan Trust Co., N. Y.—V. 64, p. 180.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock (par, $100) | ..... | ..... | $2,500,000 | ..... |
| Rec'v'r's ctfs. "A," 1st lien | 1897 | 7 p. c. | 60,000 | 1899 |
| do "B," 2d lien | 1897 | ..... | 265,000 | ..... |
| 1st M., $2,500,000, gold. | 1893 | 6 g. F-A | abt. 850,000 | Aug. 1, 1913 |

ROAD—The line will be 13 miles long, double tracked, extending from a connection with the "Alley L" in South Chicago to Englewood, Harvey, Blue Island, etc. Road is in course of construction. In Feb., 1897, 21½ miles of track were completed—from 63d St. to Blue Island—and cars were running in May, 1897.—V. 64, p. 330, 423.

## GENERAL ELECTRIC RAILWAY.—

ORGANIZATION—Incorporated in February, 1895, with authorized capital stock of $5,000,000. In January, 1896, the City Council passed an ordinance over the Mayor's veto granting this company a twenty-year franchise for a system of lines south on Dearborn Street, etc., and in February, 1897, additional franchises were granted, the company to pay the city 5 p. c. of gross for second five years of franchise, 7½ p. c. for third five years and 10 p. c. for last five years.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $5,000,000 (par $100) | .... | ..... | ..... | ..... |
| 1st mtge., $3,000,000, gold.. | 1896 | A O | (i) | 1916 |

The road will extend from the Post Office southward for 29 miles. Construction has been begun. *Love Electric Traction*—The road of the General Electric Railway will be built by the Love Electric Traction Co., whose stock is $10,000,000; issued, $6,000,000. No bonds.

*General Electric Directors.*—President, S. F. Hawley; A. E. Meanor, Simon W. Straus, S. J. T. Straus, A. G. Welch, Adolph Traub, S. H. Trude.—V. 62, p. 589; V. 62, p. 988.

## LAKE STREET ELEVATED RAILROAD.—

ORGANIZATION—Chartered August 24, 1892. 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. Operation by electricity was resumed Sept. 20, 1896.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity, etc.* |
|---|---|---|---|---|
| Stock, par $100 | ..... | ..... | $10,000,000 | ..... |
| Gold debentures; p. & i. guar. by N. W. El. | 1895 | 5 J-J Trustee, Northern Trust Co., Chicago. | 3,781,200 | July 1, 1928 |
| Inc. deben., g., non-cum., $500 & $1,000 bonds. c. | 1895 | 5 Feb. 1 Subject to call at 101 on any Feb. 1. | 945,300 | July 1, 1928 |
| Bonds not assenting to plan of 1895— | | | | |
| 1st M., not protesting. (See text) | 1893 | 3(5) J-J | 144,000 | July 1, 1928 |
| Do Ziegler bonds (text) | 1893 | —J-J | 610,000 | July 1, 1928 |
| Bills payable Dec. 31, '96. | ..... | ..... | 775,860 | ..... |

Due on coupons unpaid (owned in interest of Columbia Construction Co.) $67,575 on Dec. 31, 1896, reduced by $65,000 during the year.

Trustees of 1st mortgage (see V. 64, p. 373), Equitable Trust of Chicago and Am. Trust & Savings Bank, Chicago.—V. 62, p. 1087.

*Note.*—The total issue of first mortgage bonds was $7,574,000, of which in April, 1897, $934,000 had not assented to readjustment plan of 1895. Of these last $104,000 were in the treasury, while $610,000 held by Mr. Zeigler were still in litigation and with $76,000 others were receiving no interest, and $144,000 additional are allowed to receive interest at 3 per cent per annum, or 60 per cent of face of coupons. See V. 62, p. 233, 869, 908, 949. Holders of first mortgage bonds who assented to plan received in exchange for their principal 60 per cent in guaranteed debentures (total issued $3,944,400, of which $181,200 in treasury), and 15 per cent in incomes (total issue $986,120, of which $45,320 in treasury).

*Stock*—In May, 1896, trust certificates representing Lake Street stock for $5,009,300 was offered to stockholders of Columbia Construction Co. at $18·90 a share; the stock itself will be held in a ten-year voting trust.—V. 62, p. 908. In October, 1896, it was reported that the Union Elevated RR. controlled 35 per cent of these trust certificates, thus preventing a termination of the trust, as the consent of 80 per cent of the certificates is required.

*Bonds*—The gold debentures are secured by deposit of the old bonds with the Northern Tr. Co.; their p. and i. are guaranteed by the Northwestern Elevated RR. Co. When all the old bonds have been exchanged, they are to be stamped payable as to principal and interest at 60 per cent of their face value and reissued in exchange for the debentures. The trust deed securing the mortgage bonds was to be modified so that no further bonds shall be issued for construction, 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 14¼ miles of single track. Trains began running over the Loop line in March, 1897.

REPORT—Fiscal year ends Dec. 31. Report for 1896, V. 64, p. 177.

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $573,669 | $517,305 | Taxes | $12,278 | $17,000 |
| Oper. exp. | 339,382 | 290,006 | Int. on bonds | 215,125 | 230,454 |
| | | | Int. on miscel. | 34,556 | 17,993 |
| Net revenue | $234,287 | $227,299 | Deficit | $27,672 | $38,148 |

OFFICERS—President, D. H. Louderback; Vice-President, A. S. Littlefield; Sec. and Treas. (May, 1897), Howard Abel, 444 North Clark Street Chicago.—V. 63, p. 154; V. 64, p. 134, **177**, 373.

## 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. See. V. 58, p. 866. Right of way is owned in fee and mortgaged to secure the bonds. West Side Construction Co. turned road over to the railroad company in fall of 1896. V 64, p. 135. There are 55 motor cars and 125 passenger cars.

RECEIVERSHIP—On Jan. 20, 1896, Dickinson McAllister was appointed Receiver.—V. 64, p. 181. In February, 1897, the receiver reported the net current liabilities as $629,272, including two demand notes due West Side Construction Co. for $620,282.

BONDHOLDERS' COMMITTEE—F. P. Olcott, Chairman; W. G. Oakman and Samuel Thorne; depositary, Central Trust Co., New York.—V. 64, p. 287, 611. Foreclosure suit has been filed.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity, etc. |
|---|---|---|---|---|
| Stock, $15,000,000 ($100). | ..... | ..... | $15,000,000 | ..... |
| 1st mort., $15,000,000, gold, $1,000 ..... c&r | 1892 | 5 g. F-A | 15,000,000 | Aug. 1, 1942 |

Interest payable in both N. Y. and Chicago.

The company has guaranteed $500,000 series A bonds of the Union Consolidated Elevated, which see.

*Coupons*—First mortgage coupons due Aug. 1, 1896, were purchased by the Central Trust Co., N. Y., and are held uncanceled; coupons due Feb. 1, 1897, were not paid.—V. 63, p. 310.

Net earnings for the year 1896 have been reported as $316,750; interest charges (on $10,000,000 bonds then outstanding), $500,000.

OFFICERS—President, Robert E. Jenkins; Secretary and Treasurer, George Higginson, Jr.—V. 64, p. 135, 181, 234, 287, 517, 610.

## NORTH CHICAGO STREET RAILROAD—

ORGANIZATION—Incorporated under the laws of Illinois in 1886 "to construct, lease, purchase, or otherwise acquire horse, dummy and street railroads in Chicago and Cook County, Illinois." It controls the surface street railroad system in the North division of the city of Chicago, through the purchase in 1886 of 2,501 shares out of a total of 5,000 shares capital stock of the North Chicago City Railway Co., said road being leased for 999 years from 1886. Franchise 99 years from Feb., 1865. Annual payment to city for electrical franchise, $10,000; car license, $50 per car per annum, 13 trips per day to a car.

| STOCK AND BONDS— | Date. | Interest. | Outst'ding. | Last div. &c. |
|---|---|---|---|---|
| Stock ($10,000,000) ($100) .... | | Q.—J | $6,600,000 | Apr.15,'97,3% |
| 1st mortgage ($500), &c. See text. Currency.... Trus. Fide'y Ins. Tr. & Safe Dep. Co. of Phila. | 1886 | 5 J-J | 3,171,000 | 1906-9-16 |
| Certificates ($1,000) cur'cy. | 1891 | 6 J-J | 500,000 | Jan., 1911 |
| Do 5-20s ($100) etc., cur. | 1895 | 6 J-J | 1,260,000 | 1900-1915 |
| N. C. City *Ry.* Co. stock.... .... | | 30 Q-J | See text. | Apr., 1897 |
| 1st mort., cur'cy ($1,000). | 1880 | 6 J-J | 500,000 | July 1, 1900 |
| 2d M. ($2,500,000) cur. Trustee, Ill. Tr. & S. Bk. Subject to call at any time. | 1887 | 4½ M-N | 2,500,000 | Nov. 1, 1927 |

Stock of N. Chi. City *Ry.* Co. not owned by N. Chi St. *RR.* Co., $249,900 (par, $100), receives an annual rental of $30 per share. North Chicago City stock for $250,100 is owned by North Chicago Street RR.

*Bonds*—The N. C. St. R.R. mortgage provides for the issuing (by and with the consent of the trustee) of bonds for permanent improvements, in amount equal to 75 per cent of such improvements. To 1897 there had been issued: Dated July, 1886, due 1906, $1,500,000; July, 1889, due 1909, $1,250,000; Jan., 1896, due 1916, $421,000.

In November, 1896, the treasury held the following additional bonds [partly it is supposed pledged for loans] North Chicago 4½s, $650,000 (since sold); North Chicago Street RR. 5s as above $758,000; certificates of indebtedness of 1895, $669,000. All payable in lawful money U. S. A.

Has guaranteed $226,000 North Chicago Electric Ry. and $150,000 Chicago Electric Transit bonds—see both under West Chicago "System." In January, 1896, guaranteed North Side Electric bonds (see guarantee V. 62, p. 414) and issued $550,000 certificates in part payment of extra dividends.—V. 62, p. 41. The bonds ($1,000,000 authorized) of the Evanston Electric are guaranteed.

*Stock*—North Chicago Street stock for $1,100,000 was issued in January, 1896, of which $550,000 for part payment of extra dividend and $550,000 was offered to stockholders at par.—See V. 62, p. 41.

| DIVIDENDS. per cent. | for 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. |
|---|---|---|---|---|---|---|---|---|
| | 6½ | 8 | 11½ | 12 | 12 | 12 | Below. | Below. |

In 1896, 12 p. c. in cash, and 20 p. c. extra, 10 p. c. in stock and 10 p. c. in 6 p. c. certificates of indebtedness. See V. 62, p. 183. In 1897, January, 3 per cent; April, 3 per cent.

| ROAD—On Jan. 1, 1896. | Miles. | | Miles. |
|---|---|---|---|
| Cable ..... | 17 | Electric trolley | 64 |
| Electric underground | 1·75 | | |
| Horse | 3 | Total track operated | 85·75 |

ANNUAL REPORT—Fiscal year ends December 31. Report for 1896 was in V. 64, p. 176, and gave earnings as follows:

| *Year ending Dec. 31*— | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross earnings | $2,913,710 | $2,780,487 | $2,565,618 |
| Net earnings | $1,519,322 | $1,468,380 | $1,218,292 |
| Int., rental, taxes, etc. | 524,231 | 471,252 | 465,648 |
| Dividends paid | (12%) 758,901 | (12%) 659,922 | (12%) 659,913 |
| Balance, surplus | $236,190 | $337,206 | $92,731 |
| Total surplus Dec. 31 | $830,741 | $594,281 | $1,357,076 |

OFFICERS—President, C. T. Yerkes; Vice-President, W. F. Furbeck; 2d Vice President, General Manager and Purchasing Agent, John M. Roach; Secretary and Treasurer, J. William Helm.—V. 64, p. 176, 234.

## NORTH CHICAGO STREET RR. SYSTEM.—EVANSTON ELECTRIC RAILWAY.—

ORGANIZATION—Organized in 1896. Operated in connection with North Chicago Railroad. Road runs from Emerson and Sherman avenues to Wilmette, 2¾ miles (double track). Stock, $1,000,000. Mortgage is for $1,000,000 for 6 per cent (int. F. & A.) currency bonds maturing Aug. 1, 1916; issued $300,000, guaranteed by the North Chicago Street Railroad.—V. 63, p. 504.

## NORTH CHICAGO STREET RR. SYSTEM.—NORTH SIDE ELECTRIC RAILWAY.—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $1,500,000 | ..... | ..... | $1,500,000 | ..... |
| 1st M. cur., gu. p. & i. (end.) by No. Ch. St. RR. Trustee, Illinois Trust & Savings Bk, Chicago. | 1895 | 6 M-N | 155,000 | Nov. 1, 1915 |

Interest is payable at Chicago office or the fiscal agency. The first mortgage provides for the issue up to $1,500,000 at not exceeding the cost of construction; further bonds can be issued at 75 per cent of cost of extensions and improvements. (See guarantee V. 62, p. 414.)

ROAD—Runs from Chicago & North Western Ry. station north to Elston Avenue, having 5·68 miles of single track.—V. 62, p. 233, 414.

## NORTHERN ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1894 for 50 years. Capital stock is $50,000. 1st mortgage bonds dated 1894, due June 1, 1914, $50,000; trustee, Chicago Title & Trust Co. Owns 5 miles of track.

## NORTHWESTERN ELEVATED RR.—Under construction.

ORGANIZATION—Organized in 1894. As to prospects of construction see Mr. Louderback's statement in the report of the North Chicago Street RR. Co. in V. 64, p. 176.

| STOCK AND BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $15,000,000 | ..... | ..... | ..... | ..... |
| 1st M., $15,000,000 | 1894 | 5g F-A | ..... | Aug. 1, 1944 |

Illinois Trust & Savings Bank, trustee.

Has guaranteed the debenture bonds of the Lake Street Elevated.

*Columbia Construction Company.*—Incorporated with a capital stock of $2,000,000, to build the Northwestern Elevated. Stock increased to $5,000,000 in July, 1895.—V. 63, p. 358.

ANNUAL REPORT—For 1896 no financial statement was presented—see V. 64, p. 181. The President's report on the condition of the property Dec. 31, 1895, was given in V. 62, p. 231, and his statement of August, 1896, in the CHRONICLE of August 29. Statement of Columbia Construction Co. as of Sept. 1, 1896, was given in V. 63, p. 503. See also North Chicago Street RR report, V. 64, p. 176,

ROAD—The road starts at the intersection of Wilson and Evanston avenues, seven miles from the Court House, and will have 5¾ miles of four-track and 1¼ miles double-track. In April, 1897, foundations about all in; road expected to be completed by January, 1898.

OFFICERS—President, D. H. Louderback; Vice-President, C. D. Hotchkiss; Secretary and Treasurer, Howard Abel.—V. 62, p. 231; V. 63, p. 358, 503; V. 64, p. 176, 181.

## SOUTH CHICAGO CITY RAILWAY CO—

ORGANIZATION—Incorporated May 31, 1888. Operates two lines from Jackson Park to 106th Street and the Indiana State Line. Hammond Whiting & East Chicago is controlled in same interest.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($2,000,000 auth.) | ..... | ..... | $1,603,800 | ..... |
| 1st mortgage, currency | 1890 | 5 J-J | 50,000 | July 1, 1910 |
| 1st mort. $5,000,000, gold $1,000 ..... Int. at Illinois Tr. & Sav. Bk., Trustee, Chic. | 1893 | 5 g. A-O | 1,513,000 | Apr. 1, 1913 |

In November, 1896, $500,000 additional stock was authorized making total $2,000,000.

ROAD—Owns 34 miles of track in Chicago and controls the Grand Crossing & Windsor Park RR. Co., 3 miles; total Dec., '96, 37 miles. Rails 75 and 85 lbs. Hammond Whiting & E. C. Electric gives a line to the various Indiana race tracks and makes a direct route of 14 miles from 63d St. and Madison Ave., Chicago, to Hammond, Ind.

OFFICERS—President, D. F. Cameron; Vice-President, V. Shaw Kennedy; Secretary, Treasurer, O. S. Gaither.—V. 63, p. 795, 970.

## SOUTH SIDE ELEVATED RR.—("ALLEY ELEVATED")—A steam road.

ORGANIZATION—Formed January, 1897, to succeed the Chicago & South Side R. T. RR. (see PLAN V. 63, p. 1158), which was sold in foreclosure Sept. 16, 1896; the $7,500,000 old first mortgage 5s were to receive 100 per cent in new stock; extension 5s for $3,000,000 to receive 60 per cent in stock; over due interest on each issue to receive same per cents as principal.

ROAD—Owns elevated road in operation in Chicago upon a purchased right of way from Congress Street to Jackson Park, 8·56 miles of double and triple track; total track said to be 18·62 miles. Electricity is to be introduced as motive power, and it is estimated the cost of the change will be about $1,000,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $10,323,800 | ..... | ..... | $10,323,800 | ..... |
| 1st mort., $1,500,000, red. in 5 years at 102 | 1897 | 4½ | 750,000 | 1907 |

*Bonds.*—Of the $1,500,000 authorized in April, 1897, $750,000 are to be held for future improvements and additions—See V. 64, p. 843.

It is understood, however, that a movement is on foot to consolidate the elevated roads of Chicago under one management.

ANNUAL REPORT—The annual report of old Chicago & South Side Rapid Transit for 1896 was in V. 64, p. 177, showing earnings as follows. No interest was paid in 1895 or 1896.

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Passenger | $672,086 | $710,857 | Op. ex. & taxes | $497,105 | $560,384 |
| Other earnings | 32,554 | 33,310 | | | |
| | | | Net receipts | $207,535 | $183,783 |
| Gross receipts | $704,640 | $744,167 | Special exp. | $101,626 | ..... |

OFFICERS (Feb., 1897)—President, Leslie Carter; Vice-President William Fleming; Secretary and Treasurer, J. H. Glade. Office, 47 Congress St., Chicago.—V. 64, p. 41, 177, 180, 665, 708, 843.

## SUBURBAN RAILOAD—

ORGANIZATION—The Suburban leases (for 50 years) the Chicago Harlem & Batavia and Chicago & Southwestern roads (constituting the Chicago & Northern Pacific suburban lines), running to Harlem race track, Austin, Ridgeland, Oak Park, etc.; these lines are equipped and are to be operated by electricity probably by June, 1897. They include 13 miles of track, of which 9 miles double and 4 miles single. New lines from West 48th St., Chicago, through Cicero, Grossdale, La Grange, etc., have been built.

ROAD.—The company expects to have about 27 miles of double-track road completed on or before July 1, 1897.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,250,000 | ..... | ..... | $1,250,000 | ..... |
| 1st M., $3,000,000, gold. Trustee is Chicago Title & Trust Co. | 1896 | 5g. M-S | 1,250,000 | Mar. 2, 1916 |

OFFICERS—President, C. H. Crosette; Secretary, Homer K. Galpin. Road operated by Naugle, Holcomb & Co., 355 Dearborn St., Chicago. V. 64, p. 331.

## UNION ELEVATED RAILROAD—

ORGANIZATION—Incorporated Nov. 22, 1894, to build a loop road connecting the elevated roads with business centre of city.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $5,000,000 | ..... | .... | $5,000,000 | ..... |
| 1st M., $5,000,000, gold | 1895 | 5g. A-O | 3,500,000 | Oct. 1, 1945 |

RENTAL—The loop will be used by the four elevated railroad companies, viz.: South Side Elevated RR. Co., Lake Street Elevated RR. Co., Northwestern Elevated RR. Co. and the Metropolitan Elevated RR. Co., which are to pay as rental respectively an amount proportionate to the number of passengers carried by each on the loop, with a minimum aggregate rental for the four companies upon completion of loop equal at least to the amount of interest charges, taxes, expenses of operation and maintenance of the lessor company.

ROAD—Route of loop is on Fifth Avenue from Lake to Van Buren Street, thence east on Van Buren Street to Wabash Avenue, thence north on Wabash Avenue to Lake Street, using the Lake Street Elevated on Lake Street. The loop will be 2¼ miles in length, and was partly in operation in May, 1897. V. 62, p. 94, 321, 553; V. 63, p. 602.

## UNION CONSOLIDATED ELEVATED RR.—

ORGANIZATION—Formed in 1896 to build from Union Elevated at 5th Ave. west to Market St.; thence to the Metropolitan W. S. El (this branch covered by the series "A" bonds for $500,000), and, if desired from Van Buren and Market Sts. across the Chicago River to the Metropolitan tracks (this branch to be covered by series "B" bonds for $500,000). Series "A" bonds are guaranteed principal and interest by the Met. W. S. Elevated. Series "B" have not been issued. One mortgage secures both issues.

| BONDS— | Date. | Int. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Series "A" 1st mort., gold, gu. p. & i. by Met. W. S. El. | 1896 | 5 g M-N | $500,000 | Nov. 1, 1936 |

Trustee, G. Sherman, V.-P't, Cen. Tr. Co., N. Y

—V. 63, p. 602, 1065.

## WEST CHICAGO STREET RAILROAD—

ORGANIZATION—Incorporated in 1887 under laws of Illinois.

LEASES.—Control of the *Chi. W. Div. Ry.* (96 miles track) was acquired through purchase of a majority of its shares (6,251) of capital stock, and the road leased for 999 years at an annual rental of $35 per share, the principal and interest of its bonds being assumed. Of the *Chicago Passenger Ry. Co.* (34 miles track) stock, the Chi. W. Div. Ry. Co. owns a majority, and the road is leased to the West Chicago Street RR. The West Chicago 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. Leases Cicero & Proviso St. Ry. (from May 1, 1896,) and Ogden St. Ry.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|
| Stock, $20,000,000 ($100). | text. | Q.-F. | $13,189,000 | May 15 '97, 1½ |
| 1st mortgage, $4,100,000, $1,000, s. f. | 1888 | 5 M.-N. | 3,969,000 | May 1, 1928 |
| | | Trustee, Illinios Tr. & Sav'gs Bank, Chicago. | | |
| Debentures, $1,000 c* | 1894 | 6 J.-D. | 700,000 | Dec. 1, 1914 |
| | | Subject to call at par June 1, 1900. | | |
| Consol. M., $12,500,000g. ($1,000 each) c* | 1896 | 5g. M.-N. | 6,000,000 | Nov. 1, 1936 |
| | | Trustee, Cent. Tr. Co., N. Y. & G. Sherman. | | |
| W. Ch. St. RR. Tun. Co. 1st guar. p. & i. end. c. | 1889 | 5 F.-A. | $1,500,000 | Feb. 1, 1909 |
| | | Trustee, Illinois Tr. & Sav'gs Bank, Chicago. | | |
| Power house mortgages. | 1888-9 | 5 p. c. | 204,000 | 1928-9 |
| Chi. W. D. Ry. Co. st'k 100. | .... | $35 Q.-J. 20 | See text. | July 20, 1896 |
| Note sec'd by trust deed. | 1886 | 5 ..... | 30,000 | ..... |
| 1st mort. 4½s, ($1,000) | 1892 | 4½ J.-J. | 4,040,000 | July 1, 1932 |
| Chic. Pass. Ry. Co. stock | .... | 5 ..... | 2,000,000 | ..... |
| 1st mortgage, cur. | 1885 | 6 F.-A. | 400,000 | Aug. 1, 1903 |
| Con. M., $1,000,000 | 1889 | 6 J.-D. | 600,000 | June 1, 1929 |
| Bonds of '96, $1,000,000 | 1896 | ..... | 1,000,000 | ..... |
| Chicago Electric Transit, etc., Chicago & Jefferson Urban Transit, North Chicago Electric, Cicero & Proviso St. Ry. Ogden St. Ry. | | See these companies below. | | |

*Interest* is payable at company's office.

*Bonds.*—Of the $12,500,000 consols under the mortgage of November, 1896, $3,969,000 can be issued only on retirement of an equal amount of the outstanding first mortgage 5s, and $2,500,000 for improvements and extensions at 75 per cent of the cost thereof. In February, 1897, a sale of $6,000,000 of the consols was made to a syndicate; the proceeds were used to retire $2,000,000 debentures in April 28, 1897, and the floating debt, and bonds are reserved to retire the $700,000 debentures subject to call in 1900. See V. 64, p. 176, 333, 472.

*Stock.*—The 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 $2,000,000, having been increased from $1,000,000 in 1896. The West Chicago St. RR. Co. guarantees, under operating contract, 5 p. c. on original $1,000,000 stock, of which $730,000 is owned by West Chicago, as is also $730,000 of the issue of 1896.

| DIVIDENDS— per cent.. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895 to May, '97. |
|---|---|---|---|---|---|---|---|
| | 5 | 5 | 6 | 7¼ | 9 | 9 | 6 per ann. |

ROAD.—In Feb., 1897, owned 72·7 miles track and leased 186·32 miles, operated as follows: Cable 30·42 miles; electricity 222 miles; horses, 6·6 miles. Jan. 1, 1895, there were 151 miles operated with horses.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1896 was in V. 64, p. 177. The statement of operations for the year is given below.

| *Years ending Dec. 31—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross earning | $4,018,948 | $4,201,477 | $4,181,237 |
| Operating expenses | 2,138,378 | 2,267,196 | 2,518,627 |
| Net earnings | $1,880,570 | $1,934,281 | $1,662,610 |
| Rental of leased roads | $493,408 | $490,500 | $490,500 |
| Coupon interest | 241,800 | 241,813 | 240,862 |
| Other interest and taxes | 280,907 | 169,702 | 128,109 |
| Balance for dividends | $864,455 | $1,032,266 | $803,139 |

| *Years ending Dec. 31—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| Dividends paid | $791,340 | $791,340 | $1,184,298 |
| Balance | sur. $73,115 | sur. $240,926 | def. $381,159 |
| Total surplus Dec. 31 | $1,795,733 | $1,722,619 | $1,481,693 |

OFFICERS.—President, C. T. Yerkes; Sec. and Treas., L. S. Owsley; Purch. Agent, E. A. Blodgett.—V. 64, p. 176, 288, 333, 424, 472.

## WEST CHICAGO STREET RR. SYSTEM—

CHICAGO ELECTRIC TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1894. Owns valuable franchises running for 20 years on about 40 miles of streets in northwest Chicago

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $1,500,000 | ..... |
| 1st M., gu. see text, no opt'n | 1894 | 6 F-A | 986,000 | Aug. 1, 1914 |

Interest is payable at office of trustee, the Illinois Tr. & Savings Bank.

*Bonds*—The mortgage provides for the issue of $2,000,000 bonds at not exceeding the cost of improvements, extensions, etc., and for additional bonds at not above 75 per cent such cost. Of the $850,000 issued to Aug., 1896, $700,000 are guaranteed by the West Chicago Street RR. and $150,000 by the North Chicago Street RR. To May, 1897, an additional $136,000 were issued for an extension to Irving Boulevard, etc.

ROAD—Owns 18·46 miles of track on 9·23 miles of street—a double-tracked paved electric road on Elston Avenue and Belmont Avenue. Owns eight acres of real estate for car barns, and will furnish power for itself and for other lines.

EARNINGS—For year ending Dec. 31, 1896, gross, $223,141; net, $96,683; charges, $51,668; bal., surplus for year, $45,015. In 1895, gross, $141,524; net, $48,978; charges, $43,986.

## WEST CHICAGO STREET RY. SYSTEM—

CHICAGO & JEFFERSON URBAN TRANSIT.—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. Began operation March 9, 1896. Road belongs to system of West Chicago Street Ry., which guarantees the bonds. Stock $2,000,000. See V. 61, p. 516.

| STOCK & BONDS. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $2,000,000 | .... | .... | $2,000,000 | ..... |
| 1st M., guar. p. and i., West Chicago Street Ry. | 1895 | 6 M-N | 206,000 | Nov. 1, 1915 |

Interest at Chicago office.

The first mortgage is for $2,000,000, but additional bonds may be issued for extensions, etc. Trustee, Illinois Trust & Savings Bank.

ROAD—Owns 7·7 miles of track on Fulton, Morgan and Monroe streets. President, Le Grand W. Perce.—V. 61, p. 516.

## WEST CHICAGO STREET RY. SYSTEM—

CICERO & PROVISO STREET RAILWAY.—An electric road.

ORGANIZATION—Leased from May 1, 1896, to the West Chicago Street RR. for net earnings, but the bonds are guaranteed.—V. 64, p. 176.

| STOCK & BONDS. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|
| Capital stock (par $100) | ..... | $2,500,000 | ..... |
| 1st mortgage, 1889 | 6 M & N | 604,000 | Nov. 1, 1904 |
| Consol. M., $2,500,000, 1895, g., $1,000, gu., end. | 5g, M & N | 1,289,000 | May 1, 1915 |

Trustee, Illinois Trust & Savings Bank.

*Interest* on 1st mortgage at Farmers' Loan & Trust Co., N. Y. City.

*Bonds*—Of the consols of 1895 sufficient are reserved to retire the outstanding firsts. The consols are endorsed with the guarantee of the West Chicago Street RR.

ROAD—Operates 37·66 miles of track. It starts at West 40th St. and W. Madison St. in the City of Chicago, and passes through Moreland, Austin, Maywood, etc.—V. 63, p. 1062.

## WEST CHICAGO STREET RR. SYSTEM—

NORTH CHICAGO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION, ETC.—Leases Chicago North Shore St. Ry. until 1944 at 6 per cent on $650,000 stock and 6 per cent interest on $675,000 bonds.

| STOCK & BONDS. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $2,000,000 | ..... |
| 1st M., $1,000,000 (not subject to call), gu. p. & i. end. | 1894 | 6 F-A | 466,000 | Aug. 1, 1914 |

Int. at Illinois Trust (trustee), Chicago.

The bonds are guaranteed, $286,000 by North Chicago $180,000 by West Chicago Street RR.

EARNINGS—For year ending Dec. 31, 1896, gross, $309,481; net, $160,430; charges, $105,812; balance surplus for year, $54,618. In 1895 surplus over charges $38,370. Company has no power plant. In 1896 carried 6,189,000 passengers against 4,267,493 in 1895.

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 Milwaukee Avenue, from the terminus of the West Chicago Street Ry. Co.'s cable line at Armitage Ave. to Lawrence Ave., 6·75 miles in length.

## WEST CHICAGO STREET RY. SYSTEM—

OGDEN STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Oct. 1, 1891, and secured franchises covering about 24 miles of street in Chicago, Cicero and Lyons, passing the towns of Hawthorne, Morton Park, Clyde, La Vergne, Berwyn, and Riverside. Leased to West Chicago Street Railway.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $2,000,000 ($100) | ..... | ..... | $2,000,000 | ..... |
| 1st M ($1,500,000 | 1896 | 6 M-N | Feb., '97, none | May 1, 1916 |

Interest is guaranteed by West Chicago Street Railway.

Mortgage Trustee is Illinois Trust & Savings Bank. The deed authorizes the issue of bonds for $1,500,000 and additional amounts [but not in excess of $2,000,000], only for 75 per cent of cost of construction and equipment.

ROAD—In February, 1897, owned 18·65 miles of track.

OFFICERS—President, Henry G. Foreman; Vice-President, J. Charles Moore; Secretary, P. H. Gray; Treasurer, Louis S. Owsley; Offices, Equitable Building, Chicago, Ill.—V. 62, p. 779.

WEST CHICAGO STREET RAILWAY SYSTEM—CHICAGO NORTH SHORE STREET RY.—An electric road. Leased in 1894 for 50 years to North Chicago Electric Ry.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Capital stock, 6 p.c. guar. | ..... | 6 Q.—J. | $650,000 | Jan., '97, 1½% |
| 1st M., $1,500,000, g., guar. p. & i. (end) c* | 1894 | 6g. A-O | 675,000 | Apr. 1, 1912 |
| | | Subj. to call at 105 any Apr. 1 after 1905 | | |

The bonds guaranteed by endorsement by the North Chicago Electric Railway, and the stock guaranteed 6 per cent per annum by the same company, are listed on the Chicago Stock Exchange.

*Interest* is paid in New York by Chase Nat. Bank and in Chicago at Illinois Trust & Savings Bank, Trustee.

ROAD—Owns 7½ miles double track; trackage No. Chic. St. RR. 1½ miles; total *track* operated 18 miles. President, J. L. Cochran; Vice-Prest., C. D. Hotchkiss; Secy. and Treas., Howard Abel.

## CINCINNATI, OHIO.

POPULATION 1890 WAS 296,908; IN 1880 WAS 255,139; AND IN 1870 WAS 216,239.

CINCINNATI NEWPORT & COVINGTON.—See COVINGTON, KY.

CINCINNATI STREET RY.—Electric and cable road.

ORGANIZATION—Incorporated June 21, 1880, and in 1896 purchased Mt. Adams & Eden Park and Mt. Auburn roads, assuming their bonds.

| STOCK & BONDS— | Par. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|
| Stock ($18,000,000) | 50 | 5 Q.-J. | $15,000,000 | Apr. 1, '97, 1¼% |
| BONDS ASSUMED BY CINCINNATI STREET RAILWAY. | | | | |
| Kilgour M. (assumed), cur. | .. | 4 J.-J. | $25,000 | July, 1900 |
| Mt. Adams & Eden Park Inclined Ry. bonds assumed: | | | | |
| 1st mortgage, currency | .. | 6 A.-O. | 50,000 | Oct., 1900 |
| " " currency | .. | 6 A.-O. | 100,000 | Oct., 1905 |
| Consol. mortg., currency | .. | 5 M.-S. | 515,500 | Mch., 1906 |

*Interest* is payable at First National Bank, Cincinnati.

| | | | | | |
|---|---|---|---|---|---|
| Mt. Auburn Cable Ry. 1st M. assumed c* | 8¼ | 1887 | 5 J-D | $200,000 | June, 1907 |
| | | Interest at Chemical Nat. Bank, N. Y. City. | | | |

*Stock*—Total authorized stock, $18,000,000, having been increased from $11,000,000 in August, 1896, for purchase of Mt. Adams & Eden Park and Mt. Auburn Cable roads and for extensions.—V. 63, p 188. Unissued stock to be used for improvements and extensions.—V. 64, p. 610.

DIVIDENDS—For many years dividends at the rate of 5 per cent per annum have been paid. In 1896, Jan., 1¼ per cent; July, 1¼ p. c.; Oct., 1¼ p. c.; in 1897, Jan., 1¼ p. c.; April, 1¼ p. c.

ROAD—Company in 1896, operated 160 miles of track in the city of Cincinnati, Ohio, extending also to adjoining suburbs. The College Hill Electric St. RR. 7 miles long, was opened in 1895.

| | Miles. | | Miles. |
|---|---|---|---|
| Main line (trolley) | 158 | Total track operated | 182 |
| Main line (cable) | 24 | Weight of rails 75 to 95 lbs. | |

OFFICERS—President and General Manager, John Kilgour; Secretary and Assistant Gen. Man., James A. Collins; Treas., R. A. Dunlap; Purch. Agent, A. G. Starr.

DIRECTORS (elected 1896)—John Kilgour, Matthew Ryan, George Bullock, George N. Stone, Frank J. Jones, Nat. Henchman Davis and Stephen R. Burton.—V. 63, p. 188; V. 64, p. 610.

CINCINNATI INCLINED PLANE RAILWAY—A trolley road and incline plane cable.

RECEIVERSHIP—Oct. 12, 1895, Brent Arnold was appointed receiver. *Consolidated Mortgage Committee.*—John Stites (Chairman), George A. Robinson and Alex. P. Humphrey; depositary, Fidelity Trust & Safety Vault Co., Louisville, Ky. *Stockholders' Committee.*—Columbia Finance & Trust Co., Louisville, Ky., will receive deposits.

Suit brought by City of Cincinnati to remove tracks at foot of inclined plane. Cincinnati claims the company had no right to issue bonds, as they possessed no vested right or charter giving them the use of the streets after a certain date. Judge Sage sustained this claim of the city, and decision was confirmed by U. S. Supreme Court in Dec., 1896, but a six months' stay was granted Dec. 19, 1896, preventing the tearing up of the tracks, and application has been made for a new charter. See V. 62, p. 683; V. 63, p. 651, 1114; V. 64, p. 799

| STOCKS & BONDS— | Par. | Date. | Int. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Com. st'k ($1,000,000 auth.) | $100 | .... | ..... | $575,000 | ..... |
| Pref. st'k ($150,000 auth) | 100 | .... | 6 A-O | 150,000 | ..... |
| 1st mortgage | 6* | .... | 7 J-J | 125,000 | July, 1899 |
| 2d mortgage, $150,000 | | .... | 1891 | 6 A-O | See text |
| Con. m. $500,000 | 6* | .... | 1894 | 6 J-J | 375,000 Jan., 1914 |

*Stock*—The preferred stock is secured by a second mortgage for $150,000 on the company's property, dated 1891, interest 6 per cent.

ROAD—Owned in August, 1895, 16 miles of track in city of Cincinnati, of which 1,920 feet is inclined plane cable; remainder electric.—V. 63, p. 651, 1114; V. 64, p. 799.

## 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. Is known as the "Little Consolidated." In 1896 consolidation with the Cleveland Electric Ry. was decided upon, but terms not yet announced.—V. 62, p. 363.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (100) $8,000,000 | ..... | Q.-J. | $7,600,000 | Apr. '97, ¾% |
| Cleve. City Cable Ry gold $1,000 c. & r. 1st M | 1889 | 5g. J.-J. | 2,000,000 | July 1, 1909 |
| | | Trustee is Central Trust Co., New York. | | |

EARNINGS—Jan. 1 to Aug. 31, 8 months, gross, $762,634 in 1896; $688,188 in 1895. For years ending Dec. 31 earnings have been:

| Year. | Gross. | Net. | Interest. | Bal., sur. |
|---|---|---|---|---|
| 1895 | $1,060,229 | $458,772 | $109,116 | $349,656 |
| 1894 | 923,551 | 366,113 | 131,569 | 234,544 |

DIVIDEND—Dividends of 4 per cent annually have been paid, but in 1896 paid 2 p. c.; in 1897, April, ¾ p. c.

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. Robison; Secretary and Treasurer, J. B. Hanna.—V. 62, p. 363.

CLEVELAND ELECTRIC RAILWAY—

ORGANIZATION—Known as the "Big Consolidated." Consolidation of the Cleveland Electric and Cleveland City has been decided upon, but terms not known in February, 1897.—V. 62, p. 363.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock ($100) | ..... | Q.-J. | $12,000,000 | Apr. 5, '97, ¾% |
| *Bonds assumed—* | | | | |
| E. Clev. RR. 1st M. ($1,000) | 1892 | 5 M-S | 1,000,000 | March, 1910 |
| | | Interest at Central Trust Co., New York. | | |
| Brooklyn St. 1st $1,000 | 1883 | 6 M-S | 300,000 | Sept. 1, 1903 |
| do mort. 1890 $1,000 | 1890 | 6 M-S | 300,000 | Sept. 1, 1903 |
| South Side 1st $1,000 | 1888 | 6 M-S | 300,000 | Sept. 1, 1903 |
| | | Int. in Phila. at Fidelity Ins. Tr. & Safe Dep. | | |
| *Cleveland Electric Ry.—* | | | | |
| Con. M. ($1,000) gold. c*&r | 1893 | 5g. M-S | 1,850,000 | Mch. 1, 1913 |
| | | Int. at trustee, Central Trust Co., N. Y. City. | | |

DIVIDENDS—The quarterly dividend was passed in January, 1896, owing to large payments for improvements and settlement of back claims; in April, 1896, paid ¾ per cent; in July, none; Oct., none; in 1897, Jan., ¾ p. c.; April, ¾ p. c.

BONDS—*Consols of 1893* for $1,900,000 reserved to retire the bonds assumed Bonds in excess of $3,500,000 (including the $1,900,000 reserved as above) cannot be issued except for 85 p. c. of the cash cost of extensions of mileage and increase of plant. The bonds are a first lien on the Broadway & Newburg system and on all extensions made and property acquired subsequent to the consolidation; they cannot be called before maturity.—V. 61, p. 749. Consols for $250,000 were issued late in 1896.

ROAD—The company operates in the city of Cleveland "an aggregate single track of about 96½ miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

LATEST EARNINGS.—4 mos., Jan. 1 to April 30. 1897..Gross, $500,779; net, $170,839. 1896..Gross, 504,175; net, 160,928

ANNUAL REPORT—For the years ending December 31:

| | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross earnings | $1,634,841 | $1,503,620 | $1,306,522 |
| Operating expenses | 1,080,979 | 984,221 | 805,021 |
| Net earnings | $553,862 | $519,399 | $501,501 |

Interest charges in 1896 $196,500, leaving bal., surplus for year, $357,362.

OFFICERS President, Horace E. Andrews; Secretary, L. A. Harmon; Treasurer, J. F. Whitelaw; Purch. Agent, C. W. Wason.

INDEX—V. 61, p. 749; V 62, p. 363; V. 63, p. 1146.

AKRON BEDFORD & CLEVELAND RAILROAD—A trolley road.

ORGANIZATION—Chartered in November, 1894. Through line opened Oct. 26, 1895, from Cleveland to Akron, 35 miles. Serves population of Akron, Kent, Cuyahoga Falls, Northfield, Bedford and Cleveland.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock auth'zed, $1,000,000 | ..... | ..... | $1,000,000 | ..... |
| 1st M., $300,000 (par $1,000), mort. covers 27$^{4}/_{10}$ mi es. | 1895 | 5 g. M&S | $300,000 | Sept. 1, 1915 |
| | | Central Tr. Co., N. Y., trustee, pays int. | | |

Further bond issue is limited to $10,000 per mile of new track.

Bills payable Dec. 31, 1896, $98,054.

ROAD.—In August, 1896, completed Akron to Cleveland, 27·4 miles. Of this about 11½ miles is on right of way owned in fee. Has traffic arrangement to use tracks in Cleveland, about 5 miles, in Akron, about 4 miles. Road has steel bridges, T rail and is ballasted; 21 cars, large pattern. See V. 61, p. 870; V. 62, p. 184.

EARNINGS—Jan. 1 to April 30 (4 months) in 1897, gross, $23,419; net, $2,504; in 1896, gross, $22,131. For year ending Dec. 31, 1896, gross, $91,686; net, $30,044; other income, $5,244; interest charges, $17,935; balance, surplus for year, $17,353. Passengers carried, 461,238.

OFFICERS—President, Henry A. Everett; Secretary, Fred. S. Borton, Treasurer, E. W. Moore, 616 Garfield Building, Cleveland.—V. 61, p. 870; V. 62, p. 184; V. 64, p. 178.

CLEVELAND BEREA & ELYRIA RY.—A trolley road.

ORGANIZATION—A consolidation in October, 1896, of the Cleve. & Elyria Electric and Cleve. & Berea Street Ry.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | $800,000 | ..... |
| Cleve. & Berea 1st M., g., Subj. to call Jan. 1, 1902. | 1892 | 6 g. J&J | 73,000 | Jan. 1, 1912 |
| Cleve. & Elyria 1st M. on 18 ms. (bonds $500) | 1895 | 6 M&N | 200,000 | May 1, 1915 |

The new Co. assumed the obligations of the constituent companies.

ROAD—Operates 28 miles of track extending from Cleveland to Berea and Elyria; sidings, additional, 2 miles. President, A. H. Pomeroy; Gen. Man., F. L. Pomeroy.—V. 63, p. 793.

CLEVELAND & CHAGRIN FALLS ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Incorporated in December, 1895, to build and operate a passenger and freight road between Cleveland and Chagrin Falls, 14 miles, to furnish heat, light and power, and own pleasure resorts.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | .... | ..... | $300,000 | ..... |
| 1st M., $200,000, g., red. aft. May 1, 1906 ($500) c* | 1896 | 6 g. M-N | 150,000 | May 1, 1916 |
| | | Int. at Guardian Trust, Cleve., trustee. | | |

ROAD—In February, 1897, 1½ miles of track had been laid.

President, Vincent A. Taylor; Vice-President, M. A. Sprague; Secretary, E. J. Kennedy; Treasurer, Wm. Prescott.

CLEVELAND & CUYAHOGA FALLS.—To be a trolley road.

ORGANIZATION.—This company is backed by Henry A. Everett and others, and in consideration of three-cent fares, applied in February, 1896, for a charter to operate on certain streets of Cleveland.

CLEVELAND PAINESVILLE & EASTERN RAILROAD—A trolley road.

ORGANIZATION, ETC.—Incorporated April 25, 1895. Road completed in August, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $500,000 | ..... |
| 1st Mort., gold, $500,000, ($1,000 each)....c* | 1896 | 5 g. A-O | 392,000 | Apr. 1, 1916 |

Interest at State Trust Co., N. Y.

Trustees of mortgage are State Trust Co., N. Y., and Cleveland Trust Co., Cleveland, O. Bonds authorized at $25,000 per mile. On Jan. 1, 1897, loans and bills payable were $181,724; treasury bonds; $108,000.

ROAD—Owns road from Euclid, Ohio, to Painesville, 20 miles, and uses Cleveland Electric Ry. from Euclid to Public Square, Cleve., 10 miles. Rails 68-lb. girder; 10 motor cars. Power house is at Willoughby and uses water from Chagrin River free.

EARNINGS—Jan. 1 to April 30, 4 months, in 1897, gross, $20,563; net, $7,703. For 6 months ending Dec. 31, 1896, gross, $33,340; net, $17,272; interest on bonds, $6,250; interest on floating debt, $3,830; balance, surplus, $7,192. Passengers carried (6 months), 222,623.

OFFICERS—President, C. W. Wason; Vice-President, J. A. Biedler Treasurer, E. W. Moore; Secretary, F. S. Borton. Directors (January, 1897)- Henry A. Everett, I. N. Topliff, W. F. Carr, Fred. Storm, C. W. Wason, E.W. Moore and J. A. Beidler.—V. 63, p. 356, 458; V. 64, p. 284.

## COHOES, N. Y.

POPULATION 1890 WAS 22,509; IN 1880 WAS 19,416; AND IN 1870 WAS 15,357.

COHOES CITY RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1894 and controlled by the same interests as the Albany Railway with which connection will be made.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par, $20) | ..... | 2% yr.'95-6 | $50,000 | ..... |
| 1st M., gold, $50,000 | 1895 | 6 g., J-J | 50,000 | July 1, 1905 |

Loans payable (June 30, 1896,) $19,544. Year ending June 30, 1896, gross, $27,083; net, $8,350; interest and taxes, $3,169; dividends (2 p. c.), $1,000; bal., surplus, for year, $4,181.

ROAD—Track, 4½ miles. President, John W. McNamara, Cohoes, N.Y

## 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 in the city.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | ..... | $500,000 f.p. | ..... |
| 1st M., $1,000 each | 7½ | 1890 | 6 A-O | 350,000 | 1910 |
| Consol. M., $1,000 ea., for $500,000, gold | 27 | 1891 | 6 g A-O | 150,000 | Apr. 1, 1921 |

Subject to call after October 1, 1896.

*Interest* is payable at Chemical National Bank, New York City.

*Consolidated mortgage* 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. Trustee, Central Trust Co., N. Y.

ROAD—Owns 28½ miles of track, and June 1, 1895, began to operate the Manitou Electric Railway & Casino Company's line, 1½ miles.

ANNUAL REPORT—For year ending Dec. 31, 1894, earnings were:

| | | | |
|---|---|---|---|
| Gross earnings | $98,198 | Fixed charges | $30,000 |
| Net earnings | 40,300 | Balance, surplus | 10,300 |

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 RAILWAY LIGHT & POWER—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $75,000 (par $100) | ..... | ..... | ..... | $75,000 f.p. | ..... |
| 1st M., gold, $1,000...c* | ..... | 1892 | 6g. M-N | 150,000 | May 1, 1922 |

Interest is payable at Mercantile Trust & Deposit Co., Baltimore,

ROAD—Operates 10 miles of track.

OFFICERS—President and General Manager, J. Q. Marshall; Vice-President, Dr. T. T. Moore; Secretary, W. H. Lyles.

## COLUMBUS, GA.

POPULATION 1890 WAS 17,303; IN 1880 WAS 10,123; AND IN 1870 WAS 7,401.

COLUMBUS RAILROAD—Part a trolley road; partly steam.

ORGANIZATION—Owns and operates the street car system of Columbus, the belt passenger and freight lines, connecting with all passenger and freight depots, and a large brick, metal roof warehouse and general storage building. A new mortgage for $400,000, gold, was made in 1894, securing 6 per cents due Oct. 1, 1934.

*Interest* on new bonds is payable at the office of the West End Trust & Safe Deposit Company, mortgage trustee, Philadelphia, Pa.

EARNINGS—Year 1895, gross, $44,271, against gross $27,000 in 1894

ROAD—Said to operate 24½ miles of track.

OFFICERS—President, John F. Flournoy; Vice-President, J. Wainwright; Secretary, C. B. Grimes; Treasurer, W. S. Drake; Superintendent and Purchasing Agent, W. D. Keene.

## COLUMBUS, OHIO.

POPULATION 1890 WAS 88,150; IN 1880 WAS 51,647; AND IN 1870 WAS 31,274.

COLUMBUS CENTRAL RY.—A trolley road.

ORGANIZATION—Chartered in 1893; franchise runs till 1917.

RECEIVERSHIP—On Sept. 4, 1896, George H. Worthington of Cleveland, O., was made receiver.—V. 63, p. 402.

BONDHOLDERS' COMMITTEE—G. H. Worthington, J. V. Painter; M. T. Herrick, all of Cleveland; H. L. Breneman and T. C. Campbell, of Cincinnati; Secretary, F. N. Bendelari, Columbus, Ohio; depository, Guardian Tr. Co., Cleveland. About $1,300,000 bonds have been deposited.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100) | .... | ..... | ..... | $1,500,000 | ..... |
| Receiv's ctfs. (see text) | .... | ..... | ..... | (!) | ..... |
| 1st mortgage, $1,500,000, gold | .... | 1893 | 5g. M-N | 1,500,000 | May 1, 1913 |

May, '96, coupon the last paid.

Mortgage trustee is the Savings & Trust Company of Cleveland, O.

Floating debt in Sept., 1896, was reported about $325,000. Receiver's certificates for $20,000 were authorized and the receiver applied for permission to issue $200,000 additional for building extensions V. 63, p. 793.

ROAD & EQUIPMENT—The company has under construction 42 miles of track in Columbus and suburbs. In May, 1896, 34 miles of track were completed.

OFFICERS—President, Jno. J. Shipherd, Cleveland, Ohio.

INDEX—V. 62, p. 413; V. 63, p. 402, 793, 838; V. 64, p. 842.

COLUMBUS STREET RAILWAY—A trolley road

ORGANIZATION—Organized in May, 1892.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g | Last div., &c |
|---|---|---|---|---|
| Capital stock | .... | Q.—F. | $3,000,000 | May 1, '97 1% |
| Col. Con. Street RR. 1st mortgage, gold | 1889 | 5 g. J.-J. Interest at Central Trust Co., N. Y. | 739,000 | July 1, 1909 |
| Col. St. Ry. 1st $3,000,000 gold....c* | 1892 | 5 g. J.-J. Interest at E. W. Clark & Co., Phila. | 2,261,000 | July 1, 1932 |
| *Bonds guaranteed—* | | | | |
| Crosstown 1st mort., $2,000,000 g. gu. p. & i. c.* | 1893 | 5 g. J.-D. Knickerbocker Trust Co., N. Y., Trustee. | 572,000 | June 1, 1933 |

*Bonds.*—The first consol. mortgage of 1892 is for $3,000,000, of which $739,000 are in hands of trustee (Knickerbocker Trust Co., N. Y.) to retire the Col. Consol. St. RR. *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. 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—1892, 3 per cent; 1893, 2 per cent; 1894, 1½ p. c.; in 1895, 4 p. c.; in 1896, 4 p. c.; in 1897, Feb., 1 p. c.; May, 1 p. c.

ROAD.—Operates 61 miles of track in Columbus, etc. (counting all as single track), as follows:

| *Road owned.* | *Miles.* | *Road leased.* | |
|---|---|---|---|
| Main line | 48 | Crosstown St. Ry. | 13 |

LATEST EARNINGS—4 mos., Jan. 1 to Apr. 30. 1897.....Gross, $183,917; net, $95,326 1896.....Gross, 200,952; net, 96,255

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1896 was given in V. 64, p. 232. Earnings have been as follows:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns | $626,961 | $626,485 | Dividends | $120,000 | $120,000 |
| Net earnings | 318,516 | 314,890 | Surp. for year. | 6,379 | 14,894 |
| Other income. | 4,362 | 3,510 | Tot. sur. Dec. 31 | 204,923 | 192,140 |
| Fixed charges. | 196,500 | 183,506 | | | |

GENERAL BALANCE SHEET JAN. 1, 1897.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construct'n, equip. etc. | $6,322,776 | Stock | $3,000,000 |
| Crosstown Street Ry—lease and ownership. | 572,000 | Bonded debt | 3,001,000 |
| Crosstown & Columbus bonds—valued at | 64,000 | Crosstown bonds, guar. | 572,000 |
| Accts. & bills receivable | 23,925 | Accounts payable | 14,960 |
| Supplies, etc | 14,188 | Bills payable | 158,418 |
| Cash | 1,769 | Reconstruct'n reserve. | 39,193 |
| | | Accrued int., taxes, etc. | 8,163 |
| | | Profit and loss | 204,924 |
| Total | $6,998,658 | Total | $6,998,658 |

Total passengers carried in 1896 was 13,810,455; in 1895 was 13,841,869; in 1894 12,676,018. Total car mileage in 1896 was 3,860,540; in 1895 was 3,592,333; in 1894 3,226,746. Per cent of operating expenses to gross earnings in 1896 was 49·20; in 1895 was 49·70 per cent.

OFFICERS—Pres., Emerson McMillin; 1st Vice-Pres. and Treas., E. K. Stewart; 2d Vice-Pres., R. E. Sheldon; Sec. and Auditor, P. V. Burington; Gen. Supt. and Pur. Agent, W.F. Kelly.

INDEX—V. 62, p. 229; V. 63, p. 879; V. 64, p. 232.

## CONCORD, N. H.

POPULATION 1890 WAS 17,004; IN 1880 WAS 13,843; AND IN 1870 WAS 12,241.

CONCORD STREET RAILWAY—A trolley road, extending from the central wards of Concord to Penacook.

| STOCKS & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock, com., $100,000 | ..... | ..... | $50,000 | ..... |
| Pref., cum., $100,000 | ..... | 6 | 50,000 | 1895-96, 6% |
| First mortgage, $150,000 ($500 each) | 1893 | 5 J-D | 118,500 | Dec., 1913 |

Subject to call in 1898 to 1902, inclusive, at 102; in 1903 and thereafter at par.

*Interest* at National Bank of Redemption, Boston, and in Concord.

*Dividends* of 6 per cent have been paid on the preferred stock.

ROAD is 12 miles long; total track, 12½ miles.

EARNINGS—For years ending June 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $49,626 | $51,840 | Interest and taxes | $6,187 | $5,000 |
| Net earnings | 3,562 | 7,686 | Dividends | 3,000 | 3,000 |
| Other income | 1,033 | 1,175 | Balance | def. 4,592 | sur. 801 |

OFFICERS—President and Purchasing Agent, J. H. Albin; Secretary N. E. Martin; Treasurer, A. B. Cross.

## 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 railroad 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. Carries coal and freight as well as passengers, between Cortland, Homer and McGrawville.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $300,000 | ..... |
| 1st M., $300,000, gold, free of tax .....e* | 1894 | 6 g. A.-O. | 300,000 | Apr. 1, 1924 |

Interest at Farmers' Ln. & Tr. Co., New York.

The bonds are an absolute first mortgage (or first collateral lien) on the 12 miles below described.

ROAD—Operates 12 miles of track between Cortland and Homer and Cortland and McGrawville, completed in fall of 1895. Rail is 60-lb. T.

EARNINGS—Year ending July 31, 1896: Gross from passengers, $32,255; freight, $3,163; light, $13,248; total gross, $48,666; net, $22,635; other income, $633; interest, $13,500; taxes, $600; discount, $738; balance, surplus for year, $8,450.

OFFICERS—President, C. D. Simpson, Scranton, Pa.; First Vice-President, P. S. Page, Scranton; Second Vice-President, H. Bergholtz, Ithaca, N. Y.; Secretary, Horace E. Hand, Scranton.

## COTTAGE CITY, MASS.

**COTTAGE CITY STREET RY.**—A trolley road.

ORGANIZATION, ETC.—To be extended to Vineyard Haven.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($100) | ..... | ..... | $37,000 | ..... |
| 1st mort., $25,000, gold. (par $500) | 1895. | 6 g., M-N | 25,000 | May 1, 1915 |

e / Int. at International Trust, Trustee, Boston.

Dividends: In year 1894-95 4 per cent; in 1895-96, none.

ROAD—Owns line 5·4 miles in length; sidings, ½ mile.

EARNINGS—For year ending Sept. 30, 1896, gross, $5,271; net, $1,609; interest and taxes, $2,219; balance, deficit for year, $610. In 1894-95, gross, $5,283; other income, $3,038; net, $5,430; charges, $329; dividends, $1,000; balance, sur., $4,102.

OFFICERS—President, Josiah Quincy; Treasurer, Fred Nichols; General Manager and Purchasing Agent, J. A. Duggan. Boston office, 113 Devonshire Street, 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. and Cincinnati West Covington & Ludlow St. Ry.

In December, 1896, control was obtained by a syndicate and the directors given below were elected.—V. 64, p. 41.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($100) $4,000,000... | ..... | ..... | $3,500,000 | ..... |
| *Underlying Bonds—* | | | | |
| So. Cov. & Cin. 1st M..... | 1882 | 6 M-S | 250,000 | Mch., 1912 |
| Consol. M., $500,000 gold. | 1892 | 6 g. J-J | 150,000 | Jan. 1, 1932 |
| Newp. & Day. St Ry. 1st M. | 1887 | 6 .... | 100,000 | Aug. 1, 1917 |
| *Cincinnati Newport & Covington* | | | | |
| 1st consol. mort., gold, $5,000,000 ($1,000)...e* & r | 1892 | 5 g. J-J | 2,500,000 | July 1, 1922 |
| 2d mortgage, $1,000,000, gold ($1,000 each).....e | 1896 | 5 g. | 500,000 | July 1, 1922 |

Interest at Farmers' Loan & Trust Co., N. Y.; Trustee Farmers' Loan & Trust Co., N. Y.

NEW STOCK AND BONDS—Capital stock increased from $3,000,000 to $4,000,000 in June, 1896.

*Bonds*—Of the 1st consolidated of 1892 $500,000 are deposited with the trustee to retire all the underlying mortgage bonds. Second mortgage 5s for $500,000 were sold in December, 1896.

ROAD—Connects Cincinnati, Newport, Covington, Dayton, Bellevue, Ludlow, Bromley and Ft. Thomas. Total in operation in May, 1897, 56 miles; laid with 80 Johnston girder and 72-pound "T" rails.

| LATEST EARNINGS— | | | |
|---|---|---|---|
| 8 months, Jan. 1 to Aug. 31. | 1896..Gross, | $436,277; | net, $134,212 |
| | 1895..Gross, | 405,271; | net, 120,694 |

ANNUAL REPORT—Earnings for years ending Dec. 31, were: 1895, gross, $624,033; net, $205,323; interest charges, $155,000; bal., surplus, $50,323. In 1894, gross, $497,948; net, $127,243. In 1893, gross, $403,063. In 1892, gross, $305,744.

DIRECTORS—(*Elected December, 1896*): Charles Fleischmann, President of Market National Bank, Cincinnati; Henry Feltman, President of Citizens' National Bank, Covington, Ky.; J. C. Ernst, President of German National Bank, Covington, Ky.; Samuel Pogue, of H. & S. Pogue Co.; Charles E. Orr, Pittsburg; H. P. Eells, Cleveland; J. B. Forsker, Cincinnati.—V. 63, p. 1158.

OFFICERS—(*Elected February, 1897.*)—President, J. C. Ernst; Vice-President, Charles E. Orr; Secretary and Treasurer, George M. Abbott.—V. 62, p. 821, 988; V. 63, p. 1158; V. 64, p. 41.

## DALLAS, TEXAS.

POPULATION IN 1890 WAS 38,067 AND IN 1880 WAS 10,358.

**DALLAS CITY STREET RAILWAY**—An electric and horse road.

ORGANIZATION—A reorganization of the Dallas Consolidated Traction Ry. which was sold in foreclosure May 7, 1895, to first mortgage bondholders for $190,000. The plan was given in V. 61, p. 1107.

RECEIVERSHIP.—On March 12, 1897, Charles Bird was appointed receiver, the first mortgage interest being in default.—V. 64, p. 567.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $350,000..... | ..... | ..... | $250,000 | ..... |
| 1st mort., $500,000, gold; trustee, Mercl. Tr. & Dep. Co., Baltimore.... | 1896 | 5 g., J-J | 250,000 | Jan. 1, 1946 |

The stock is to be held in a voting trust for five years.

In January, 1897, the company was about to issue $150,000 of 6 per cent preferred bonds to equip its lines with electricity.

ROAD—It is said to operate 26 miles of track and 19 miles of road.

OFFICERS—President, Channing M. Ward; Secretary and Treasurer, Henry Garrett; Directors, Frank P. Clark, W. H. Blackford, John Gill and George Jenkins, Baltimore; Godwin L. Blackford, Denison, Tex.; C. A. Keating, J. T. Trezevant, Channing M. Ward and Henry Garrett, Dallas.—V. 60, p. 748, 835, 1013, 1107; V. 62, p. 185; V. 64, p. 567.

**DALLAS RAPID TRANSIT & TERMINAL RAILWAY**—A trolley road.

ORGANIZATION—The Dallas Rapid Transit was sold in foreclosure in December, 1894, and purchased in interest of first mortgage bondholders. W. F. Thayer, of Concord, N. H., is president of the new organization. Capital stock $100,000; par, $100. The stock was issued in payment for the property, franchises, etc. It is not intended to issue bonds except for improvements and extensions.

ROAD—Has 13 miles of track on 13 miles of streets.

**NORTH DALLAS CIRCUIT RAILWAY.**—A trolley road, embracing, it is said, 4 miles of track. Stock $100,000. There are $100,000 of 6 p. c. 30-year bonds owned by the stockholders and on which no interest is being paid. President, R. A. Ferris.

**QUEEN CITY RAILWAY CO.**—A trolley road.

FORECLOSURE—Road was sold in foreclosure in February, 1896, to Geo. W. Davenport, of Boston, who bid $100,000 for the bondholders. In August, 1896, road had not been reorganized. Agent for purchaser is C. L. Wakefield. Old first 6s, $350,000. Operates 10 miles of track and 6 miles of road. V. 62, p. 321.

## DANBURY, CONN.

POPULATION 1890 WAS 16,552; IN 1880 WAS 11,666; AND IN 1870 WAS 8,753.

**DANBURY & BETHEL STREET RAILWAY**—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 1897 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 Kenosia. The population served is estimated at over 30,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($325,000, par $25) | .... | ..... | ..... | $320,000 | Oct., '96, 2% |
| 1st M. $200,000, gold..... | .... | 1894 | 5 g. M-N | 200,000 | May 1, 1914 |

Interest in Boston at Am. Loan & Trust Co., trustee.

*Dividends* in 1896, Jan., 2½ p. c.; in Oct., 2 p. c.

ROAD—On Oct. 1, 1896, owned road in Danbury and from Danbury to Bethel, etc., 10·6 miles in all; sidings, etc., 56 miles; total, 11·15 miles. Six miles paved. Equipment includes about 31 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 H. P.

EARNINGS—For year ending Sept. 30, 1896, gross, $65,160; net, $23,414; interest, $16,402; taxes, $2,721; dividend (2½ p. c.) Jan., 1896, $8,000; balance, surplus, $2,291.

OFFICERS—President, Samuel C. Holley, Danbury, Conn.; Vice-President, S. Harrison Wagner, New Haven, Conn. Directors—S. C. Holley, Arthur E. Tweedy, Henry Bernd, M. H. Griffing, M. McPhelemy, all of Danbury; S. Harrison Wagner, New Haven; Walter F. Ford, Boston.

## DANVILLE, ILL.

POPULATION 1890 WAS 11,491; IN 1880 WAS 7,733.

**DANVILLE GAS ELECTRIC LIGHT & STREET RAILWAY.**

Company estimated population in 1896 at 17,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | ..... | ..... | ..... | $250,000 | ..... |
| 1st M., $300,000, gold, $1,000.....e* | 8½ | 1896 | 6 g. M-N | 300,000 | 1899-1916 |

*Bonds*—The bonds are due $7,000 each May 1, 1899-1906; $8,000, 1907-1915, and $172,000 in 1916; mortgage trustee is the American Loan & Trust Company of Boston.

COMPANY'S PROPERTY—The company Jan. 1, 1896, owned: 1. Gas works operated under special charter and a perpetual franchise. 2. An electric-light plant is operated under a 99-year franchise, with capacity of 10,000 incandescent and 400 arc lights, with dynamos for furnishing power to street railway. 3. The entire street railway system of the city, 8½ miles of track, "nearly all laid in brick pavement running to three parks, the fair grounds, cemetery and railway depots." Equipped within four years with 50 and 60 lb. Johnson T rails, with 13 motor cars (general electric) and 3 trailers.

EARNINGS—For year ending Dec. 31, 1896, gross, $100,642; net $45,856. Earnings for year ending Apr. 30, 1896, were as follows:

| | Gas. | Elec. Light. | Street Ry. | Total. |
|---|---|---|---|---|
| Gross | $18,097 | $47,876 | $29,036 | $95,008 |
| Net | 11,346 | 22,905 | 20,584 | 54,785 |

In 1895-96 interest, $18,000; taxes, $2,440.

OFFICERS—President, F. W. Penwell; Vice-President, A. C. Daniel; Secretary, Treasurer, Gen. Man. and Purchasing Agent, E. X. Leseure.

## DAVENPORT, IOWA.

POPULATION 1890 WAS 26,872; IN 1880 WAS 21,831; AND IN 1870 WAS 20,038.

### TRI-CITY RAILWAY—A trolley road.

ORGANIZATION—Incorporated in September, 1895, and purchased (subject to the mortgage of 1891 securing $630,000 outstanding bonds) the property of the Davenport & Rock Island Railway—see plan in STREET RAILWAY SUPPLEMENT of August, 1895.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($600,000 auth.) | ..... | ..... | $414,200 | ..... |
| Dav. & R. I., 1st M., gold..c* $1,000,000($500 & $1,000) | 1891 | 6 g J-J (Part due yearly) Int. payable in N. Y. at Chase Nat. B'k and in Chicago at Ill. Tr. & Sav. Bk., Trustee. | 630,000 | July 1, 1901 July 1, 1911 |

ROAD—Owns 42 miles of trolley road and one mile of horse road, comprising *all* the street railways in the cities of Davenport, Iowa, and Rock Island and Moline, Ill.—combined population over 60,000. Rails 52-lb. Johnson.

Net earnings for 1895-6 are reported to show about 6 p. c. earned on the capital stock. One of the main lines shut down in 1896 while Rock Island bridge was being rebuilt.

OFFICERS—President (Oct. '96), Ed. Cook, Davenport; Secretary, Treasurer and Purchasing Agent, J. F. Lardner, Davenport, Ia. General office, Davenport, Ia.—V. 61, p. 470, 753.

## DAYTON, OHIO.

POPULATION 1890 WAS 61,220; IN 1880 WAS 38,678; AND IN 1870 WAS 30,473.

### CINCINNATI HAMILTON & DAYTON TRACTION CO.—To be a trolley road.

ORGANIZATION—Incorporated at Columbus, Ohio, in January, 1897, to build and operate rapid transit lines in connection with the Cincinnati Hamilton & Dayton Railway. Incorporators are D. G. Edwards, C. G. Waldo, George R. Balch, R. P. Rifenberick, F. H. Short, H. R. Probasco and C. A. Wilson. They are all in the employ of the C. H. & D. Ry. Co.—V. 64, p. 82.

### 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 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 increased from $1,500,000 to $2,100,000 Jan. 5, 1894.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity |
|---|---|---|---|---|
| Com. stock, $1,500,000 ($100) | ..... | ..... | $1,470,600 | ..... |
| Pref. stock, $600,000 ($100) | ..... | ..... | 600,000 | ..... |
| Dayton & Soldiers' Home RR. 1st mortgage, not subject to call | 1891 | 6 J-J Interest at Chemical Nat. Bank, N. Y. City. | 65,000 | Jan. 1, '11 |

DIVIDENDS—Preferred stock is entitled to 6 per cent dividend before any dividend can be paid on common stock.

ROAD—Operates in all 26 miles of track, comprising 13 miles of double track on Third Street, Fifth Street, Huffman Avenue, La Belle and Richard Streets and National Avenue.

OFFICERS—President, D. B. Corwin; Secretary, W. H. Simms.

### DAYTON TRACTION—A trolley road.

ORGANIZATION, ETC.—Incorporated in 1893. Projected from Dayton to Cincinnati to carry mail, freight, express, etc. The Cincinnati Hamilton Middletown & Dayton Street RR. was incorporated to build the line to Cincinnati, via Hamilton and Middletown. In August, 1896, right of way had been obtained for entire line and the two companies had consolidated.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $250,000 (par $100) | .... | .... | $250,000 | ..... |
| 1st mtge. $250,000 gold ($1,000)..c* | 1896 | 5g. J-J. Interest at Finance Co. of Penna., Phila., trustee. | 250,000 | July 1, 1916 |

ROAD—Dayton to Miamisburg, Ohio, 12½ miles of road, was in operation in Dec., 1896; second track, 1¼ miles, rails, 60 and 70 lbs.

Earnings for August, 1896, gross, $5,914; net, $4,120.

OFFICERS—President, Dennis Dwyer; Secretary, O. M. Gottshall; Treasurer, O. B. Brown.

### HOME AVENUE RAILROAD—A steam road.

ROAD—Operates 3 miles of track in city of Dayton extending to National Military Home. In November, 1895, there was outstanding $100,000 capital stock, all full paid; par of shares $50. No indebtedness. President, W. P. Callahan; Vice-President, C. W. Dustin; Secretary and Treasurer, O. J. Bard; General Manager and Purchasing Agent, W. F. Stark.

### OAKWOOD STREET RAILWAY—A trolley road.

ORGANIZATION—Franchise runs for fifty years from July 10, 1891, first franchise granted March 17, 1871. Owns 5 miles of double track. The entire tracks were re-laid with new rails in 1895, when trolley was introduced. Capital stock, $300,000, par, $50; and in November, 1895, there was no mortgage on the property. President, Charles B. Clegg; Vice-President, A. L. Stout; Secretary, V. Winters.

### PEOPLE'S STREET RAILWAY.—A trolley road.

ORGANIZATION—A consolidation in June, 1896, of the White Line and Wayne & Fifth St. roads.

| STOCK AND BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock. $1,100,000 | ..... | ..... | (?) | ..... |
| 1st M. $200,000, g. ($500) red. after Jan. 1, 1902 | 1897 | 5 g J-J Trustee Union Sav. Bk. & Tr., Cleveland, Ohio. | (?) | Jan. 1, 1927 |

ROAD—Riverdale to Soldiers' Home, 6·1 miles double track, electric (old White Line), and on Wayne Ave., etc., 3·6 miles double track, animal power; total, 9·7 miles of double track.—V. 62, p. 1140.

## 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 26,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Stock ($300,000 authorized) | ..... | ..... | $175,000 | ..... |
| Preferred stock | ..... | text. | 125,000 | Sept., 1895 |
| 1st M. ($175,000 authorized) gold, $500, no option | 1892 | 6g. M-S Interest at American Trust & Savings Bank, Chicago. | 175,000 | Mch. 1, 1912 |

DIVIDENDS—In September, 1895, declared 12 per cent dividend, covering two years, on the preferred; none since to February, 1897.

ROAD—Operates 13 miles of trolley track and has one mile of siding in Decatur. Rails 40 to 50 lb. T and girder.

OFFICERS—President, D. S. Shellabarger; Secretary, Treasurer and Purchasing Agent, W. L. Shellabarger.—V. 61, p. 558.

## DENVER, COL.

POPULATION 1890 WAS 106,713; IN 1880 WAS 35,629; AND IN 1870 WAS 4,749.

### COLFAX AVENUE ELECTRIC—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Inter't. | Outst'dg. | Maturity. |
|---|---|---|---|---|---|
| Stock | .. | .... | .... | $150,000 | .... |
| 1st M., $150,000 ($500 & $1,000) c* | .. | 1891 | 6 | 150,000 | 1911 |

ROAD—Operates 10½ miles of track in city of Denver, Col.

OFFICERS—President, S. M. Perry; Vice-President, C. E. Dickinson; Secretary, F. A. Perry; Treasurer, T. S. Hayden.

### DENVER CITY RAILROAD—A cable and horse road.

ORGANIZATION—A reorganization in August, 1896 (per plan in SUPPLEMENT for May, 1896,) of the Denver City Cable Ry., sold in foreclosure September 10, 1895.—V. 61, p. 470. The old stock paid an assessment of $10 per share. Owns West End Street Ry., 10¼ miles of track.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Capital stock ($100) | ..... | ..... | $2,500,000 | ..... |
| 1st pref., 6 p. c. non-cum. | ..... | ..... | 1,000,000 | ..... |
| 2d pref., 6 p. c. non-cum. | ..... | ..... | 200,000 | ..... |
| 1st mort., gold $4,000,000 ($1,000 each)..c* | 1895 | 3 to 5g. J-J Trustee, Central Trust Co., New York. | 3,800,000 | Jan. 1, 1920 |

*Bonds*—The firsts bear interest at 3 per cent in 1897, '98 and '99; 4 p. c. in 1900, 1901 and 1902, and 5 p. c. thereafter; $200,000 of them remain in the treasury. Interest is payable in New York.

ROAD—Miles of main line, 24; second track, 22; total track, 46 miles, of which cable lines, 30 m.; horse car lines 5 m.; electric, 11 m.

OFFICERS—President, George H. Holt; Secretary and Treasurer, G. D. L'Huillier; General Manager and Purchasing Agent, G. E. Randolph. —V. 60, p. 1104; V. 61, p. 324, 470; V. 62, p. 413, 456.

### DENVER CONSOLIDATED TRAMWAY—A trolley road.

ORGANIZATION—Consolidation in 1893 of Denver Tramway and Metropolitan Street RR. Co.

| STOCK AND BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Capital stock ($100 sh.) | .. | J.-J. | $3,000,000 | See text. |
| Denver Tramway 1st, g. | 1888 | 6 g. J.-J. | 498,000 | July 1, 1908 |
| Consol. M., gold..c*&r. | 1890 | 6 g. J.-J. | 1,219,000 | Jan. 1, 1910 |
| Met. St. RR. 1st, gold | 1891 | 6 g. J.-J. | 953,000 | Jan. 1, 1911 |
| Denver Con. Tramway | 1893 | 5 g. A.-O. | 922,000 | Oct. 1, 1933 |
| Con. M., $4,000,000, g | | *Interest* at Mercantile Trust Co., N. Y., trustee. | | |
| Collateral trust notes, $326,000 | 1896 | 6 p. c. | $161,000 | Oct. 1, 1900 |
| Bills payable June 30, '96 | ..... | | 180,400 | ..... |

*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.

The *collateral trust notes* for $326,000 issued Oct. 1, 1895, to retire the floating debt are secured by deposit with International Trust Co., Denver, of $326,000 consol. 5s, $326,000 full-paid stock and $302,000 of Denver Realty Co. stock. On June 30, 1896, $165,000 of the coll. trust notes were still held in the company's treasury. V. 63, p. 878.

*Dividends*—Paid in 1894, 2 p. c.; in 1895, Jan., 1 p. c.; July, ½ p. c; in 1896, none.

ROAD—June 30, 1896, owned and operated 99·39 miles of electric railway in the city of Denver, Col. Formerly part cable now all electric.

LATEST EARNINGS—3 mos., Jan. 1 to March 31. 1897..Gross, $157,132; net, $63,975. 1896..Gross, 162,787; net, 61,077

Surplus over 3 months' charges, $8,695 in 1897; $7,526 in 1896.

Calendar year 1896, gross, $724,511; net. $281,771.

ANNUAL REPORT—The report for year ending June 30, 1896, was in V. 63, p. 356. See also remarks, page 878.

| *Years ending June 30—* | 1895-6. $ | 1894-5. $ | *Deduct—* | 1895-6. $ | 1894-5. $ |
|---|---|---|---|---|---|
| Gross earnings | 729,399 | 710,103 | Inter. on bonds | 199,750 | 197,968 |
| Oper'g expenses | 445,966 | 432,501 | Taxes | 12,645 | 12,857 |
| Net earnings | 283,433 | 277,602 | Miscellaneous | 28,674 | 15,841 |
| Miscel. receipts | 11,905 | 11,163 | Dividend (½ p. c.) | 15,000 | 60,000 |
| Total net | 295,338 | 288,765 | Total | 256,069 | 286,666 |
| | | | Balance. surp | 39,269 | 2,098 |

BALANCE SHEET JUNE 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Road and equipment | $6,291,546 | Stock | $3,000,000 |
| D.C.T.Co.bonds & st'cks* | 360,442 | Bonds | 3,592,000 |
| Cash | 6,156 | Collateral trust notes | 161,000 |
| Material assets | 61,259 | Accrued interest | 7,437 |
| Bills receivable | 43,633 | Deposit fee | 4,132 |
| Denver R'y Co | 302,000 | Bills payable | 180,400 |
| Accounts receivable | 11,553 | Accounts payable | 21,007 |
| Miscellaneous | 45,530 | Miscellaneous fund | 3,884 |
| | | Surplus account | 152,259 |
| Total assets | $7,122,119 | Total liabilities | $7,122,119 |

OFFICERS.—President, Rodney Curtis; Vice-President and Treasurer, Frederick A. Keener; Sec etary, William G. Evans; Purchasing Agent, John C. Curtis.

INDEX—V. 61, p. **748**; V. 63, p. **356, 878.**

## DENVER LAKEWOOD & GOLDEN RAILROAD.—A trolley road and steam road.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity, etc.* |
|---|---|---|---|---|
| St'k ($1,000,000) par, $100 | .... | ..... | $1,000,000 f.p. | ..... |
| 1st M., g., not subj. to call | 1890 | 6g. M-N | 627,000 | 1910 |

Trustee, Farmers' Loan & Trust Co., New York; interest at Denver.

ROAD—Embraces 27 miles of track, of which 22 miles are steam, Denver to Ralston, and 5 trolley, Denver to Barnum. President, Samuel Newhouse.—V. 63, p. 228.

## DENVER & WESTMINSTER RY.—Trolley road.

ORGANIZATION—Said to operate 18 miles of track. Stock, $1,000,000; bonds, (!). President, H. J. Mayham; Secretary, J. Downing.

## THIRTY-FOURTH AVENUE RAILWAY.—A horse and gravity road.

ROAD—Embraces 1¼ miles of track on 34th Street between Colorado Boulevard and Stout St. "Just pays expenses. No debt on it, all clear." Operated in interest of the N. D. C. Hill Land Co.

OFFICERS—President, J. Cook, Jr.

# DERBY, CONN.

POPULATION 1890 WAS 5,969; IN 1880 WAS 11,650; AND IN 1870 WAS 8,020.

## DERBY STREET RAILWAY—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 16,310 in 1890.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $250,000 ($25) | ..... | ..... | $150,000 Full paid | ..... |
| 1st mortgage | 1894 | 6 A-O | $150,000 | Apr. 2, 1914 |
| Other debt Oct. 1, 1896 | ..... | ..... | 58,500 | ..... |

ROAD—Owns road 5·89 miles in length and 0·4 mile of switches. Rails girder, 45 and 90 lbs.; side bearing, flat, 45 lbs., and T 60 lbs. Road extends from Derby, along both sides of Naugatuck River to Ansonia and up Housatonic River to Park. Owns 10 closed cars and 15 open cars; electric motors, 34.

ANNUAL REPORT—Fiscal year ends Sept. 30. Earnings have been:

| *Years end. Sept. 30.* | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Aver. miles oper. | 6¼ | 6¼ | Interest paid | 11,332 | 8,576 |
| Gross | $55,852 | $52,428 | Taxes | 2,043 | 1,305 |
| Net | 12,791 | 20,795 | Balance | def.584 | sr.10,914 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction and equip. | $321,517 | Capital stock | $150,000 |
| Materials on hand, etc. | 6,249 | Bonds | 150,000 |
| Cash on hand | 3,888 | Bills payable | 58,500 |
| Profit and loss, deficit | 38,157 | Accounts payable, etc. | 11,311 |
| | $369,811 | | $369,811 |

OFFICERS—President, H. Holton Wood, Derby; Vice-President, C. F. Bliss, Ansonia; Secretary, B. W. Porter; 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.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock | .... | ..... | ..... | $1,055,000 | ..... |
| Pf. stk, 6 p.c., non-cum. | .... | ..... | ..... | 250,000 | ..... |
| D. Mo. St. RR. 1st M., gold, $1,000 each | 23 | 1889 | 6g.A-O | 600,000 | Oct. 1, 1899 ($25,000 due yearly) to Oct. 1, 1919 |
| Des Moines Sub. Ry. 1st mortgage, gold, $1,000 each c* | 12 | 1890 | 6g.J-J | 300,000 | Jan., 1906 ($20,000 due yearly) to Jan., 1921 |
| D. Mo. City Railway consol. mortg., $2,000,000, gold | 35 | 1893 | 6g.M-N | 305,000 | May 1, 1923 |

Interest at Chemical National Bank, N.Y. City. Trustee, Iowa Loan & Trust, Des Moines.

Int'est at N. W. Harris, N. Y. City; also Chicago. Trustee, Illinois Trust & Savings Bank.

*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, 1897, was operating 39½ miles of track on 31 miles of street.

| *Years ending Dec. 31.* | *Gross.* | *Oper. exp.* | *Net.* |
|---|---|---|---|
| 1896 | $239,511 | $146,692 | $92,819 |
| 1895 | 241,168 | 148,811 | 92,357 |
| 1894 | 230,021 | 139,599 | 90,422 |

OFFICERS—President, J. S. Polk; Secretary, A. G. Marsh; 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.—(*See Map on page 34.*)—A trolley road.

ORGANIZATION—Chartered in 1891 and absorbed the Detroit City Railway (incorporated May 9, 1863), the Grand River Street Railway and the Hamtramack & Grosse Point railway companies. Also owns the entire capital stock of the Detroit Suburban Railway and Highland Park Railway and operates them under lease. During 1895 the entire system was changed to electricity. Control is held by the same interests as that of the Detroit Electric Railway and Ft. Wayne & Belle Isle.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock | .... | ..... | (!) | $1,250,000 | ..... |
| Detroit City Ry. bonds | .... | 1890 | ¶ J-J | 1,000,000 | Jan. 1, 1900 |
| Grand River Ry. bond | .... | 1890 | ‡ J-J | 150,000 | Jan. 1, 1900 |

¶ *Interest* 5 p. c., but 6 p. c. paid for option to retire before maturity.
‡ *Interest* 5 p. c., but 6 p. c. paid for option of retiring before maturity.

| | | | | | |
|---|---|---|---|---|---|
| Detroit Citizens' Street M., $3,000,000 | .... | 1891 | 5 A-O | 1,100,000 | Oct. 1, 1910 |
| 1st Con. M., $7,000,000 ($1,000) gold c | .... | 1895 | 5g. J-J | 3,835,000 | July 1, 1905 |

Trustee, Washington Trust Co., N. Y. City.
Trustee, N. Y. Security & Trust Co., N. Y.

Guaranteed under terms of lease:—

| | | | | | |
|---|---|---|---|---|---|
| Detroit Suburban Ry, 1st M. $400,000 | .... | 1892 | 5 M-N | 275,000 | Nov. 1, 1902 |
| Highland Park Ry 1st M. $250,000 | .... | 1893 | 5 J-J | 140,000 | Jan. 1, 1908 |

Trustee, Union Trust Co., Detroit.
Trustee, Union Trust Co., Detroit.

*Bonds*—The consolidated mortgage is for $7,000,000 of gold bonds, $500,000 of which in February, 1896, remained in the treasury of the company for future use and $2,665,000 were held to redeem outstanding bonds of like amount. The total outstanding bonded indebtedness of the company in February, 1896, including the bonds of all roads owned or controlled by it was $6,500,000. Consols for $3,835,000 were sold during 1895 and the proceeds used in payment for reconstructing the company's lines.

ROAD—Operates 95·25 miles of track.

LATEST EARNINGS—4 months. Jan. 1 to April 30. 1897. Gross, $325,341; net, $147,445. 1896. Gross, 301,001; net, 114,050.

EARNINGS—For years ending Dec. 31:

| *Year.* | *Gross.* | *Net.* | *Charges.* | *Bal., sur.* |
|---|---|---|---|---|
| 1896 | $1,040,545 | $437,739 | ..... | ..... |
| 1895 | 1,055,465 | 338,712 | 240,625 | 98,087 |
| 1894 | 1,000,434 | 152,307 | ..... | ..... |

OFFICERS—President, Tom. L. Johnson; Vice-President and Treasurer, J. C. Hutchins; Gen. Man., A. B. du Pont.—V. 63, p. 116; V. 64, p. 82.

## DETROIT ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Successor in August, 1896, to the Detroit Railway, which was incorporated under the laws of Michigan, and operated under ordinances granted for thirty years from 1895 by the Common Council of Detroit and the Township Board of Springwells. The new company was formed, it is understood, for the purpose of extending the charter rights to cover extensions outside the city.

In February, 1897, the Detroit Electric, the Detroit Citizens' and also the Fort Wayne & Belle Isle were owned by same interests.

| STOCK AND BONDS.— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $1,000,000 (p.$100) | ..... | ..... | $1,000,000 | ..... |
| *Detroit Railway—* | | | | |
| 1st M., g. ($1,000), red. at 103 on Dec. 1, 1898, on 62 miles c* &r. | 1895 | 5g. J-D | 1,800,000 | 1912-1924 |
| Consol. mortg., $2,800,000, gold c., &r. | 1896 | 5g. J-D | $1,000,000 | June, 1916 |

Trustee, Cleveland Trust Co.; interest paid in New York City.
Trustee, Cleveland Trust Co., trustee.

STOCK—Capital, $1,000,000, paid up; shares of $100 par value.

BONDS—First mortgage bonds for $1,800,000 have been issued on 62 miles completed and equipped. Bonds numbered 1 to 600 mature in order of numbers at $50,000 per annum, beginning Dec. 1, 1912 numbers 601 and above mature Dec. 1, 1924. There is a sinking fund for bonds numbered 1,801 and upward. In August, 1896, a consolidated mortgage for $2,800,000 was filed, bonds for $1,800,000 being reserved to retire the first mortgage bonds as they mature.

ROAD—System consists of two east and west cross-town lines, two belt lines and route connecting northwesterly central and northeastern portion of the city. Operates 62 miles of track.

LATEST EARNINGS—4 months, Jan. 1 to April 30. 1897. Gross, $131,933; net, $41,350. 1896. Gross, 136,405; net, 38,685.

EARNINGS—For year ending Dec. 31, 1896, gross, $423,066; operating expenses and taxes, $286,477; net, $136,589; interest charges (including 6 months' interest on consols), $115,000; bal., surplus for year, $21,589. Car miles, 3,934,151.

OFFICERS—President and Treasurer, Albert Pack; Vice-President and General Manager, H. A. Everett; Secretary, F. W. Gilchrist.—V. 61, p. 749, 924; V. 62, p. 778; V. 63, p. 116, 402, 922; V. 64, p. 82.

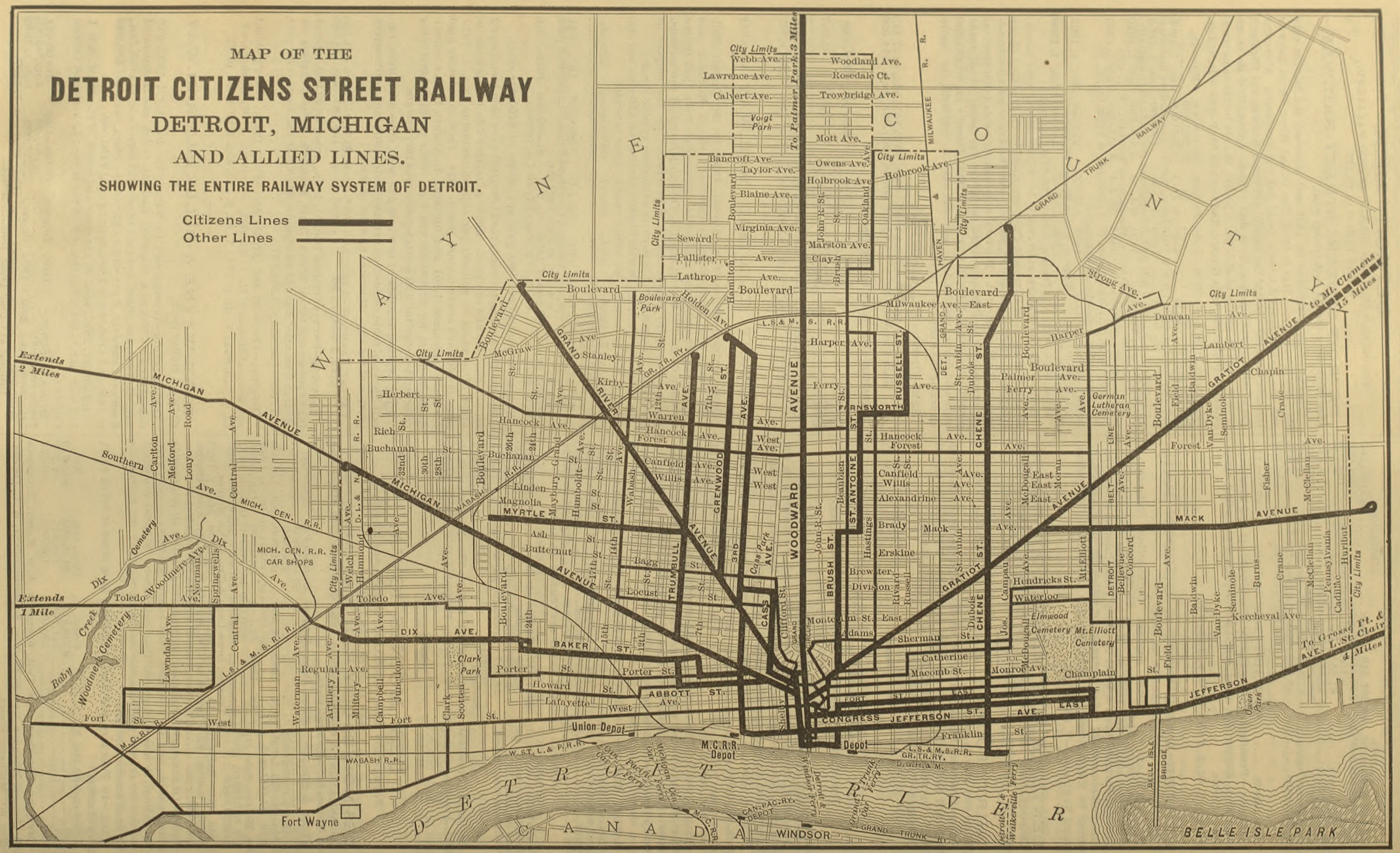
## FORT WAYNE & BELLE ISLE RAILWAY CO.—A trolley road.

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; in 1896, Jan., 6 per cent and July, 5 per cent on $250,000. Stock increased $50,000 in 1895 and $100,000 in 1896, making total $400,000.

In January, 1897, most of the stock and bonds of the Ft. W. & B. I. had been purchased in the interest of the Detroit Electric and Detroit Citizens'.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Dividends.* |
|---|---|---|---|---|
| Stock, par $100 | ..... | ..... | $400,000 | July, '96, 5% |
| 1st mortgage, gold, $400,000 c | 1892 | 6g. A-O | 377,000 | Oct. 1, 1902 |

Subject to call at par after Oct. 1, 1897.
Interest at Union Trust, Detroit, trustee.


MAP OF THE
DETROIT CITIZENS STREET RAILWAY
DETROIT, MICHIGAN
AND ALLIED LINES.
SHOWING THE ENTIRE RAILWAY SYSTEM OF DETROIT.
Citizens Lines
Other Lines
WAYNE COUNTY
DETROIT RIVER
CANADA
WINDSOR
Fort Wayne
BELLE ISLE PARK
WOODWARD AVENUE
MICHIGAN AVENUE
GRATIOT AVENUE
MACK AVENUE
JEFFERSON AVENUE
DIX AVE.
BAKER ST.
ABBOTT ST.
CONGRESS ST. EAST
FORT ST. EAST
MYRTLE ST.
GRAND RIVER
GRAND TRUNK RAILWAY
Union Depot
M.C.R.R. Depot
Depot
MICH. CEN. R.R. CAR SHOPS
Extends 2 Miles
Extends 1 Mile
To Palmer Park 3 Miles
To Mt. Clemens 15 Miles
To Gross Pt. & L. St. Clair 4 Miles
City Limits

ROAD—January 1, 1897, 25 miles of track.

EARNINGS—For the year ending Dec. 31, 1895, gross, $234,744; net, $60,482; dividends, $27,500; balance, surplus, for year, $32,982. In 1894, gross, $228,887. No dividends were paid in 1894.

OFFICERS—President, E. H. Butler; Vice-President and Treasurer, S. Schloss; Secretary, N. W. Goodwin. V. 62, p. 635; V. 64, p. 82.

THE RAPID RAILWAY.—A trolley road.

ORGANIZATION—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 cars are run between Mt. Clemens and the business centre of Detroit. Road was opened for business July 14, 1895.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, par $100 | ..... | ..... | $250,000 f.p. | ..... |
| 1st mortgage, $300,000, gold ($1,000)....c* | 1895 | 5 g. M-S | 300,000 | Mar. 1, 1915 |
| | Trustee, Finance Co. of Penna., Philadelphia. | | | |
| Consol. M., $600,000 ... | 1896 | ..... | See text. | ..... |

The first mortgage covers the entire property and franchises, including fire-proof power and car houses. Of the consol. mortgage bonds of 1896, $300,000 are reserved to take up the firsts, and the balance is being issued for extensions and improvements.

ROAD—Road extends from Detroit to Mt. Clemens, Mich., 19 miles of track; rails, 70-lb. steel.

EARNINGS—For year ending Aug. 31, 1896, gross, $70,172; net, $33,542; interest, $15,000; balance, surplus, $18,542.

OFFICERS—President, Cornelius J. Reilly; Secretary, Charles M. Swift.

INDEX—V. 62, p. 139; V. 63, p. 602.

WYANDOTTE & DETROIT RIVER RAILWAY—A trolley road.

ROAD, SECURITIES, ETC.—Operates 10½ miles of track. Stock authorized, $250,000; issued to Dec. 31, 1895, $200,000; bonds authorized, $200,000; issued, $189,000. For year ending Dec. 31, 1895, gross, $35,407; net, $12,725.

OFFICERS—President, Chas. M. Swift; Secretary & Treasurer, R. J. McKinney; General Manager and Pur Agent, S. Hendrie.

## DIGHTON, MASS.

POPULATION IN 1890 WAS 1,889; IN 1880 WAS 1,791; AND IN 1870 WAS 1,817.

DIGHTON SOMERSET & SWANSEA STREET RAILWAY.—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity |
|---|---|---|---|---|
| Stock, $125,000 (par $100). | ..... | ..... | $125,000 | ..... |
| 1st M., $125,000, gold, s f., ($1,000), red. 105 after June 1, 1901.....r | 1896 | 5 g. J-D | 94,000 | Dec. 1, 1915 |
| | Interest at International Trust Co., Boston, Trustee. Sinking fund is $3,000 a year. | | | |

On June 30, 1896, loans and bills payable were $135,987 and bonds outstanding $94,000.

Owns 12½ miles of track and has trackage rights over 4 miles additional. Gross earnings for year ending Sept. 30, 1896, $61,434; net, $20,050; charges and taxes, $3,978; balance, surplus, $16,072; total surplus, Sept. 30, 1896, $18,747.

## DOVER, N. H.

POPULATION 1890 WAS 12,790; IN 1880 WAS 11,687; AND IN 1870 WAS 9,294.

UNION ELECTRIC RR.—A trolley road.

ORGANIZATION—A reorganization in February, 1897, of the Union Street Ry., sold in foreclosure in July, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000 | ..... | ..... | Feb., '97, none. | ..... |
| 1st mortgage, $100,000. | ..... | ..... | Feb., '97, none. | ..... |

ROAD—Owns road 6½ miles long, paralleling a steam road and connecting Dover with Somersworth; 14 miles of track in all.

For year ending June 30, 1896, old Union Street Ry. earned: Gross, $30,485; net, $1,115; taxes, $155.

OFFICERS—President, Sumner Wallace; Treasurer, Harry Hough. —V. 60, p. 969; V. 62, p. 1140.

## DU BOIS, PA.

POPULATION 1890 WAS 6,149; AND IN 1880 WAS 2,718.

DU BOIS TRACTION CO.—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | .... | .... | ..... | $50,000 | ..... |
| First mortgage | .... | .... | 6 per cent. | 40,000 | Sept. 1, 1901 |
| Accts. pay. June 30, '96 | .... | .... | ..... | 4,800 | ..... |

ROAD—Operates 2¼ miles of track. Rail, 48 lb.

EARNINGS—For year ending June 30, 1896, gross earnings were $6,178; operating expenses, $7,718. In 1894-95 gross, $6,698.

OFFICERS—President, M. D. Wayman; Vice-President, G. E. Grier; Secretary, J. D. Bailey; General Manager and Purchasing Agent, S. R. Smith; Treasurer, G. E. Grier.

## 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 1, 1894, placed in hands of receivers, but in February, 1897, the property had not been sold, and no date of sale had been set.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($600,000) ($100) | ..... | ..... | $600,000 | ..... |
| 1st M. ($400,000) ($1,000) In default. | 1893 | 6 J-D | 385,000 | June 1, 1910 |
| | Trustee, Old Colony Trust Co., Boston. | | | |

ROAD—Operated January 1, 1895, 10½ 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $375,000 | ..... |
| 1st con. M. for $250,000, gold. c* | 1891 | 6g. J-J | Text | Jan. 1, 1911 |
| Trustee, Illinois Trust & Savings Bank, Chicago. | | | | |

In February, 1897, no bonds of 1891 had been sold. They are not subject to call before maturity.

ROAD—Feb., 1897, owned 15 miles of track on 9 miles of street.

OFFICERS—President and General Manager, J. A. Rhomberg; Secretary, C. H. Meyer; Treasurer and Superintendent, J. H. Rhomberg.

## 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. The Duluth St. Ry. has the right to purchase the Lakeside St. Ry. (which is now operated) at any time for cost. Population in 1895, by local census, was over 60,000. The Duluth-Superior Bridge at West Superior is used by the railway, but is a separate corporation, and has issued first mortgage bonds for $650,000 and second mortgage bonds for $300,000—see bridge items, V. 63, p. 310, 504.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Capital stock | ..... | ..... | $2,000,000 | ..... |
| 1st consol. mortgage | 1890 | 6 J-J | 100,000 | Jan. 1, 1930 |
| do do | 1890 | 5 J-J | 900,000 | Jan. 1, 1930 |
| Consol. mortgage, gold $2,500,000 ($1,000)....c* | 1894 | 5 g J-J | 1,039,000 | July 1, 1924 |
| | Int. at Manhattan Trust Co., N.Y., trustee. | | | |

The *consol. mortgage* of 1894 is for $2,500,000, of which $1,000,000 reserved for prior liens and $500,000 held in trust for future betterments and extensions.

ROAD—SYSTEM.—The system embraces 28·84 miles of single track surface and 1⅛ miles elevated incline road; whole road is double-tracked; also operates 13·4 miles (see below) for land companies. See Duluth-Superior Bridge items, V. 63, p. 310, 504. Operated for land companies: Lakeside St. Ry., 7·44 miles of track, and Motor Line Improvement Co., 5·96 miles of track.

| | | | |
|---|---|---|---|
| LATEST EARNINGS—5 mos. July 1 to Nov. 30. | 1896...Gross, | $95,281; | net, $49,153 |
| | 1895...Gross, | 102,531; | net, 56,666 |
| EARNINGS—12 months, July 1 to June 30. | 1895-6.....gross, | $219,927; | net, $120,865 |
| | 1894-5.....gross, | 213,605; | net, 116,269 |
| | 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. In April, 1897, the company made an assignment to Paul Sharvy, being unable to pay a note of $6,700.

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 floating debt.

ROAD—Owns 3¼ miles of single track and ½ mile of sidings; 24 lb T rails; 16 horses.

OFFICERS—President and General Manager, J. J. Hibbard; Vice-President, 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, to reach its property.

STOCK—Has an authorized capital of $300,000; par, $100, of which $150,000, full paid, is outstanding. First mortgage 7s of 1892, gold c*; authorized $200,000; issued $192,000; interest J-J at Nat. Bank of Republic, N. Y. City. Bonds cover road and 4,000 acres of land. Trustee, A. B. Macfarlane. ROAD—Owns 5·96 miles of track.

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 & WELLSVILLE STREET RAILROAD—A trolley road.

In 1895 population of East Liverpool was said to be 14,000 and of Wellsville 7,000.

SALE—In May, 1897, was sold under foreclosure of first mortgage to representatives of the bondholders.

ROAD—Operates 8¼ miles of track.—V. 64, p. 287.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock paid in in 1894 | ..... | ..... | $150,000 | ..... |
| 1st M., $150,000, gold | 1891 | 6 g. A-O | $150,000 | Apr. 1, 1906 |
| | | | Sub. to call since | Apr. 1, 1896 |
| Consol. M., $500,000, g. | 1893 | 6 g. F-A | 140,000 | Aug. 1, 1908 |

*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. In August, 1896, none of the firsts had been called for payment.

ROAD—Said to operate 14 miles of track.

OFFICERS (April, 1897)—President, Julius S. Walsh; Vice-President, E. P. Bryan; Secretary, C. K. Walsh; Treasurer, F. C. Daab. Directors: Julius S. Walsh, E. P. Bryan, C. K. Walsh, H. D. Sexton, F. C. Daab, James Hanna and C. T. Jones.

## 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. Franchise is perpetual and gives exclusive rights to operate street railway in city.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last Div.,&c* |
|---|---|---|---|---|---|
| Stock, par, $50 | ..... | ..... | ..... | $300,000 | Feb.1,'95,2½% |
| 1st mort., $300,000, g., $200&$500, c&r | 11½ | 1892 | 5 A-O | (l) | 1922 |
| | Subject to call at 103 and int. in 1897 Interest payable at Easton Trust Co., Trustee. | | | | |
| *Leased Lines—* | | | | | |
| Pa. Motor Co. stock | ..... | ..... | ..... | 120,000 | ..... |
| 1st mort., $60,000; $100 & $500 | 3 | 1887 | 6 A-O | 60,000 | 1947 |
| | Interest at Treasurer's office, Easton, Pa. | | | | |
| Easton & Bethlehem Transit Co. stock | ..... | ..... | ..... | 125,000 | ..... |

Current liabilities June 30, 1896, $96,476, and funded debt was given as $307,000.

*Dividends*—For 1894, 2½ per cent paid in February, 1895.

ROAD—On June 30, 1896, track 19½ miles, as follows:

| | *Miles.* | *Leased Lines—* | *Miles.* |
|---|---|---|---|
| Track owned in fee | 9 | Pennsylvania Motor | 3 |
| Entire stock owned: | | Easton & Bethlehem Transit | 3 |
| Phillips., N.J., Horse Car Co. | 2½ | Weygadt Mt. RR. | 2 |

For year ending June 30, 1896, gross, $128,960; net, $47,260; taxes, $3,733; interest, $20,765; rentals, etc., $8,384; dividends, $9,000; bal., sur. for year, $5,378. In 1894-95 gross from operations, $102,966.

OFFICERS—President, R. Howard Rinek; Secretary and Treasurer, A. D. Chidsey; General Superintendent, F. H. Knight.

## EAU CLAIRE, WIS.

POPULATION 1890 WAS 17,415; IN 1880 WAS 10,119; AND IN 1870 WAS 2,293.

### CHIPPEWA VALLEY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Successor in 1897 to the Eau Claire Street Ry. L. & P. Co. sold in foreclosure. Road in May, 1897, being rebuilt, new equipment furnished and extension built to Chippewa Falls. Old company owned about 6 miles of track.

## ELGIN, ILL.

POPULATION 1890 WAS 17,823; IN 1880 WAS 8,787; AND IN 1870 5,441.

### ELGIN CITY RAILWAY.—A trolley road. Also owns an electric-light plant. Population (school census) 1896 was 22,000. Carpentersville Elgin & Aurora Ry. (stock $150,000) is operated by Elgin City Railway. The Aurora & Geneva Railway is to connect the C. E. & A. at Geneva with the Aurora Street Railway.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock ($250,000 author'd) | ..... | ..... | ..... | $250,000 | ..... |
| 1st mortgage, $200,000 | 13 | ..... | 5 F-A | 200,000 | 1907 |
| | Interest at Farmers' L.& T. Co., N. Y. City. | | | | |
| C. E. & A. 1st M., $150,000 | ..... | ..... | ..... | 85,000 | ..... |

In 1896 paid 6 per cent dividend on the stock of both Elgin City and Carpentersville Elgin & Aurora companies.

ROAD—In August, 1896, Elgin City Ry. owned 13 miles of track in Elgin; 40 and 45 T and girder rails. C. E. & A. Ry. owned 18 miles of track to Dundee, Coleman, Geneva, etc.; 60 and 65 lb. T rails.

OFFICERS—President, William Grote; Vice-President and Gen. Man. J. B. Lane; Secretary 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—A horse road.

ORGANIZATION—In January, 1896, preparations were being made to substitute trolley for horse power. Stock Jan. 1, 1897, $50,000; Unfunded debt, $33,800; total cost of road and equipment, $100,086. Owns 3½ miles of track. In year 1896 gross earnings, $16,300; expenses, $19,522; balance, deficit, for year, $3,222. In 1895, gross, $20,781. 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. A 5 per cent consolidated mortgage for $1,800,000 maturing April 1, 1942, interest payable A. & O., was executed on the combined properties by the Improvement Company, but its interest went to default. The Improvement Company mortgage is a first lien on the Inter-State Fair real estate, etc., but as to the other companies it is simply a lien upon their stock. 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. October, 1895, coupon was not paid and bondholders were requested to fund the same to enable the company to use the money for repairs. V. 61, p. 749.

STOCK, ETC.—Stock of Elmira & Horseheads Ry. is $400,000 (par $100).

ROAD—Owns from Erie 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, Elmira Transfer, and West & Water St. Ry., to Foster Avenue and Elmira Cortland & Northern depot, 4·58 miles in all. Total operated, 15¾ miles, all trolley except ¾ mile of horse road.

EARNINGS—For years ending June 30:

| | *Gross.* | *Net.* | *Other income.* | *Taxes.* | *Balance.* |
|---|---|---|---|---|---|
| 1895-96 | $68,435 | def.*$16,375 | $5,058 | $2,505 | def.$13,822 |
| 1894-95 | 70,966 | def. 4,197 | 1,058 | 2,415 | def. 5,554 |
| 1893-94 | 73,105 | net, 8,705 | 543 | 2,449 | sur. 6,799 |

* NOTE—In 1895-96 $18,338 was spent in reconstruction of road and charged to operating expenses.

OFFICERS—President, George W. Young; Secretary and Treasurer, J M. Diven; Gen. Man. and Purch. Agent, J. B. Cahoon.—V. 61, p. 749.

### WEST SIDE RAILROAD.—A trolley road.

ORGANIZATION—Chartered July 29, 1891, and in 1896 consolidated with the East Side Railroad Co.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity* |
|---|---|---|---|---|
| Stock, $300,000 ($100) | ..... | ..... | $300,000 | ..... |
| 1st mortgage, g., $300,000 | 1894 | 5g. A-O | 300,000 | Oct. 1, 1914 |

STOCK was increased in 1894 from $100,000 to $300,000.

ROAD—8·5 miles of single track and 0·92 mile sidings, etc.

OFFICERS—Pres't, C. M. Tompkins; Sec. & Treas., H. H. Hallock.

| EARNINGS, year ending June 30— | 1896. | 1895. |
|---|---|---|
| Gross | $63,993 | $53,741 |
| Net | 21,353 | 15,537 |
| Charges | 16,914 | 12,594 |
| Balance, surplus | 4,439 | 2,943 |

## ERIE, PA.

POPULATION 1890 WAS 40,634; IN 1880 WAS 27,737; AND IN 1870 WAS 19,646.

### ERIE ELECTRIC MOTOR CO.—

ORGANIZATION—Chartered October 8, 1888. This company leases for 999 years the Erie City Passenger Railway at 6 per cent on its stock, having secured a controlling interest in its stock. Population in 1895 was said to be 52,000.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outst'ding.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock ($700,000) ($100) | .... | ..... | ..... | $700,000 f.p. | ..... |
| 1st mort'ge ($200,000) ($1,000), gold.....c. | .... | 1889 | 6g. J - J | 200,000 | Jan. 1, 1919 |
| | Interest at Cent. Trust Co., trustee, N. Y. City. | | | | |
| 2d mort'ge ($150,000) ($1,000), gold.....c. | .... | 1889 | 6g. J - J | $150,000 | Jan. 1, 1919 |
| | Interest at Cent. Trust Co., trustee, N. Y. City. | | | | |
| Erie City Pass'gr Ry.— | | | | | |
| Stock (rental 6 p. c.) | .... | ..... | 6 p. c. | $100,000 | ..... |
| 1st mortgage | .... | ..... | 6 A-O | 25,000 | Oct. 1, 1913 |

*Bonds*—The bonds are not subject to call before maturity.

ROAD—In February, 1897, was operating 21 miles of track on 18 miles of street, and holds perpetual trackage rights in all the city streets.

ANNUAL REPORT—Fiscal year ends December 31, and in 1896 gross, $150,502; net, $30,624; other income, $1,099; interest charges, $29,000; taxes, $1,608; balance, def. for year $1,083. In 1895, gross, $150,298; net, $13,000; other income, $263; interest, rentals, etc., $30,678; balance, deficit, $17,415.

BALANCE SHEET December 31, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction and equip't. | $784,868 | Capital stock | $700,000 |
| Real estate | 73,694 | Funded debt | 350,000 |
| Investments | 300,000 | Bills payable, etc. | 120,481 |
| Miscellaneous | 1,097 | | |
| Profit and loss, deficit | 10,822 | | |
| | $1,170,481 | | $1,170,481 |

OFFICERS—President, J. S. Casement, Painesville, O; Vice-President, J. C. Brady; Secretary and Treasurer, J. L Sternberg, Erie. Office, 202 State St.

## ESCANABA, MICH.

POPULATION 1890 WAS 6,808; IN 1880 WAS 3,860; AND IN 1870 WAS 1,370.

### ESCANABA ELECTRIC STREET RR.—

ORGANIZATION, ETC.—*Stock*—Issued $50,000, of which $48,308 was paid in Dec. 31, 1895. Owns 3 miles of track. For the year ending Dec. 31, 1895, gross, $5,070; def. under operating, $494. In 1894, gross earnings, $5,283; deficit, $1,786. 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, gold | 27½ | 1892 | 6g. J-J | abt.850,000 | Jan. 1, 1922 |

Interest at Chemical National Bank, N. Y. City.

ROAD—In February, 1897, owned 27½ 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 Fairhaven and Lake Whatcom Railway Co. Franchise runs till 1941. Sold at auction in April, 1897, for $75,000 to S. Z. Mitchell of Portland, Oregon.

ROAD—Operated 18½ miles of trolley track, including 3 miles leased from the Bellingham Bay Electric Railway Co.

## FALL RIVER, MASS.

POPULATION 1890 WAS 74,398; IN 1880 WAS 48,961; AND IN 1870 WAS 26,766.

POPULATION IN 1896 SAID TO BE 97,318.

FALL RIVER STREET RAILWAY.—A trolley road.

ORGANIZATION—Organized in 1895. The franchise (as amended) reads that the road shall grant six fares for twenty-five cents. In Nov., 1896, was operating 2¾ miles of track in Fall River, starting from the N. Y. New Haven & Hartford depot. Capital stock is $50,000; par $100. Loans and bills payable Sept. 30, 1896, were $14,044. No bonds. President, Wendell E. Turner; Treasurer, John T. Robertson.

GLOBE STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated April 16, 1880.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $100 par | .... | See text | $650,000 | See text. |
| 1st M., $750,000, gold, $1,000 each | 1892 | 5g. A-O | 750,000 | April 1, 1912 |
| Debentures, g. ($1,000) | .... | 5g. J-J | 550,000 | April 1, 1912 |
| Debentures, g. ($1,000) | 1894 | 5g. M-S | 125,000 | 1910 |

Redeemable at 105 and int. after April 1, 1902. Int. is payable by trus., Mass. L. & T. Co., Bost.

*Interest* on debentures is payable in New York at N. Y. Security & Trust Co. Loans and bills payable Sept. 30, 1896, $44,229.

*Dividend*—From earnings of year 1893-94 1 per cent was paid on stock; in 1894-95 paid 2½ p. c.; in 1895-96 paid 3 p. c.

ROAD—Oct. 1, 1896, owned main track 17·71 miles; second track, 8·04; sidings, 1·96; total track, 27·71 miles. Connects with the Dartmouth & Westport for New Bedford and with the Dighton Somerset & Swansea for Taunton.

ANNUAL REPORT—In 1895-6 carried 6,326,237 passengers, against 5,149,327 in 1894-5. For years ending Sept. 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $323,521 | $269,787 | Dividends | $19,500 | $16,250 |
| Net earnings | 114,581 | 110,696 | Balance, surp. | 17,062 | 17,967 |
| Interest paid | 78,019 | 76,479 | Tot. sur. Sept. 30 | | 37,262 |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Construction | $1,593,275 | Stock | $650,000 |
| Equipment | 349,486 | Funded debt | 1,425,000 |
| Other property | 227,233 | Unfunded debt | 58,261 |
| Cash and current assets | 20,590 | Profit and loss | 54,323 |
| Total | $2,187,584 | Total | $2,187,584 |

OFFICERS—Pres. and Gen. Man., R. S. Goff; Sec., M. G. B. Swift; Treas., H. H. Read. Office, 794 North Main St.—V. 60, p. 796; V. 63, p. 1061.

## FINDLAY, OHIO.

POPULATION 1890 WAS 18,553; IN 1880 WAS 5,553; AND IN 1870 WAS 4,073.

BLANCHARD AVENUE PASSENGER RAILWAY COMPANY.

| STOCK & BONDS | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | | | (?) | |
| 1st M., $60,000 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 railway.

ORGANIZATION—Chartered in September, 1887. Grants are for 25 years 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 horses are used. Said to be operated by the Northern Ohio & Lake Erie Ry. Light & Power Co.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $200,000 (par, $25) | | | $150,000 f. p. | |
| 1st mort., $200,000, gold. $1,000, not subj. to call. | 1891 | 6 g. M-S | 106,000 | Mch. 1, 1911 |

Sk. fd. requires retirement of $2,000 yearly.

Bills and accounts payable Dec. 31, 1895, $38,868.

ROAD—Main line 4½ 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. Y.

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.

| | |
|---|---|
| Stock, $75,000, par $100 | $75,000 |
| 1st mortgage 6s, M&N (Due 1912, optional after 1897.) | 75,000 |
| *Leased Line*— Fishkill Elec. 1st M., 6s, of 1895, due 1915 | $40,000 |

ROAD—Owns 3 miles of single and ·25 miles of second track.

Also operates Fishkill Electric Ry., 4 miles; Fishkill stock ($50,000) to receive same dividends as citizens.

| EARNINGS—Year ending June 30: | 1896. | 1895. |
|---|---|---|
| Gross | $38,409 | $28,645 |
| Net | 15,812 | 7,819 |
| Charges | 9,905 | 4,998 |
| Dividends | 3,125 | none |
| Balance | sur.2,782 | sur.2,821 |

For 6 mos. ending Dec. 31, 1896, gross, $20,893; net, $9,028. In 6 mos. of 1895, gross, $22,943; net, $10,652.

OFFICERS—President, John T. Smith; Secretary, S. K. Phillips; Treasurer, W. H. Southard.

## 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. Road extends to Leominster and Lunnenburg.

| STOCK, BONDS ETC.— | Date. | Interest. | Outstand'g. | Last div. |
|---|---|---|---|---|
| Stk. (au., $500,000; par, $100) | ..... | 8 p. c. | $250,000 | See earns. |
| 1st mortgage ($500) c. | 1890 | 5 A-O | 30,000 | Oct. 1, 1909 |
| New M., $150,000 | 1897 | 5 | (?) | 1917 |
| Loans and bills payable Sept. 30, 1896. | | | 121,046 | ..... |

DIVIDENDS—In year 1894-95 paid 8 p. c.; in 1895-96, 8 p. c.

ROAD—Owns 18·24 miles of track, including 1½ miles of sidings.

EARNINGS—For years ending Sept. 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $128,186 | $110,275 | Dividends paid | $20,000 | $20,000 |
| Net | 37,909 | 36,172 | Bal., sur. for year | 7,247 | 9,154 |
| Int., taxes, etc. | 10,662 | 7,017 | Tot. sur. Sept. 30. | 14,732 | 14,459 |

OFFICERS—President, H. A. Willis; Vice-President H. I. Wallace; 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—July, 1896, was merged into the N. Y. & Queens County Ry.—V. 63, p. 229.

## 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'g. | Maturity. |
|---|---|---|---|---|
| Stock, $150,000 (par $25) | ..... | ..... | $150,000 | 60 p. c. paid. |
| 1st Mort., subject to call at par after 1898 | 1888 | 7 M-S | 30,000 | Mar. 1, 1908 |

ROAD—Operates 8·44 miles of track on 7½ 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 Streets

## FORT WAYNE, IND.

POPULATION 1890 WAS 35,393; IN 1880 WAS 26,880 AND IN 1870 WAS 17,718.

FT. WAYNE CONSOLIDATED RAILWAY—A trolley road.

ORGANIZATION—A reorganization in December, 1895, of the Fort Wayne Electric Ry. without foreclosure. The property includes the old Citizens' Street RR. and Fort Wayne Street RR., aggregating 12 miles and two miles of track of the C. L. Centlivre Street Railway. In June, 1896, 10 miles of road, reaching a 300-acre park owned by the company, were completed, and 6 miles additional were under construction. In 1895 population was said to be 54,000.

RECEIVERSHIP—On Sept. 8, 1896, J. H. Bass and M. S. Robison were appointed receivers. Interest due Nov. 1, 1896, was not paid. R organization still pending in May, 1897.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100) | ..... | ..... | $2,000,000 | ..... |
| Ft. W. Elec. 1st M., $600,000. | 1892 | 6g. M-N | (?) | May 1, 1922 |
| Ft. W. con. M., $1,500,000, g. ($1,000) not sub. to call. | 1895 | 5g. M-N | See text. | Nov. 1, 1935 |

May, 1896, coupon last paid.

Trustees are Guardian Trust Co., Cleveland, Ohio, and A. S. Bond.

The mortgage of 1892 is to be canceled; most of the $600,000 of 6 per cents have been retired. The new 5s (with the 6s all redeemed) will be outstanding to a total of $1,200,000.

EARNINGS—7 months Jan. 1 to July 31. 1896.....Gross, $95,514; net, $42,394; 1895.....Gross, 66,790; net, 28,328

For year ending Dec. 31, 1895, gross, $130,581; net, $59,512.

ROAD—Operates 34 miles of track.

OFFICERS—President, J. J. Shipherd; Treasurer and General Manager, M. S. Robison; Secretary, J. M. Barrett. V. 61, p. 966, 1107; V 63, p. 458.

## 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 severa roads. Stock, (?). No bonds.

ROAD—Operates 7½ miles of track.

OFFICERS—President, L. Warfield; Secretary, J. C. Terrell, Jr.; Treasurer, W. H. Harrison; Gen. Man. and Purch. Agent, W. P. Quigg

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAY—

ORGANIZATION, ETC.—The Fort Worth & Arlington Heights Street Ry., Ft. Worth Land & Investment (about 4,000 acres), Arlington Heights Electric Light Co. and Arlington Heights Water Co. were purchased by bondholders in June, 1895.

The Ft. Worth & A. H. Street Ry. is leased for 5 years to Glenwood & Polytechnic College St. Ry.

Operates 6½ miles of track on 2½ miles in streets; balance, suburban.

FORT WORTH STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 to succeed the North Side Street RR. Co., foreclosed Nov. 20. Stock, $200,000. Bonds, $250,000

ROAD—Said to operate 10 miles of track. President, K. M. Van Zandt; Secretary, J. P. Smith; Gen. Man. and Purch. Agent, G. B. Hendricks.

GLENWOOD & POLYTECHNIC COLLEGE STREET RAILWAY—

REORGANIZATION, ETC.—A reorganization in 1896 of Glenwood & Polytechnic Street Ry. Electricity introduced and 6 new motor cars purchased. The company has a 5-year lease of the Fort Worth & Arlington Heights Street Ry.

ROAD—Owns road 6 miles long; leased line, 6½ miles; total, 12½ miles.

OFFICERS—President and General Manager, J. T. Voss; Secretary and Treasurer, Woodford Brooks; Electrician, W. E. Voss.

## FRAMINGHAM, MASS.

POPULATION 1890 WAS 9,239; IN 1880 WAS 6,235; AND IN 1870 WAS 4,968.

FRAMINGHAM UNION STREET RY.

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 |
| Not subject to call. | Interest at North Nat. Bank, Boston. | | | |
| Loans & bills pay. Oct. 31, '96 | ..... | ..... | $2,500 | ..... |

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— | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $18,717 | $18,915 | Bal. for dividends.. | None | $611 |
| Net | 4,533 | 4,430 | Tot. surp. Sept. 30.. | 7,101 | 7,140 |
| Int. taxes, etc... | 4,533 | 3,819 | | | |

OFFICERS—President, James R. Entwistle, Saxonville, Mass.; Treasurer, 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—SEE SUPPLEMENT of November, 1896. A trolley road. Operations suspended in December, 1896. Foreclosure sale (postponed) has been advertised for June 15, 1897, at Frankfort, Ky.; upset price $10,000. V. 64, p. 422

## FRANKLIN, PA.

POPULATION IN 1890 WAS 6,221; IN 1880 WAS 5,010; AND IN 1870 WAS 3,908.

FRANKLIN ELECTRIC STREET RAILWAY CO.—

ORGANIZATION—Incorporated Aug. 4, 1893.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $50) ($200,000)... | .... | ..... | $60,000 | ..... |
| 1st M. ($200,000) c..... | 1894 | 6 g.... | 2,000 | 1924 |
| Unfunded debt June 30, '96.. | .... | ..... | 40,197 | ..... |

Rights of way for a branch road to Oil City, 8 miles distant, have been secured, and the 1st mortgage 30-year 6s were authorized to build the branch and pay off outstanding obligations. When these outstanding obligations are paid this issue of bonds will be canceled.

ROAD—Operates 3⅓ miles of track through the principal streets of Franklin, Pa. Rail, 60 lb.

EARNINGS—For year ending June 30, 1896, $13,834; net, $2,370. In 1894-5, gross, $7,812; net, $170.

OFFICERS—President and Treasurer, E. W. Echols; Secretary, G. S. White.

## FREDERICK, MARYLAND.

POPULATION IN 1890 WAS 8,193; IN 1880 WAS 8,659; AND IN 1870 WAS 8,526.

FREDERICK & MIDDLETOWN ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Commenced operation in fall of 1896. Capital stock authorized, $100,000; issued, $40,000. First mortgage of 1897 is for $70,000 (all issued), 5 per cent, gold, $1,000, bonds, c*, interest J.&J.; principal maturing Jan. 1, 1917, but subject to call at par on and after Jan. 1, 1907; trustee, Maryland Trust Co., Baltimore.

ROAD—Frederick to Middletown, 9 miles. President, Geo. W. Smith.

## FREDONIA, N. Y.

POPULATION IN 1890 WAS 3,399; IN 1880 WAS 2,692 AND IN 1870 WAS 2,546.

DUNKIRK & FREDONIA RAILROAD—A trolley road. Population in 1895 estimated at 4,000.

ORGANIZATION—Chartered April 21, 1864. Company is also engaged in electric lighting and steam heating, the expenses of these departments being included in the railroad operating expenses and the receipts are shown in other income. Securities and earnings are as follows:

| | | | | | |
|---|---|---|---|---|---|
| Stock auth., $150,000; par $100; stock sold..... | $25,000 | | EARNINGS—Year ending June 30. | 1896. | 1895. |
| 1st mort. 5s, J. & J..... (Due July 1, 1911)..... | 40,000 | | Gross..... | $19,885 | $20,144 |
| Bills payable June 30, '96. | 11,700 | | Net..... | 4,848 | 7,780 |
| | | | Other income.. | 6,983 | 3,822 |
| | | | Int. and taxes. | 4,472 | 6,518 |
| | | | Dividends..... | 6,000 | 4,407 |
| | | | Balance, sur... | 1,359 | 677 |
| | | | Total surplus.. | 10,997 | 9,638 |

ROAD—Owns 3½ miles of single and one-fifth miles of second track.

OFFICERS.—President, Willard McKinstry; Secretary-Treasurer and Manager, Milton M. Fenner.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($210,000), par $100.. | ..... | ..... | $210,000 | ..... |
| 1st M. ($125,000)..... | 1892 | M-S | 125,000 | 1902 |

Subject to call at 105 after Sept. 1, 1897. Trustee, Nor. Trust Co., Chic.

ROAD—Owns 8 miles of main track and 1 mile of sidings, laid with 50 lb. T rails, in Galesburg, Ill., and extending also to East Galesburg.

OFFICERS—President and General Manager, Robert Chappell; Vice-President, O. F. Price; Secretary, Treasurer and Purchasing Agent, H. F. Arnold.

## GALVESTON, TEX.

POPULATION 1890 WAS 29,084; IN 1880 WAS 22,248; AND IN 1870 WAS 13,818.

GALVESTON CITY RAILROAD—A trolley road.

ORGANIZATION—Incorporated May 2, 1871.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $50)..... | ..... | See text | $1,000,000 | July 15, 1895 |
| Mortgage $1,000,000, g., $1,000.....c. | 1893 | 5 g J-J | 1,000,000 | Jan. 1, 1913 |
| | Interest at Guaranty Trust Co. of N. Y., Trustee, New York City. | | | |

Bills payable January 1, 1897, $73,295.

*Dividends*—In 1895, 25 cents per share in Jan. and July; none since.

| ROAD—February, 1897. | Miles. | Proprietary road (Entire st'k & bonds owned) | Miles. |
|---|---|---|---|
| Owned in fee, main line..... | 36 | | |
| Sidings..... | ½ | Gulf City St. R'y & Real Est. Co. | 5 |
| Weight of rail..... | 40 lbs. | | |
| | | Total of all..... | 41½ |

LATEST EARNINGS—3 months, Jan. 1 to March 31. 1897....Gross, $44,175; net, $12,587. 1896....Gross, 39,845; net, 10,472

For years ending Dec. 31:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $212,661 | $216,271 | Dividends..... | None. | $10,000 |
| Net over taxes. | 80,342 | 75,191 | Bal., surp., year. | 23,165 | 15,191 |
| Interest..... | 57,177 | 50,000 | Tot. surp. Jan. 1. | 23,191 | 19,893 |

OFFICERS—Pres. and Gen. Man., Julius Runge, Galveston; Secretary, A. Drouilhet; Treas., J. Lobit; Chief Engineer and Purchasing Agent, C. P. Young.—V. 60, p. 711, 928; V. 61, p. 662.

## GARDNER, MASS.

POPULATION IN 1890 WAS 8,424; IN 1880 WAS 4,988; IN 1870 WAS 3,333.

GARDNER ELECTRIC STREET R'WAY. A trolley road.

ORGANIZATION—Road opened in 1894. Capital stock, $50,000; par, $100. On Sept. 30, 1896, loans and bills payable were $25,928; profit and loss surplus in balance sheet was $1,332. The company petitioned the Massachusetts RR. Commission for authority to issue $30,000 of 5 per cent 30-year gold bonds.

ROAD—Main track, 4·34 miles; sidings, 0·12 m.; total track, 4·46 miles.

EARNINGS—For year ending Sept. 30, 1896, gross, $19,198; net, $3,493; interest, taxes, etc., $2,882; balance, surplus for year, $611. President, Frederick S. Coolidge; Treasurer, James A. Stiles.

## 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. The new company owns the Cayuga Lake Park property of 50 acres.—V. 60, p. 562

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstan'g. | Maturity. |
|---|---|---|---|---|---|
| Stk., $450,000; par, $100 | ..... | ..... | ..... | $450,000 | ..... |
| Traction Co. 1st mort., ($500 & $1,000) gold. c* | ..... | 1895 | 6 g. A-O | 425,000 | Apl. 1, 1920 |

Bills payable March 31, 1897, $83,817.

*Interest* at West End Tr. & S. D. Co., Phila., trustee.

*Bonds*—Additional bonds for $75,000 may be issued for extensions upon increasing stock to $500,000. The bonds of the old companies were taken up and the mortgages canceled.

ROAD—The road extends from Geneva to Cayuga Lake Park through Waterloo and Seneca Falls, including switches, etc., 21 miles. Rails 70-lb. girder and 60-lb. T.

EARNINGS—For year ending June 30, 1896, gross, $53,070; net, $12,518; other income, $484; interest on bonds, $19,998; taxes, $1,475; other interest, $2,455; balance, deficit, $10,926.

DIRECTORS—C. D. Beebe, W. F. Rafferty, of Syracuse, N. Y.; N. H. Becker, C. A. Hawley and W. C. Gray, of Seneca Falls; H. A. Doane, and William S. Grant, Jr., of Philadelphia; Louis D. Collins, of Geneva, N. Y.; Robert Witherill, Chester, Pa. President, C. D. Beebe.—V. 60, p. 562.

## GETTYSBURG, PA.

POPULATION 1890 WAS 3,221; IN 1880 WAS 2,814; AND IN 1870 WAS 3,074.

### GETTYSBURG ELECTRIC RAILWAY.

RECEIVERSHIP—President. E. M. Hoffer and West End Trust & Safe Deposit Co. of Philadelphia were appointed receivers in September 1895.—V. 61, p. 558. Foreclosure sale has been entered for June 10, 1897. Stock $200,000; 1st mortgage, $200,000; trustee, Fidelity Ins. Tr. & S. D. Co., Phila. Unfunded debt July 1, 1896, $8,018; 8 miles of track.—V. 61, p. 558; V. 64, p. 707, 888.

## 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, completed an electric road, 22½ miles in length, in the anthracite coal basin of Schuylkill County. The population tributary aggregates about 75,000 people, and it passes about forty collieries. Lakeside Ry. of Mahanoy City, Pa., was reported leased in February, 1897.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock $1,000,000, $100 | ..... | ..... | ..... | $1,000,000 f.p. | ..... |
| 1st M. ($500,000), g., s. f. after Apl. '98, at 105.....c* | 22½ | 1893 | 5 g A-O | 500,000 | Apr. 1, 1943 |

Interest is paid at Equit. Tr. Co., Trustee, Phila.

The first mortgage has a sinking fund of $10,000 a year after April 1, 1898; trustee is allowed to purchase bonds at not exceeding 105 per cent; bonds are for $500 and $1,000 each.

ROAD—Owns 22½ 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.

| EARNINGS—3 *months*— | *Gross.* | *Net.* | *Sur. over Ch'gs.* |
|---|---|---|---|
| Jan 1 to Mar. 31 1897 | $21,088 | $8,023 | $1,772 |
| Jan 1 to Mar. 31 1896 | 22,164 | 9,561 | 3,311 |

ANNUAL REPORT—Earnings for years ending September 30. Net is after deducting insurance and taxes.

| *Years*— | *Gross.* | *Net.* | *Interest.* | *Bal., surp.* |
|---|---|---|---|---|
| 1895-96 | $96,809 | $10,801 | $25,000 | $15,801 |
| 1894-95 | 90,981 | 33,360 | 25,000 | 8,360 |
| 1893-94 | 88,288 | 31,724 | 25,000 | 6,724 |

OFFICERS—President, Dallas Sanders, Drexel Building, Philadelphia; Secretary and Treasurer, J. A. Johann; General Manager and Purch. Agent, E. W. Ash.—V. 62, p. 334; V. 63, p. 795.

## 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 EDWARD STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered Sept 28, 1885.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $150,000, par $100 | .... | Q.-F. | $139,000 | May, '97, 1¼% |
| 1st M. (no option) ($500 and $1,000).....c. | 1891 | 6 J-J | 100,000 | July 1, 1911 |
| 2d mortgage ($500).....c. | 1893 | 6 J-J | 36,000 | July 1, 1913 |

Interest at Central Trust Co., N. Y., trustee.

DIVIDENDS—In fiscal year 1894-95 paid 1 per cent.; in 1895-6, 4 p. c.; in Aug., '96, 1¼ p. c.; in 1897, Feb., 1¼ p. c.; May, 1¼ p. c.

ROAD—Glens Falls to Fort Edward, 7·84 miles; sidings, 1·18 miles; race track branch, ½ mile; So. Glens Falls Branch (completed Oct. '96) 1½ miles; total track, 10·52 miles. Rails 40 lbs.

ANNUAL—Earnings for fiscal years ending June 30:

| | *Gross.* | *Net.* | *Other inc.* | *Int. & tax.* | *Dividends.* | *Bal., sur.* |
|---|---|---|---|---|---|---|
| 1895-6 | $54,386 | $20,129 | $181 | $9,688 | (4%) $5,440 | $5,182 |
| 1894-5 | 50,173 | 16,380 | 153 | 9,580 | (1%) 1,360 | 5,593 |

OFFICERS—President, J. M. Coolidge; Vice-President, L. Allen; Secretary, Treasurer and Agent, J. A. Powers.

## GLOUCESTER, MASS.

POPULATION 1890 WAS 24,651; IN 1880 WAS 19,329; AND IN 1870 WAS 15,389.

### GLOUCESTER STREET RY.—A trolley road.

ORGANIZATION—Incorporated December 29, 1885.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Divid's, etc.* |
|---|---|---|---|---|
| Stock, par $100 | .... | See below. | $180,000 | See text. |
| 1st mortgage | 1887 | 5 M-S | 60,000 | Apr. 1, 1907 |
| [All interest is payable at American Loan & Trust Co., Boston.] | | | | |
| Unfunded debt Sept. 30, 1896 | ..... | ..... | 50,500 | ..... |

*Dividends* in years ending Sept. 30, 1892 to 1895 inclusive were 3 per cent per annum; in 1896 paid 6 p. c.

ROAD—Operates 9 miles of track and has ½ mile sidings, etc.

EARNINGS—For year ending Sept. 30 the earnings have been:

| | 1896. | 1895. | | 1896. | 1894. |
|---|---|---|---|---|---|
| Gross earnings | $84,777 | $63,224 | Balance for divs. | $11,883 | $16,689 |
| Net | 22,337 | 23,903 | Div. paid | 10,800 | 5,400 |
| Inter., taxes, etc | 10,454 | 7,214 | Bal., sur. for year | 1,083 | 11,289 |

OFFICERS—President, W. B. Ferguson, Walden, Mass.; Vice-President, J. H. Cunningham; Treasurer, A. D. Bosson; Clerk of Corporation, D. S. Presson; Gloucester, Mass.

### GLOUCESTER ESSEX & BEVERLY RR.—An electric road opened Aug. 21, 1895.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | $250,000 | ..... |
| Bonds, $125,000 ($1,000) gold, c* | 1896 | 5 g J-D | 125,000 | Dec. 1, 1916 |

Int. at American L. & T. Co., Boston, trustee.

ROAD—Owned Oct. 1, 1896, 22·2 miles of main track and ·6 mile of siding. Commenced operations August 21, 1895.

EARNINGS—For year ending Sept. 30, 1896, gross, $58,264; net, $19,733; interest and taxes, $7,581; dividends, $10,000; bal., surplus, $2,152. Total surplus, Oct. 1, 1896, $8,717. President, W. B. Ferguson; Secretary and Treasurer, G. A. Butman; Office, 53 State Street, Boston.—V. 64, p. 82.

## GLOVERSVILLE, N. Y.

POPULATION 1890 WAS 13,864; IN 1880 WAS 7,133; AND IN 1870 WAS 4,518.

### 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.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity* |
|---|---|---|---|---|
| Stock, $350,000 | ..... | ..... | $335,210 | ..... |
| 1st. mort., $350,000 gold $1,000, guar. p. & i. | 1892 | 6g. A-O | 350,000 | 1922 |
| Current liabilities June 30, 1896 | ..... | ..... | $83,167 | ..... |

Int. at Farmers' Loan & Tr., N. Y. City

ROAD—Owns 14½ miles of single track and ·4 miles of sidings.

EARNINGS—The earnings are included in those of the Fonda Johnstown & Gloversville RR. Co.

OFFICERS—Address Fonda Johnstown & Gloversville RR. Co.

### JOHNSTOWN GLOVERSVILLE & KINGSBORO HORSE RY—

ORGANIZATION—Chartered Nov. 12, 1873, and in November, 1893, leased to the Fonda Johnstown & Gloversville (steam) Railroad Co. for 999 years, its bonds being assumed and 8 per cent per annum being guaranteed on its stock.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock, $50,000 (par, $100) | .... | ..... | 8 p. c. | $50,000 | ..... |
| 1st mortgage | 4·11 | ..... | 6 J-J | 50,000 | 1913 |

Interest is payable at the Metropolitan Trust Company, N. Y. City.

ROAD—Owns single track, main line, from Johnstown to Gloversville, 4·08 miles; branch, ·03; total, 4·11 miles.

## GOSHEN (ELKHART CO.), IND.

POPULATION 1890 WAS 6,033; in 1880 WAS 4,123; AND IN 1870 was 3,133.

### INDIANA ELECTRIC RY—A trolley 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 11,360. For population of Goshen see above. In 1896 population of Elkhart estimated at 14,000 and of Goshen 9,000.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock | ..... | ..... | ..... | $110,000 | ..... |
| 1st mt., $500,000, g., s. f., not subj. to call, $1,000 | 9 | 1895 | 6g. M-N | 110,000 | Nov. 1, 1925 |

Interest at Royal Trust of Chicago, trustee.

Stock increased in 1896 from $25,000 to $110,000.

NEW MORTGAGE—The first mortgage of 1895 replaces the old mortgage of 1894, which was canceled in November, 1895. Additional bonds may be issued at $5,000 per mile of completed main track.

ROAD—Operates 4 miles of track in Elkhart and 5 miles in Goshen; 11 miles are to be built in 1897 from Elkhart via Goshen to Wabash RR. at New Paris.

OFFICERS—President, J. J. Burns, Marquette Building, Chicago; Secretary and Treasurer, W. L. Stonex, Goshen, Ind.—V. 61, p. 925.

## GRAND RAPIDS, MICH.

POPULATION 1890 WAS 60,278; IN 1880 WAS 32,016; AND IN 1870 WAS 16,507.

### CONSOLIDATED STREET RY—A trolley road.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, common | .... | ..... | $1,500,000 | ..... |
| do preferred | .... | ..... | 1,419,000 | ..... |
| Street Ry. Co. 1st mort. $1,000.....c* & r. | 1887 | 6 J-D | 600,000 | June 1, 1914 |
| Consol. St. Ry. Co. 1st M. $3,000,000 gold | 1891 | 5 g F-A | 1,211,000 | Aug. 1, 1916 |

Interest due Dec. 1, 1896, was not paid.

Consolidated St. Ry. 5s of 1891 for $2,400,000 were issued, but in February, 1896, bondholders voluntarily surrendered one-half their bonds, receiving preferred stock therefor at par.

Interest due Dec. 1, 1896, on old Street Ry. first 6s was not paid and holders of these bonds were asked to exchange them for Consolidated St. Ry. 5s at par.—V. 64, p. 180.

*First Mortgage 6s of 1912 Committee:* Chairman, B. D. Verrill, Portland; Wm. Blodget, Boston; W. J. Hayes, Cleveland; depositary State Street S. D. & Tr. Co., Boston. Three-fourths of these bonds have been deposited.—V. 64, p. 287, 610.

ROAD—In May, 1896, said to operate 49 miles of track, including North Park Street Railway, 4½ miles.

ANNUAL STATEMENT—For year ending Aug. 31, '93, and Jan. 31, '96.

| | *Jan.* 31, '96. | *Aug.* 31, '93. | | *Jan.* 31, '96. | *Aug.* 31, '93. |
|---|---|---|---|---|---|
| Gross earns. | $444,739 | $433,379 | Interest | ..... | $150,000 |
| Net earns. | 155,205 | 170,071 | Bal., surplus. | ..... | 20,071 |

OFFICERS—President, Gen. Man. and Pur. Agt., G. S. Johnson; Vice-President, V. S. Kennedy; Secretary, O. S. Gaithers; Assistant Secretary and Treasurer, B. S. Hanchett, Jr.—V. 63, p. 1115; V. 64, p. 180, 287, 610.

### NORTH PARK STREET RAILWAY—

ORGANIZATION—This road is now a part of the system of the consolidated Street Railway Company of Grand Rapids.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $100,000 | ..... | ..... | $100,000 | ..... |
| North Park Street Ry., 1st, $75,000 ($1,000) | 1894 | 5 J-J | 50,000 | July 1, 1914 |

Int. at Mich. Tr. Co., trustee, Gr. Rapids, Mich.

ROAD—Owns 4½ miles of completed track which runs to a pleasure park managed by the company.

## GREAT FALLS, MON.

POPULATION 1890 WAS 3,979.

GREAT FALLS STREET RY—A trolley road.

ORGANIZATION—In hands of W. D. Dickenson as receiver.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock, $200,000, par $25 | .... | ..... | .... | $100,000 | ..... |
| M. for $500,000 gold.... | .... | 1891 | 6 g J-D | 246,500 | June 1, 1905 |

Mortgage trustee, Massachusetts Loan & Trust Co., Boston.

ROAD—Operates 8⅔ miles of track and 8½ miles of road.

EARNINGS—For year 1895 gross, $26,205; deficit under oper., $1,476, against net, $1,525 in 1894.

## GREENFIELD, MASS.

POPULATION 1890 WAS 5,252; IN 1880 WAS 3,903; AND IN 1870 WAS 3,589.

GREENFIELD & TURNERS FALLS STREET RAILWAY.—A trolley road.

ORGANIZATION—Commenced operation June 24, 1895. Owns 750 feet steel bridge across the Connecticut River at Deerfield.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, full paid, ($100) | ..... | ..... | $100,000 | See text. |
| 1st mort., gold, s. f.... | 1896 | 5 g. J&D | 100,000 | June 1, 1916 |

BONDS—The mortgage provides for the payment of $2,000 annually from 1897 to 1915, inclusive, at a premium. See V. 63, p. 76.

DIVIDENDS—In 1895-6 paid 5 p. c. on $50,000 stock and 3 p. c. on $90,000 stock.

ROAD—Greenfield to Deerfield, Montague City and Turners Falls, 12·86 miles; sidings, 0·41 miles; total track, 13·27 miles.

EARNINGS—For year ending Sept. 30, 1896, gross, $34,857; net, $15,746; interest and taxes, $6,517; dividends (8 p. c.), $5,200; bal., sur. for year, $4,029. Total surplus Oct. 1, 1896, $9,622. President, Frank E. Lowe, Greenfield, Mass.; Treasurer, Chas. E. Dresser, Leominster, Mass.—V. 63, p. 76.

## HAGERSTOWN, MD.

POPULATION 1890 WAS 10,118; IN 1880 WAS 6,627; IN 1870 WAS 5,779.

HAGERSTOWN & POTOMAC ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Formed in 1895 and in December filed a mortgage. for $200,000, to the Harrisburg Trust Co. of Harrisburg, Pa., as trustee. Stock $200,000. Contract let and control of H. & W. Turnpike Co. purchased. President, Christian W. Lynch; Secretary, John A. Herman; Treasurer, William Jennings.—V. 61, p. 1064.

## HAMILTON, OHIO.

POPULATION IN 1890 WAS 17,565; IN 1880 WAS 12,122; AND IN 1870 WAS 11,081.

CINCINNATI & MIAMI VALLEY TRACTION.—A trolley road.

ORGANIZATION—Chartered in 1896; franchise runs to 1917. Is expected to be in operation in June, 1897. To operate from Hamilton to Dayton in conjunction with Dayton Traction.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $650,000 ($50) ... | ..... | ..... | $650,000 | ..... |
| First mortgage, $650,000 ($1,000)..... | 1896 | 5 J-J | 650,000 | July 1, 1917 |

Int. at Finance Co. of Pa., Phila., trustee.

ROAD—Hamilton to Middletown and Franklin, 26½ miles of track.

## 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 exclusive. In Jan., 1896, control was purchased by C. R. Cummings and others identified with the South Chicago City Ry. V. 62, p. 86.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $300,000..... | ... | .... | ..... | $274,000 | ..... |
| 1st M., $100,000, gold | 22 | 1894 | 5 g. M-S | 100,000 | Mar. 1, 1904 |

Interest payable at Northern Trust Co., mortgage trustee, Chicago, Ill.

ROAD—Owns 22 miles of track, extending from State line at Roby to Whiting, East Chicago and Hammond, and operates in connection with South Chicago City Ry. between above points and 63d St. and Madison Ave. in Chicago.

OFFICERS—President, A. Murray Turner; Vice-President, V. Shaw Kennedy; Secretary & Treasurer, O. S. Gaither.—V. 62, p. 86, 502.

## HARRISBURG, PA.

POPULATION 1890 WAS 39,385; IN 1880 WAS 30,762; AND IN 1870 WAS 23,104.

HARRISBURG TRACTION—A trolley road.

ORGANIZATION—Organized in May, 1895, to control the East Harrisburg Passenger Railway (which leases Harrisburg City Passenger Ry. and Middletown Highspire & Steelton Passenger Ry.) and the Citizens' Passenger, of which it took possession July 1, 1895.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Last Div. |
|---|---|---|---|---|---|
| Harrisburg Traction, stock, $2,000,000... | ..... | ..... | ..... | $1,870,000 | ..... |
| Citizens' Passenger— | | | | | |
| 1st M., $75,000, gold | ..... | 1894 | 6 g. M-N | 75,000 | May 1, 1924 |
| Not subject to call. | | | Int. at Com'wealth Guar. Tr. Co., Harrisburg | | |
| *Leased to E. Har. Pass. Ry.*— | | | | | |
| Harris. City Pass. stk.. | 25 | ..... | 12 J-J | $125,000 | Jan., 1897 |
| Middletown H.&S.stk. | 50 | ..... | 10 J-J | 100,000 | Jan., 1897 |

The Harrisburg City Passenger Ry. and Middletown Highspire & Steelton Ry. were leased in 1891 and 1893, respectively, to the East Harrisburg Passenger Ry. at a rental equal in 1897 and thereafter to 12 per cent and 10 per cent, respectively, on their stock.

The Traction Co. will hold in its treasury $700,000 (all) stock of the East Harrisburg Passenger Railway and $235,000 (all) of the Citizens' stock.—V. 60, p. 873. Bills payable June 30, 1896, $31,000.

ROAD—Leases and operates 47 miles of track as follows: East Harrisburg Passenger, 24 miles; Citizens' Passenger, 6 miles; Harrisburg City Passenger, 5 miles; Middletown Highspire & Steelton Passenger, 12 miles.

EARNINGS for year ending June 30, 1896, were in V 63, p. 227.

| 12 mos. | Gross. | Net. | Int., taxes, etc. | Dividends. | Bal., sur. |
|---|---|---|---|---|---|
| 1895-96.... | $243,156 | $98,283 | $49,365 | $42,075 | $6,843 |

OFFICERS—President, E. C. Felton; Vice-President, B. F. Myers; Secretary and Treasurer, W. J. Calder; Superintendent and Purchasing Agent, F. B. Musser.—V. 63, p. 227.

HARRISBURG & MECHANICSBURG ELECTRIC RAILWAY CO.—A trolley road.

ORGANIZATION—Chartered May 7, 1892.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock auth., $225,000..... | ..... | ..... | $127,500 | ..... |
| 1st mort., $224,000, gold.... | 1894 | 6 g. M-S | 140,000 | Sep., 1914 |

Interest is payable at office of trustee, the Harrisburg Trust Co.

On June 30, 1896, there were bonds unissued for $84,000 and stock for $97,500.

ROAD—In June, 1896, operated 6 miles of track. Extension to Boiling Springs, 6 miles, nearly completed in October, 1896.

## HARTFORD, CONN.

POPULATION 1890 WAS 53,230; IN 1880 WAS 42,553; AND IN 1870 WAS 37,743.

HARTFORD MANCHESTER & ROCKVILLE TRAMWAY CO.—

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | When due. |
|---|---|---|---|---|
| Stock $500,000 (par $100) | ..... | ..... | $300,000 | ..... |
| 1st mort., $300,000..... | 1894 | 5 A-O | 200,000 | Oct. 1, 1924 |
| Accts. payable Oct. 1, '96.. | ..... | ..... | 2,181 | ..... |

ROAD—In October, 1896, operated about 13 miles of track, extending to Manchester and Talcotville. When completed to Rockville road will be about 17 miles long.

EARNINGS—Year ending Sept. 30, 1896, gross, $54,261; net, $5,195; interest and taxes, $5,522; bal., deficit for year, $327.

OFFICERS—President, M. S. Chapman; Vice-President, R. O. Cheney Secretary, J. W. Haynes; Treasurer, C. H. Wickham.

HARTFORD STREET RAILWAY—A trolley road.

| STOCK & BONDS— | | | Date. | Inter'l. | Outstanding. | Last div., &c. |
|---|---|---|---|---|---|---|
| Stock ($2,000,000, par $100). | | | .... | J-J | $200,000 f.p. | Jan., '97, 3 p.c. |
| Hartford & Wethersf'd | 5-20 year Deb's. | | 1888 | 5 M-S | 100,000 | Sept. 1, 1908 |
| do | do | do | 1890 | 5 M-N | 200,000 | May 1, 1910 |
| do | do | do | 1892 | 5 M-S | 100,000 | Sept. 1, 1912 |
| do | do | do | 1893 | 5 J-J | 100,000 | July 1, 1913 |
| Hartf. St. Ry. | do | do | 1894 | 5 A-O | 300,000 | Oct. 1, 1914 |
| do | do | do | 1894 | 5 J-D | 300,000 | Dec. 1, 1914 |
| do | do | do | 1895 | 5 M-N | 300,000 | May, 1915 |
| do | do | do | 1895 | 5 A-O | 300,000 | Aug., 1913 |
| do | do | do | 1896 | 5 .... | 250,000 | 1916 |

*Interest* is payable at Connecticut Trust Co., Hartford, Conn., which also acts as registrar and countersigns the bonds.

*Note.*—The debentures of 1889-95 are all subject to call at par after five years from date of issue. They will all be secured by any future mortgage.

The total bonded indebtedness in October, 1896, was $1,950,000 bills payable, $186,793.

*Dividends.*—In 1894, 6 p.c.; in 1895, 6; in 1896, 6; in 1897, Jan., 3 p.c.

ROAD—The company besides serving the city of Hartford has lines extending to Wethersfield, West Hartford, and Windsor, East Windsor, East Hartford and South Glastonbury, aggregating 64·7 miles. Standard for the city is 90-lb. girder rails and in the country T rails.

East Hartford & Glastonbury is controlled by ownership of stock. The Newington Tramway is owned jointly with the Central Ry. & Electric Co. of New Britain.

EARNINGS—For years ending Sept. 30:

| | Gross. | Net. | Int. & taxes. | Dividends. | Bal., sur. |
|---|---|---|---|---|---|
| 1896..... | $531,389 | $164,218 | $117,229 | $12,000 | $34,989 |
| 1895..... | 405,546 | 92,074 | 52,866 | 12,000 | 27,208 |

OFFICERS—President, E. S. Goodrich; Vice President, Samuel G. Dunham; Treasurer, Daniel R. Howe; Directors, Roland Mather; J. J. Goodwin, C. L. Lincoln, D. R. Howe; Atwood Collins, S. G. Dunham and E. S. Goodrich, all of Hartford.

HARTFORD & WEST HARTFORD HORSE RAILROAD—A trolley road.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $1,000,000... | $100 | .... | Text. | $247,000 | ..... |
| 1st M., $315,000, $1,000.....c*. | 1,000 | 1894 | 5 F-A | 105,000 | Aug., 1924 |

Interest is payable at City Bank, Hartford, Conn.

Sept. 30, 1896, funded debt was $105,000; bills payable, $121,067 other accounts payable $26,876.

ROAD—Operates 13½ miles of track laid with 65-pound T rails, 10 miles of which it owns and upon 3½ miles it has trackage rights. Extends from Hartford to Farmington and Unionville.

EARNINGS For year ending Sept. 30, 1896, gross, $51,959; net $10,641; interest, $6,198; taxes, $2,562; balance, surplus, $1,881.

OFFICERS—President, David Henney; Secretary, W. J. Carroll; Treasurer, C. M. Henney, New York.

## HAVERHILL, MASS.

POPULATION 1890 WAS 27,412; IN 1880 WAS 18,472; AND IN 1870 WAS 13,092.

### HAVERHILL & AMESBURY STREET RY.

—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock, $250,000. par $100.. | ..... | See text | $150,000 | ..... |
| Black Rock & Salisb'y Beach 1st mortgage, gold..... | 1891 | 5g J-J Interest at International Tr't Co., Boston. | 122,000 | July 1, 1911 |
| Haverhill & Amesb'y Consol. M. $300,000 g., $1,000. c* | 1892 | 5g. J-J Int. at Am. Loan & Tr. Co., trustee, Boston. | 178,000 | July 1, 1912 |
| Debentures ($150,000) text. | 1893 | 7 J-D | 29,500 | Dec. 1, 1898 |

Loans and bills payable Oct. 1, 1896.....$176,483

DIVIDENDS—Nov. 1, 1892, paid 4 per cent; Sept. 25, 1894, 4 per cent; in year 1894-95, 4 per cent; in 1895-96, none.

BONDS—On Oct. 1, 1896, debentures for $120,500 (additional to $29,500 above) were pledged as collateral for bills payable. Sufficient 5s of 1912 were reserved to retire the Black Rock loan.

ROAD—Has 33½ miles of track, including sidings, etc., 1 mile. On Sept. 30, 1896, electricity, 23¾ miles; steam, 4¾ miles; horses, 5 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | Gross. | Net. | Int and Tax. | Dividends. | Bal. Sur. |
|---|---|---|---|---|---|
| 1895-96... | $99,048 | $28,181 | $27,889 | ..... | $292 |
| 1894-95... | 104,853 | 38,917 | 28,223 | $6,000 | 4,694 |

Total surplus, Oct. 1, 1896.....$14,980

OFFICERS—President, Charles Goss, Amesbury, Mass.; Treasurer Geo. A. Butman; 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| St'k $1,000,000 (au.) p. $100. | ..... | ..... | $1,000,000 f. p. | ..... |
| 1st mort. $500,000, gold, $100, $500, $1,000...c* | 1893 | 5g. J-D Trustee, Markle Bank'g & Tr. Co., Hazelton. | 500,000 | June 1 1923 |
| Car barn and park bonds, $115,000..... | ..... | ..... | 85,000 | ..... |
| Bills payable Jan. 1, '97.. | ..... | ..... | 132,343 | ..... |

*Interest* (free of all taxes) is payable in New York or Philadelphia exchange, if desired, at par, and is so stated on the coupon. Total surplus Jan. 1, 1897, $62,907.

ROAD—In August, 1896, was operating 23 miles of road laid with 60 lb. new steel T rails, oak ties, well ballasted. Road extends from Hazleton to West Hazleton, to Yorktown (connecting with Penn. RR. and Lehigh Valley RR.), to McAdoo (South) and Milnesville, Lattimer, Urinas and Freeland (North).

LATEST EARNINGS—9 months. July 1 to March 31. 1896-7..gross, $88,140; net, $40,020. 1895-6..gross, 93,466; net, 41,335

YEAR'S EARNINGS—Earnings for years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $123,488 | $119,364 | Bal., surplus. | $21,195 | $20,421 |
| Oper. exp., int., taxes, ins., etc | 102,293 | 98,943 | Passengers | 2,604,066 | 2,461,918 |
| | | | Car mileage. | 692,748 | 659,988 |

OFFICERS—President, C. W. Kline; Treasurer, N. C. Yost; Secretary, E. S. Doud; Gen. Man., A. Markle; Directors, C. W. Kline, Geo. R. Bedford, H. Dryfoos, John B. Price, John G. Seager, W. S. Grant, Jr., A. Markle.—V. 64, p. 232.

## 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | ..... | ..... | ..... | $1,000,000 | ..... |
| Helena Gas-Light & Coke 1st Mort. | ..... | 1890 | 6 J-J Interest at Minneapolis Trust Co., Minneap., Minn. | 175,000 | July 1, 1910 |
| Helena Power & L't consol. mortgage.. | 20 | 1895 | 5 per ct. Trustee, Central Trust Co., N. Y. City. | 425,000 | Jan. 1, 1925 |

ROAD—In November, 1896, owned about 24 miles of trolley track.

OFFICERS—President, H. M. Parchen; Vice-President, T. A. Marlow; Treasurer, Herman Gans; Secretary, H. L. Walker.

## HENDERSON, KY.

POPULATION 1890 WAS 8,835; IN 1880 WAS 5,365; AND IN 1870 WAS 4,171.

### HENDERSON ELECTRIC STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 13, '86, under a perpetual charter.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Stock (par, $100)..... | ..... | ..... | $50,000 | ..... |
| 1st mortgage..... | 1895 | 6 J-J | 15,000 | Jan. 1, 1915 |
| 2d mortgage..... | 1895 | 6 J-J | 25,000 | Jan. 1, 1915 |
| Consol. mort., $60,000, cur. $500.....c* | 1897 | 6 J-J Trustee is the Louisville Trust Company, Louisville, Ky. (!) Int. at Louisv. Tr., Louisville, Ky., Trustee. | | Jan. 1, 1912 |

ROAD—Owns about 5 miles of track.

OFFICERS—President, J. N. Alsop; Vice-President, W. E. Whiteby Secretary, R. A. Miller; Treasurer, D. Bank, Jr.

## HERKIMER, N. Y.

POPULATION IN 1990 WAS 4,666.

### HERKIMER MOHAWK ILION & FRANKFORT ELECTRIC RY.—

ORGANIZATION—Consolidation in February, 1895. On July 1, 1896, owned 6 miles of track. Capital stock, $150,000; par, $100. First mortgage, $150,000, fives of 1895, J. & J., due 1925; interest at Farmers' Loan & Trust Co., N. Y. For year ending June 30, 1896, gross $41,271; net, $21,598; other income, $110; interest, etc., $8,323; dividends, $6,000; balance, surplus, $7,385. President, J. Ledlie Hees Mohawk, N. Y.

## HINGHAM, MASS.

POPULATION 1890 WAS 4,564; IN 1880 WAS 4,485; AND IN 1870 4,422.

### HINGHAM STREET RY.—A trolley road.

ORGANIZATION—Commenced operation May 27, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock..... | ..... | ..... | $159,500 | ..... |
| First mortgage, gold... | 1896 | 5g. J-D | 125,000 | June 1, 1916 |

Owns 14 miles of track. Connects with Quincy & Boston St. Ry. for Boston and with Braintree St. Ry., Brockton St. Ry., etc. Earnings from May 27 to Sept. 30, 1896 (4 months), gross, $24,017; net, $3,491; interest and taxes, $2,487; balance, surplus, $1,004.

OFFICERS—President, S. R. Anthony; Treasurer, W. A. Tucker. Office, 50 State Street, Boston.

## HOBOKEN, N. J.

POPULATION 1890 WAS 43,648; IN 1880 WAS 30,999; AND IN 1870 WAS 20,297.

### NORTH HUDSON COUNTY RAILWAY—

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, 1896, 1½ 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 North Hudson County RR. Co. Road runs through Hoboken, Jersey City, West Hoboken, Union Hill, Guttenberg, Weehawken, Fort Lee, etc.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., &c |
|---|---|---|---|---|
| Stock auth'd $1,250,000 ($25) .... | | See text. | $1,000,000 | 1892, 8% |
| 1st mortgage ($1,000)..... | .... | 6 J. - J. | 620,000 | Jan. 1, 1914 |
| Consol. mort. ($3,000,000) $620,000 to retire 1st M. c* | 1888 | 5 J. - J. | 2,378,000 | July 1, 1928 |
| 2d mortgage ($1,000)..... | 1894 | 5 M. - N. | 585,000 | May 1, 1904 |
| Debenture 6s ($1,000)..... | 1892 | 6 F. - A. | 404,000 | Feb. 1, 1902 |
| Total funded debt Jan. 1, 1897... | | ..... | 4,087,000 | ..... |

ANNUAL REPORT—Reports for years ending Dec. 31 show:

| | Gross. | Net. | Charges. | Balance. |
|---|---|---|---|---|
| 1896..... | $906,985 | $277,660 | $257,137 | sur. $20,523 |
| 1895..... | 871,273 | 251,443 | 246,648 | sur. 4,795 |
| 1894..... | 818,279 | 206,797 | 238,800 | def. 32,003 |

OFFICERS—President, M. Tierney; Secretary, T. J. Mallory; Treasurer Nicholas Goelz; General Manager, W. H. Starr. INDEX—V. 62, p. 411.

### BERGEN COUNTY TRACTION—A trolley road.

ORGANIZATION—Began operating April 20, 1896, road from Fort Lee, opposite 125th Street, N. Y., to Englewood, N. J., Leonia, Nordhoff, etc. About 8 miles of track in operation Jan. 1, 1897. Ferry connects line with N. Y. City. Proposes to build from Guttenberg to Hackensack, etc. Stock authorized, $500,000, issued $190,000. Jan. 1, 1897, no bonds; "other debts," $82,565. President, Jacob E. Ridgway, Philadelphia.

## HOLYOKE, MASS.

POPULATION 1890 WAS 35,528; in 1880 WAS 21,915; AND IN 1870 WAS 10,733.

### HOLYOKE STREET RAILWAY—Trolley.

ORGANIZATION—Incorporated June 11, 1884. Population in 1895 given as 40,322.

| STOCK— | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|
| Stock, $400,000 ($100).. | ..... | J-J | $400,000 | Jan. 1, '97, 4% |
| Bonds ($500, etc.)..... | 1895 | 5 A-O | 250,000 | Apr. 1, 1915 |
| Real estate mortgages.. | ..... | 5 p. c. | 7,000 | On demand. |
| Current liabils. Oct., '96. | ..... | ..... | 41,481 | ..... |

In 1896 $150,000 of stock was issued for construction, etc., and 6 miles of track were built.

*Dividends*—In 1892 to January, 1897, inclusive, 8 per cent yearly.

ROAD—In October, 1896, was operating 24½ miles of track on 18 miles of street.

EARNINGS—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $173,539 | $114,121 | Divs. paid (8 p.c.) | $20,000 | $20,000 |
| Net..... | 60,810 | 44,494 | Bal., sur. for year | 18,423 | 9,454 |
| Int., taxes, &c.. | 22,387 | 15,040 | | | |
| Bal. for div'nds. | 38,423 | 29,454 | T'l sur. Sept. 30. | $50,449 | $46,526 |

OFFICERS—President, General Manager and Purchasing Agent, Wm S. Loomis; Treasurer, Wm. R. Hill.

## HOMESTEAD, PA.

POPULATION 1890 WAS 7,911; AND IN 1880 WAS 592.

### HOMESTEAD & HIGHLANDS STREET RAILWAY—

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $400,000..... | ..... | ..... | ..... | $200,000 f.p. | ..... |
| 1st mort., $100,000, gold..... | ..... | 1894 | 6g. J-D Int. at Pittsburg Tr., Co., Trustee, Pittsburg, Pa. | 20,000 | June 1, 1914 |
| Bills payable J'ne 30, '96..... | ..... | ..... | ..... | 165,322 | ..... |

In February, 1897, authorized capital stock was increased from $200,000 to $400,000.

EARNINGS—Year ending June 30, 1896, gross, $17,947; net, $210. In 1894-5, gross, $3,745; net, $1,010.

ROAD—Company has built 4 miles of track, Homestead to Homeville.

OFFICERS—President, Thomas A. Noble; Manager, S. J. Macfarren; Treasurer, Louis Rott; Sec., 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $75,000 ($100) | .... | ..... | $75,000 | ..... |
| 1st mort., $60,000, gold ($500) | 1894 | 6 J-J | 60,000 | July, 1924 |

Subject to call at par for s. f. after 1904. Int. at Intern'l Tr. Co., trus., Bost., Mass.

Capital stock increased in August, 1896, from $60,000 to $75,000, to provide for cost of extension to Wallamoosac River.

ROAD—Operates 5 miles of track and ⅛ mile of siding. Hoosick Falls to North Hoosick and Walloomsac, N. Y.

EARNINGS—For year ending June 30, 1896, gross, $9,521; net, $585; interest and taxes, $4,152; bal., deficit for year, $3,567. In 1894-5, gross, $12,295; net, $1,745; interest and taxes, $3,801; balance, deficit, $2,056.

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 1893.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $50,000 (par, $100) | ..... | ..... | $50,000 | ..... |
| 1st mortgage ($500) | 1892 | 5 J-J | 50,000 | July 1, 1912 |
| 2d mortgage ($500) | 1895 | 6 J-J | 20,000 | 1915 |

Interest is payable at the Fourth National Bank, New York City.

ROAD—Single track main line in city, 4·34 miles; branch line, ·50; sidings, ·22; total of all, 5·06 miles.

EARNINGS—For years ending June 30:

| | Gross. | Net | Other inc. | Int. & taxes. | Balance. |
|---|---|---|---|---|---|
| 1895-96 | $12,707 | def. $276 | $516 | 4,300 | def. $4,060 |
| 1894-95 | 12,763 | 459 | 2,060 | 3,243 | def. 724 |
| 1893-94 | 13,047 | def. 1,068 | ..... | 2,876 | def. 3,944 |

OFFICERS—President, Charles Adsit; Vice-President, F. D. Sherwood; Secretary, De Merville Page; Treasurer, George T. Rehn.

### HORNELLSVILLE & CANISTEO RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered May 2, 1893, and owns 4·32 miles of main track and ·01 miles of sidings. Stock is all closely held.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $50,000, par, $100 | ..... | ..... | $50,000 | ..... |
| 1st mortgage | ..... | 6 A&O | 50,000 | Oct. 1, 1912 |
| Canisteo Valley Ry. bonds | ..... | ..... | 5,500 | ..... |
| Accts. payable J'ne 30, 1896 | ..... | ..... | 2,500 | ..... |

EARNINGS—For years ending June 30:

| | Gross. | Net. | Other inc. | Int. & tax. | Balance. |
|---|---|---|---|---|---|
| 1895-96 | $15,156 | $6,606 | .... | $4,802 | sur. $1,804 |
| 1894-95 | 15,925 | 5,312 | $30 | 4,873 | sur. 469 |
| 1893-94 | 19,056 | 8,993 | .... | 4,543 | sur. 4,450 |

OFFICERS—President, D. M. Page; Secretary, Charles Adsit; Treasurer 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 road.

ORGANIZATION—Chartered in 1894; successor to Hot Springs Electric Street Railway.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | (?) | ..... |
| 1st 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 17·8 miles of track.

OFFICERS—President, S. W. Fordyce; Secretary, C. E. Maurice; Treasurer, General Manager and Purchasing Agent, C. G. Convers.

## HOUSTON, TEXAS.

POPULATION 1890 WAS 27,557; IN 1880 WAS 16,513; AND IN 1870 WAS 9,382.

### HOUSTON ELECTRIC STREET RAILWAY—A trolley road.

ORGANIZATION—Successor in September 1, 1896, to the Houston City Street Ry., which was sold in foreclosure May 6, 1896. V. 61, p. 925.

| NEW STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Stock, $2,000,000 ($100) | ..... | J.—J. | $428,000 | ..... |
| 1st mort., s. f., $1,000,000 gold ($500) c* | 1896 | 5 g. M-S | 730,000 | Sept. 1, 1921 |
| | | Subject to call at 105 after 1916 | | |
| Income mort. | 1896 | 6 p. c. | $775,000 | ..... |

Interest at International Trust Co., Boston, first mortgage trustee.

*Bonds*—First 5s can be called for payment at 105 after 1916. Sinking fund of 15 per cent of net earnings begins in 1899. The mortgage is a first lien on about 26 miles; bonds authorized at $10,000 per mile on new construction.

ROAD—The property in August, 1896, consisted of 41 miles of track, 57 motor cars, 75 railers and 800 city lots not used for operation of the road. Five miles of track paved.

EARNINGS—During 1896 over $100,000 was spent in improvements and betterments (new rails, new equipment, etc.), and the road is now reported to be in fine physical condition. On Jan. 1, 1897, cash on hand was $38,877; no floating debt. For year ending Dec. 31, 1896:

| | Gross. | Net. | Other inc. | Int. & tax. | Bal., sur. |
|---|---|---|---|---|---|
| 1896 | $202,240 | $76,479 | $1,680 | ¶ $22,272 | $55,887 |

¶ Includes interest ($15,372) only from Sept. 1, 189 ', 4 months.

For 1895 (12 mos. to Nov. 1) gross, $217,397. For year 1894 gross receipts were $202,793, which was about $3,000 more than in 1893.

OFFICERS—President and Treasurer, A. N. Parlin; Secretary and Assistant Treasurer, H. C. Chase; General Manager, A. H. Hayward.

DIRECTORS—A. N. Parlin and George E. Smith of Boston; Austin Corbin of New York, and Albert H. Hayward, H. C. Chase, J. H. Kirby, T. W. House, W. D. Cleveland and E. P. Hill, of Houston.—V. 61, p. 112, 281, 611, 925; V. 62, p. 84, 277, 548, 869; V. 63, p. 229.

### HOUSTON HEIGHTS ELECTRIC STREET RAILWAY-

ORGANIZATION—This line 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 was leased to the Houston City Railway. Rental received for year 1894-95 was $13,967. Mortgage is for $100,000 and is dated 1893; interest in default since May 1, 1895. Injunction granted trustee in March, 1897, restraining sale of the nine cars under a judgment.

## HUDSON, N. Y.

POPULATION 1890 WAS 9,970; IN 1880 WAS 8,670; AND IN 1870 WAS 8,615.

### HUDSON STREET RAILWAY—

ORGANIZATION.—Incorporated in 1897. Successor to Hudson Electric Ry. sold in foreclosure Mar. 6, 1897. Capital stock, $50,000 (par $100). Road is 2·15 miles long, with ·25 mile sidings; total track 2·4 miles. In year 1895-96 gross, $15,650; net, $2,787.

DIRECTORS.—William H. Traver, Samuel R. Rainey, Benoni S. Johnson, Robert W. Evans, William A. Harder, Jr., Smith Thompson, William W. Brownell and Charles S. Rogers, of Hudson and John E. Gillette, of Catskill Station.

## HULL, MASS.

POPULATION 1890 WAS 989; IN 1880 WAS 383; AND IN 1870 WAS 261.

### HULL STREET RAILWAY—A trolley road.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100) | .. | .. | ..... | $20,000 | ..... |
| First mort., gold c* | .. | 1891 | 6 g. J-J | 20,000 | July 1, 1911 |

Interest at American Loan & Trust Co., Boston.

Current liabilities, Oct. 1, 1896, $5,454. Owns two miles of main track.

YEARLY EARNINGS—For fiscal years ending September 30:

| Years end. Sept. 30: | Gross. | Net. | Int. & taxes. | Bal. sur. |
|---|---|---|---|---|
| 1895-96 | $5,594 | def. $42 | $931 | def. $973 |
| 1894-95 | 6,817 | 2,807 | 1,551 | 1,256 |
| 1893-94 | 7,648 | 2,741 | 1,669 | 1,072 |

OFFICERS—President, D. Pepper; Secretary, A. L. Register; Treasurer, W. F. Tucker.

## 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.)

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. Tilleston; Treasurer, Isaac Rogers.

| EARNINGS—Year ending June 30. | 1896. | 1895. |
|---|---|---|
| Gross | $5,597 | $6,092 |
| Net | 2,789 | 2,347 |
| Charges | 1,538 | 1,496 |
| Dividend | (2½%) 750 | (2%) 600 |
| Balance | sur. 501 | sur. 251 |

## 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 1894-95, capital stock was increased from $75,000 to $125,000, and mileage owned from 5·12 to 9·5. In February, 1896 issued $62,500 additional stock for debts and making extensions to its lines.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $100) | ..... | See text. | $187,500 | Jan. 15, '97, 3½% |
| 1st mortgage bonds | 1894 | 5 J-J | 75,000 | July, 1914 |

Int. at Internat'al Tr. Co., Boston, trustee.

DIVIDENDS—In 1894-95, 6 p. c. on $75,000. In 1896, Jan., 3 p. c.; July, 3½ p. c.; in 1897, Jan., 3½ p. c.

ROAD—Owns 11 miles of track.

EARNINGS—Oct. 1 to Dec. 31 (3 months), gross, $22,664 in 1896; $18,606 in 1895. For year ending Sept. 30, 1896, gross, $94,966; net, $29,571; int. and taxes, $6,213; dividends, $10,312; balance, surplus for year, $13,046; In 1894-95 gross, $58,113; net, $21,841; interest, taxes, etc., $14,137; dividends, $4,500; balance, $3,203. Total surplus Oct. 1, 1896, $11,250. President, James D. McAvoy, Readville; Treasurer, G. L. Stone, 87 Milk Street, Boston.

## 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. In May, 1897, a change of management took place and Mr. Crossan was elected President in place of Mr. Mason. V. 64, p. 951. United States Supreme Court in April, 1897, decided that company's charter does not expire before January, 1901—see V. 64, p. 799.

Injunction against operation of the 3-cent fare bill was granted April 23, 1897.—V. 64, p. 842.

| STOCK & BONDS— | Date. | Interest. | Outstanding | Dividends, &c. |
|---|---|---|---|---|
| Capital stock ($100)..... | .... | .... | $5,000,000 | .... |
| Citizens' St. Ry. ($1,000).. | 1881 | 6 J-J | 300,000 | July 1, 1901 |
| Citizens' St. RR. ($1,000) subject to call..... | 1892 | 6 J-D | 700,000 | June 1, 1897 |
| Citizens' St. Ry. consol. m. $4,000,000 gold..c* | 1893 | 5 g. M-N | 3,000,000 | May 1, 1933 |

} Interest at Ill. Trust & Sav. Bank, Chicago. } Trustee Solicitors' Loan & Trust Co. of Phila.

Interest due May and November on consols of 1893 is payable at Fourth Street National Bank, Philadelphia.

*Bonds*—Consols are exempt as to principal and interest from any tax which company may be required to pay.

ROAD—In November, 1896, the company owned, controlled and operated about 100 miles of road.

EARNINGS—For year ending Dec. 31, 1894, gross were $850,215, against $812,111 in 1893; net, $383,246, against $251,226.

DIRECTORS (elected May, 1897)—President, Kennedy Crossan, W. W. Kurtz, R. H. Rushton, W. C. Houston, Joseph B. Neff, F. Dundore and W. J. Turner. Secretary and Treasurer is W. F. Milholland.—V. 60, p. 794; V. 62, p. 1176; V. 63 p. 116; V. 64, p. 799, 842, 951.

### INDIANAPOLIS & BROAD RIPPLE RAPID TRANSIT—A trolley road.

ROAD—Embraces, it is said, 7 miles of track. Stock authorized $300,000; issued, $100,000; 1st mortgage gold 6s of 1895, due 1925, $400,000; trustee, State Street Safe Deposit & Trust Co., Boston.

RECEIVERSHIP—In March, 1897, receiver was applied for; indebtedness is said to be $186,385; V. 64, p. 664.

President, General Manager and Purchasing Agent, R. C. Light.—V. 64, p. 664, 754.

## IRONDEQUOIT, N. Y.

POPULATION 1890 WAS 2,415; IN 1880 WAS 1,986; AND IN 1870 WAS 3,990.

### ROCHESTER & IRONDEQUOIT RAILROAD—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:

| | |
|---|---|
| Stock ($700,000) par $100. $700,000 | |
| 1st mortgage 5s, A&O.... 350,000 (Due Oct. 1, 1933.) | |
| Bills payable June 30, '96. $180,000 | |

ROAD—Owns 9 miles of single track; leases 6·046 miles single track and ·370 miles of sidings.

| EARNINGS—Years ending June 30 | 1896. | 1895. |
|---|---|---|
| Gross..... | $43,248 | $40,636 |
| Net..... | 15,506 | 21,371 |
| Other income..... | 24,036 | 21,297 |
| Charges & taxes.. | 37,554 | 32,849 |
| Bal., sur. for yr... | 1,988 | 9,819 |

OFFICERS—President, J. N. Beckley; Secretary, W. D. Ellwanger 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 Ironwood Electric and Gogebic Electric-lighting Companies. Population in 1894 estimated at 9,376.

| 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 |
| Mortgage, $125,000..... | ..... | ..... | 100,000 | ..... |

Old Colony Trust Co., Boston, is trustee of $125,000 mortgage.

ROAD—Owns 7½ miles of track.

EARNINGS—For year ending Nov. 30, 1896, gross from lights, $47,17; from railway, $15,397; total, $63,014; net after paying interest, &c., about $12,500. Owing to closing down of the mines at Ironwood since June, 1896, lighting business fell off about $2,500 in all and railway earnings about $600 a month. In 1894-95 earnings were as follows: Gross, $45,307; net, $11,995.

OFFICERS—President and General Manager, E. D. Nelson; Vice-President, H. M. Byllesby; Secretary and Treasurer, H. F. 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000, pr. $100 | ..... | ..... | $300,000 | See text. |
| 1st mortgage..... | 1892 | 6 J-J | 175,000 | July 1, 1922 |
| 2d mortgage..... | ..... | 6 J-J | $75,000 | July 1, 1922 |
| Cayuga L. Elec. 1st M., gu | 1894 | 6 J-D | 25,000 | June 1, 1922 |

} Int. payable at Farm. L. & T. Co., N. Y. City.

*Stock*—In 1893 the capital stock was increased from $175,000 to $250,000. In July, 1895, additional stock for $50,000 was authorized.

*Dividends.*—In July, 1895, declared 3 per cent; in April, 1896, 3 p. c.

BONDS—The Ithaca Street Railway Company owns and holds in its treasury the entire stock of Brush-Swan Electric Light Co. (capital, $50,000) and also the Ithaca Transfer Co. (capital, $2,500). *The bonds of the Ithaca Street Railway Co. cover the above properties.*

EARNINGS—For fiscal year ending June 30, 1896:

| | Gross. | Net. | Int. & taxes. | Surplus. |
|---|---|---|---|---|
| Street Railway receipts..... | $61,425 | $28,681 | $17,595 | $11,087 |
| Brush-Swan Electric Light.. | 28,052 | 11,933 | 75 | 11,858 |
| Ithaca Transfer Co..... | 5,324 | 1,147 | 26 | 1,119 |
| Totals..... | $94,801 | $41,761 | $17,696 | $24,064 |

Paid dividends in 1895-96 of (6 per cent) $18,000. In 1894-95 Street Ry. gross, $55,370; net, $23,854, and in 1893-94 gross, $41,896; net, $20,265.

Loans and bills payable June 30, 1896, $44,069; secured bills receivable, $31,049.

OFFICERS—President, Alfred Hand, Ithaca; Secretary, Treasurer and Superintendent, H. Bergholtz. INDEX.—V. 61, p. 558.

## 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. | Maturity. |
|---|---|---|---|---|---|
| Stock (150,000) ..... | ..... | ..... | ..... | $140,000 | ..... |
| 1st M. ($150,000)..... | ..... | 1891 | 6% J-J | 150,000 | 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, 1895, gross, $30,864; net, $9,179

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... | ..... | ..... | $33,450 f. p. | ..... |
| 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.

ROAD—In February, 1896, 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. Population served said to be upward of 28,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($250,000) par $50. | ..... | ..... | $100,000 | ..... |
| 1st M. $300,000 gold, c* $1,000..... | 1893 | 6 g J-J | 300,000 | Jan. 2, 1923 |
| Bills payable June 30, 1896..... | | | $165,870 | |
| Open accounts, net..... | | | 59,617 | |

} *Interest* payable at State Trust Co., Trustee.

The mortgage is limited to $300,000 and covers all property and rights now owned or hereafter acquired.

In December, 1896, stock for $150,000 was in treasury subject to issue when necessary to balance advances made to company for construction.

EARNINGS—Year ending June 30, 1896, gross, $91,274; net, $12,857; other income, $690; interest and taxes $22,505; bal., deficit for year, $8,958. In 1894-95, gross, $82,085; net, $17,933.

ROAD—Owns 18·67 miles of track, of which 3 miles is second track.

OFFICERS—President, A. N. Broadhead; Vice-President, L. B Warner; Secretary, W. S. Cameron; Treasurer, S. B. Broadhead Superintendent and Purchasing Agent, G. E. Maltby.

## JANESVILLE, WIS.

POPULATION 1890 WAS 10,836; IN 1880 WAS 9,018 AND IN 1870 WAS 8,789.

### JANESVILLE STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1916 and gives exclusive rights to operate street railway in the city.

| STOCK & BONDS— | Mls. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock $50,000, par $100. | .... | ..... | ..... | $50,000 f. p. | ..... |
| 1st mortgage..... | 6 | 1892 | 6 A-O | 75,000 | Oct. 1, 1912 |

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 track. Rail, 35-lb. T.

OFFICERS—President, G. W. Blabon, Philadelphia, Pa.; Vice-Pres. Alexander Graham; Sec., Treas. and Gen. Man., 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. Incorporated January 14, 1889. Sold in foreclosure in August, 1896, to Edward Howard for $8,200.

ROAD—Operated 5 miles of track with mules. Office, 57-59 Spring St.

## 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.

## JOHNSTOWN, PA.

POPULATION 1890 WAS 21,805; IN 1880 WAS 8,380; AND IN 1870 WAS 6,028.

**JOHNSTOWN PASSENGER RAILWAY**—A trolley road.

ORGANIZATION—Chartered May, 1882. Its road, destroyed by flood May 31, 1889, was rebuilt in 1890 and 1891.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $250,000, par $50. | ..... | Text. | $210,200 | ..... |
| General mort. $250,000, $1,000.....c | 1890 | 6 M-S | 250,000 | Mar. 1, 1910 |

Interest at Fidelity Trust, Trustee, Phila.

Bills payable June 30, 1896.....$58,395

EARNINGS—Year ending June 30, 1896, gross, $104,428; net, $49,237; interest and taxes, $20,915; bal. surp. for year, $28,322. In 1894-95, gross, $94,926; net, $42,917; interest, $19,844; dividends, $14,800; balance, surplus, $8,273.

*Dividends*—In 1892, 6 per cent; in 1893, July 1, 6 p. c.; in 1894, July 1, 6 p. c.; in 1895, dividends paid in stock amounting to $25,200.

ROAD—Operates 9¾ miles of road.

OFFICERS—President, Tom L. Johnson, Cleveland, O.; Secretary, S. E. Young; Treasurer, Herman Banner, Johnstown.

DIRECTORS.—Tom L. Johnson, A. J. Moxham, Herman Banner, S. E. Young, T. C. Du Pont, J. H. Walters, Charles F. Kress.

## JOLIET, ILL.

POPULATION 1890 WAS 23,264; IN 1880 WAS 11,657; AND IN 1870 WAS 7,263.

**JOLIET STREET RAILWAY.**—A trolley road. In June, 1896, reported sold to William McKinley, of Champaign, for $300,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000..... | ..... | ..... | $150,000 | ..... |
| Mort. for $75,000..... | 1889 | 6 M-N | 75,000 | May 2, 1904 |
| Consol. M., $300,000..... | 1895 | 6 | (?) | 1911 |

Trustee, Illinois Trust & Savings Bank, Chicago.

*Interest* payable at the Illinois Trust & Savings Bank (trustee), Chicago, Ill.

ROAD—In Sept., 1896, said to operate 17 miles of track.

OFFICERS—President and General Manager, J. A. Henry; Vice-President, G. F. Duncan; Secretary and Manager, W. B. McKinley; Treasurer, H. P. Cox; Superintendent, C. C. Rush. Office, Jefferson and Ottawa streets.

## KALAMAZOO, MICH.

**CITIZENS' STREET RAILWAY**—A trolley road.

ORGANIZATION—Chartered in 1893. Franchise runs till 1923. In 1896 control was purchased by parties controlling the street railways of Battle Creek and Lansing, Mich.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, common..... | $100 | ..... | ..... | $100,000 | ..... |
| 1st mortgage..... | .... | ..... | (?)% M-S | 60,000 | On or before Mar 30, 1901 |
| Oth. indebted. Jan., '97 | .... | ..... | ..... | 7,250 | ..... |

*Mortgage Trustees.*—First Nat. Bank of Kalamazoo, Mich., and A. J. Mills.

ROAD—Owns 12 miles of track, including turnouts, switches, etc., in Kalamazoo and suburbs. Rails 48 lb. T.

EARNINGS—For 9 months, April 1 to Dec. 31, 1896, gross, $26,519; net, $6,981; fixed charges, $3,150; bal., surp. for 9 months, $3,831. For year ending Dec. 31, 1895, gross, $36,423; net, $5,852.

OFFICERS—President, F. N. Rowley; Vice-President and Sec., L. N. Downs; Treas., L. M. Gates; Gen. Man. and Pur. Agt., E. E. Downs.

## KANKAKEE, ILL.

POPULATION 1890 WAS 9,025; IN 1880 WAS 5,651.

**KANKAKEE ELECTRIC RAILWAY**—A trolley road.

ORGANIZATION—Chartered Jan. 7, 1891.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | .... | ..... | ..... | $50,000 | ..... |
| 1st mortgage..... | .... | 1891 | 6 J-J | 50,000 | July 1, 1911 |
| Other indebtedness.... | .... | ..... | ..... | (?) | ..... |

Trustee, the Northern Trust Co., Chicago, Ill.

ROAD—In November, 1896, operated 8 miles of track.

OFFICERS—President, E. Cobb; Vice-President, Chas. H. Cobb; Secretary and Treasurer, W. C. Schneider; General Manager, C. H. Cobb

## KANSAS CITY, MO.

POPULATION 1890 WAS 119,668; IN 1880 WAS 55,785; AND IN 1870 WAS 32,260.
(IN 1896 ESTIMATED AT 155,000.)

**METROPOLITAN STREET RAILWAY**—Cable, horse and trolley. *See map on page 45.*

ORGANIZATION—Incorporated July 19, 1886. In May, 1894, the company secured control, by purchase of all the capital stock, of the Kansas City El. (20·58 miles) 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 Ry., Grand Ave. Ry., West Side Ry. and Kansas City & Independence Railway, with an aggregate trackage of 67·7 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (see above)..... | ..... | Q.—F. | $5,586,800 | May, '97, ½% |
| Corrigan Con. Street Ry. 1st M..... | 1886 | 5 g J-J | 1,000,000 | July 1, 1916 |
| General mort. ($1,000,000) gold..... | 1889 | 5 g M-S | 1,000,000 | Sept. 1, 1909 |
| *Bonds assumed in consolidation of* 1895— | | | | |
| K. C. Cable 1st M., ext. in gold, 1897, guar. p. & i... | 1887 | 5g. A-O | $1,050,000 | Apr. 1, 1901 |
| Summit Street M., old 6s ext. in 1897..... | 1887 | 5 A-O | $300,000 | Apr. 1, 1901 |
| Grand Avenue Ry. 1st mortgage, gold.....c | 1888 | 5 g. J-J 10 | 1,200,000 | July 10, 1908 |
| *New mortgage*— | | | | |
| Metroplitan St. Ry. con. mortgage, $8,500,000, gold.....c* | 1895 | 5g. M-N | 3,621,000 | May 1, 1910 |
| *Securities of subsidiary roads*— | | | | |
| South Side St. Ry. 1st M... | ..... | 5 | $12,000 | June, 1899 |
| Kansas City Elevated Ry. | | | | |
| 1st M. pref. ($600,000) gold ($1,000).....c* | 1892 | 6 g J-J | $600,000 | July 1, 1922 |
| 1st M. com. ($2,000,000) gold ($1,000)..... | 1892 | 4 ... | 2,000,000 | July 1, 1922 |

Interest upon Met. St. Ry.: Not subject to call before maturity. Int. at Old Colony Trust, trustee, Boston.

Interest at Manhattan Trust Co., New York City, J-J.

*Dividends*—In 1895, 2 p. c.; in 1896, 2½ p. c.; in 1897, Feb., ½ p. c.; May, ½ p. c.

*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 (issued); for purchase of the West Side Railway Company, $330,000 (issued); for desirable improvements to the present system and for future requirements the company held $329,000 consols in May, 1897.

Interest upon *Kansas City Elevated Ry.* 1st M. preference 6s is guaranteed and upon 1st M. common 5s 3 per cent per annum was 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 the tracks have been taken up. The K. C. Cable first 5s, due April 1, 1897, were extended four years at same rate, payable in gold, principal and interest guaranteed by the Met. St. Ry.—V. 64, p. 567. The Summit St. 6s ($300,000) were extended at 5 per cent to 1901.

ROAD—The total mileage below is after counting double track as twice single, as follows:

| | Miles. | Roads owned. | Miles. |
|---|---|---|---|
| Main line (horse)..... | 6·32 | Kansas City & Rosedale St. Ry. (horse)..... | 6·46 |
| do. (trolley)..... | 36·64 | So. Suburban St. Ry. (trol'y) | 2·50 |
| do. (cable)..... | 62·45 | Kan. C. Elevated Ry. (trol'y) | 20·58 |
| | | Total (single)..... | 134·95 |

EARNINGS—11 months, June 1 to April 30. 1896-7.....Gross, $1,609,821; net, $686,656. 1895-6.....Gross, 1,623,131; net, 670,843.

ANNUAL REPORT.—Fiscal year ends May 31. Earnings of the system, including the Kansas City Elevated, have been as follows:

| *Year ending May* 31— | 1896. | 1895. |
|---|---|---|
| Gross earnings (including Kan. City El..... | $1,780,940 | $1,701,155 |
| Operating expenses, including taxes..... | 1,033,042 | 1,058,136 |
| Net earnings..... | $747,898 | $643,019 |
| Interest on bonds..... | 478,897 | 371,720 |
| Miscellaneous interest..... | 5,330 | |
| Dividends paid, 2 per cent..... | 111,736 | ..... |
| Net surplus for the year..... | $151,934 | $271,299 |

Kansas City Elevated RR., included above, had for the year 1895-96 gross earnings of $158,052; net, $59,824.

OFFICERS—President and Treasurer, C. F. Morse; Vice-President and General Manager, W. H. Holmes; Secretary, L. C. Krauthoff; Asst. Secretary, J. A. Harder.—V. 60, p. 795, 929, 1104; V. 61, p. 279, 324 V. 62, p. 502; V. 63, p. 27; V. 64, p. 567.

**NORTHEAST ELECTRIC RAILWAY**—A trolley road.

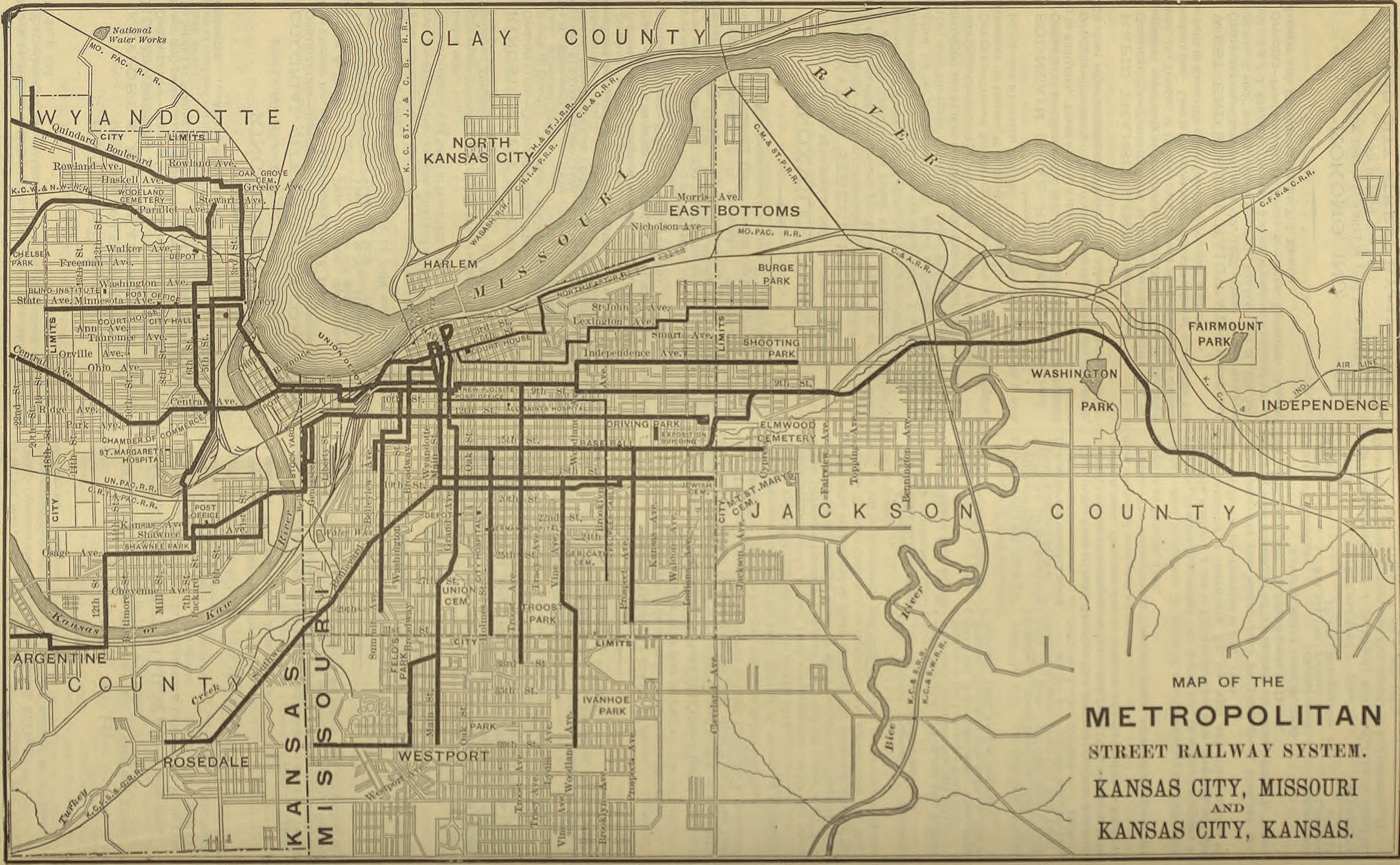
ORGANIZATION—A reorganization in Nov., 1896, of Northeast Street Ry., sold in foreclosure Aug. 6, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($250,000)..... | ..... | ..... | $250,000 | ..... |
| 1st mort. $250,000, gold, ($100 & $500).....c* | 1896 | 5g. J-J | 250,000 | July 1, 1916 |
| Red. at 105 aft. J'ly 1, 1901 | | | | |

Interest at North American Trust Co., N. Y., trustee.

ROAD—Owns 8·1 miles of track on 4·2 miles of street.

President, Superintendent and Purchasing Agent, William M. Reid; Secretary, E. C. Vaughan. Office, Kansas City, Mo.




MAP OF THE

**METROPOLITAN**

STREET RAILWAY SYSTEM.

KANSAS CITY, MISSOURI

AND

KANSAS CITY, KANSAS.

### BROOKLYN AVENUE RAILWAY—

ORGANIZATION—Successor to People's Cable Ry., sold in foreclosure March 14, 1896, to J. H. Lucas for $185,000—V. 62, p. 549.

ROAD—Owns 6·8 miles of track on 3·4 miles of road.—V. 60, p. 1106; V. 62, p. 549.

## KEYPORT, N. J.

POPULATION 1890 WAS 3,411.

### KEYPORT & MATAWAN STREET RAILROAD—A horse road.

ORGANIZATION—January 1, 1897, the company reported:

| | | | | |
|---|---|---|---|---|
| Stock (full paid) | $30,000 | *Yrs.end.Dec.31—* | 1896. | 1895. |
| No funded or floating debt. | | Gross from pass'rs. | $5,022 | $4,974 |
| Track owned | 3¼ miles | Other income | 1,913 | 1,483 |
| Cost of road and equipm't | $30,000 | Net earnings | 5,236 | 4,966 |
| Treasurer | Arthur M. Brown | Dividends | ..... | 600 |

## KINGSTON, N. Y,

POPULATION 1890 WAS 21,261, AND IN 1880 WAS 18,344.

### COLONIAL CITY TRACTION CO.—A trolley road.

ORGANIZATION—Organized Jan. 9, 1896, as successor to Colonial City Electric Ry., sold in foreclosure Dec. 12, 1895.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock | ..... | .... | $175,000 | ..... |
| 1st mortgage, gold | 1896 | 5g. M-N | 100,000 | May 1, 1926 |
| Consol. 1st M., gold | 1896 | 5g. M-N | 75,000 | May 1, 1946 |

Manhattan Trust Co., N. Y., trustee of both mortgages. Interest payable in New York.

First mortgage bonds are subject to call at 105; the consols at 100. Firsts are $1,000 each; consols, $500 and $1,000.

ROAD—Operates 4·58 miles of track laid with 80-lb. girder rails. Owns 7 motor cars.

OFFICERS—President, Charles M. Preston; Secretary, John E. Kraft; Treasurer, Abraham Hasbrouck.—V. 59, p. 1058, 1064.

### KINGSTON CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered June 5, 1879.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div'd, etc.* |
|---|---|---|---|---|
| Stock, $150,000, $100 | .... | ..... | $150,000 | Dec., 1894 |
| 1st M., $500 each | 1879 | 7 J-J | 15,000 | June 12, 1909 |
| Consols, $150,000, $1,000 | 1893 | 5 M-S | 135,000 | March 1, 1923 |
| Not sub. to call bef'e mat. | Interest at Farmers' Loan & Trust Co., N. Y. | | | |
| Debentures | 1890 | 5 J-D | 10,000 | June 1, 1900 |
| Bond and mortgage | .... | 6 quar. | 6,000 | On demand. |

*Dividends* in 1894 5½ per cent.

*Interest*—Interest, except on consols, is paid in Rondout.

ROAD—Owns 2·83 miles of track in City of Kingston. Rails 70 lb.

ANNUAL REPORT—For years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Av'ge miles op. | 2·83 | 2·83 | Taxes | $1,641 | $1,416 |
| Gross earnings | $52,682 | $50,230 | Dividends | 9,000 | 9,000 |
| Net | 21,316 | 18,826 | Bal., sur. for year | 2,015 | 249 |
| Interest paid | 8,660 | 8,160 | Total sur. June 30 | 6,546 | 4,531 |

OFFICERS—President, S. D. Coykendall; Vice-President, General Manager and Purchasing Agent, George Coykendall; Secretary and Treasurer, Peter E. Schoonmaker; Auditor, O. L. Eastman.

## KNOXVILLE, TENN.

POPULATION 1890 WAS 22,535; IN 1880 WAS 9,693.

### KNOXVILLE STREET RR.—

ORGANIZATION—Formerly consolidated with the Rapid Transit Line into the Knoxville Electric, but purchased separately at foreclosure sale July 20, 1895, by the Street RR. bondholders. The Knoxville Electric Light & Power Co. is controlled by the Knoxville St. RR.

Improvements and extensions are being made. A new charter was applied for in November, 1896. Stock authorized, $100,000; par, $100; first mortgage 5 p. c. gold bonds, $500,000; (par $100, $200, $300, $500 and $1,000) coupon bonds. Union Trust Co. of Philadelphia is mortgage trustee.—ROAD—The road is about 13 miles long.

OFFICERS—Trustee for owners, J. Simpson Africa, Philadelphia; Treasurer for trustee, W. S. Shields, Knoxville.

INDEX—See Knoxville Electric.—V. 61, p. 152, 196, 240; V. 62, p. 869.

### FOUNTAIN HEAD RAILROAD—A steam road.

ORGANIZATION—Chartered in May, 1889. Capital stock was reported to be $350,000. Track owned, 6 miles.

OFFICERS—President, G. Borgfeldt; Secretary, J. Dunne; Treasurer, J. Kahle; Superintendent and Purchasing Agent, R. T. Baker.

### RAPID TRANSIT LINE—A trolley road.

ORGANIZATION—Formerly part of the Knoxville Electric Ry., but purchased separately at foreclosure sale in 1895 by J. E. M. Chamberlaine, Jr., Trustee, of Philadelphia, and will be reorganized as an independent line. Line is 2¾ miles long. About 5 miles of extensions will be built in Knoxville under franchise recently granted.

### WEST END STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Aug. 19, 1887. Owns 7 cars equipped with "G. E. 800" motors. Stock (par $25), $25,000; 1st M., $30,000, gold; 6 g. J-J, $26,000. Operates 5 miles of road on 5 miles of street.

OFFICERS—President, R. M. Rhea; 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.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock | ..... | ..... | ..... | $100,000 | ..... |
| 1st M., $75,000 | 4⅞ | 1892 | 6 M-N | 75,000 | Nov. 1, 1912 |

ROAD—Operates about 4⅞ 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 STREET RAILWAY—A horse road.

ORGANIZATION—Successor to the Laconia & Lakeport St. Ry. in 1894

| STOCK, ETC.— | *Dividends.* | *Outstand'g.* | *Last Div* |
|---|---|---|---|
| Stock, $100,000 (par $100) | See text. | $50,000 | 4%, '94-95 |
| Unfunded debt June 30, 1896. | ..... | 8,500 | ..... |

DIVIDENDS—In 1893-94 paid 5. c.; in 1894-95 paid 4 p. c.

ROAD—Owns 3·63 miles of track.

EARNINGS—For years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $12,483 | $11,951 | Int. and taxes | $941 | $891 |
| Net | 3,037 | 2,632 | Dividends | ..... | (4%)2,000 |
| Other income | 54 | 1 | Bal. for year | 2,150 | def.258 |

OFFICERS—President, A. G. Folsom; Secretary and Treasurer, Edmund 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 193

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|---|
| Stock ($200,000), par $100 | ..... | ..... | See below. | $200,000 f. p. | Jan., '95 (7 p. c.) |
| 1st mort., $175,000, gold, $1,000 | 10¾ | 1893 | 6g. J-J | 125,000 | Jan. 1, 1918 |
| | | Subject to call Jan. 1, 1903. | | | |

Interest at Northern Trust Co., trustee, Chicago, Ill.

DIVIDENDS—For 1892, 7 per cent; 1893, none; 1894, 7 per cent.

ROAD—Owns 10¾ miles in city of Lacrosse.

EARNINGS—For year 1894 gross, $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, 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 street railway system in Lancaster, Pa., and vicinity, including Lancaster Traction, Lancaster City Street Ry. and Lancaster & Columbia Ry., Columbia & Ironville Ry. and Columbia & Donegal Ry.

RECEIVERSHIP—On Nov. 30, 1896, William B. Given of Columbia, Pa., was appointed receiver.—V 63, p. 969, 1011.

REORGANIZATION—In August, 1896, reorganization under the name of the Keystone Traction Company was reported under way. It is said all of the outstanding bonds of the Pennsylvania Traction Company will be retired, and in place of them will be issued bonds of the Keystone Traction Company, on terms yet to be agreed upon. In May, 1897, no bill for foreclosure had been filed, but receiver's certificates were proposed.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock for $10,000,000..$100 | ..... | ..... | $9,900,000 | ..... |
| Receiver's certificates | ..... | ..... | (?) | ..... |
| 1st M., $700,000, gold, $1,000 | 1893 | 5½g. F-A | 572,500 | Aug. 1, 1923 |
| | February, 1896, coupon last paid. Trustee is the Lancaster Trust Co. | | | |
| Consol. M. for $2,250,000c..* | 1894 | 5g. J-J | 1,247,800 | Jan., 1924 |
| | Trustee, Provident Life & Tr. Co., Phila. January, 1896, coupon last paid. | | | |
| *Securities of lines controlled.* | | | | |
| Lancaster City RR., 1st M. g c* ($100 and $500) | 1890 | 5g. A-O | 160,000 | Apr. 1, 1920 |
| | Trustee, Atlantic Trust Co., New York. | | | |
| W. E St. Ry. 1st M., $225,000 $100, $500 and $1,000..c* | 1891 | 5 M-N | 225,000 | May 1, 1921 |
| | Trustee, Atlantic Trust Co., New York. | | | |
| Lancaster & Columbia stock. | 30 | F-A | 37,500 | Feb., '97, 15% |
| 1st mortgage | 1893 | 5 A-O | 225,000 | 1923 |

DEFAULTS—Pennsylvania Traction first mortgage coupons due Aug. 1, 1896, and consol mortgage coupons due July, 1896, and since have not been paid. Coupons due in October and November on bonds of lines controlled were paid when due.

*Bonds.*—The Pennsylvania Traction bonds outstanding above are given as on June 30, 1896.

ROAD—Said to operate 55 miles of track, including old Lancaster Traction, 29 miles; Lancaster City Street Ry., 18 miles; Lancaster & Columbia, 8 miles. A line to Philadelphia has been proposed, and the Phila. Lancaster & Harrisburg Ry. Co., with authorized capital of $6,000,000, was incorporated in July, 1895.

EARNINGS—For year ending June 30, 1896, gross, $198,304; net, $63,350; paid rentals, $15,371; interest on bonds, $22,632; "other payments," $171,338. In 1894-5 gross, $171,218.

BALANCE SHEET JUNE 30, 1895.

| | | | |
|---|---|---|---|
| Construc'n and equipment | $11,941,150 | Capital stock | $9,900,000 |
| Miscellaneous | 17,368 | Funded debt | 1,561,200 |
| | | Bills payable, etc | 497,318 |
| Total | $11,958,518 | Total | $11,958,518 |

OFFICERS—President, J. J. Patterson; Secretary, John S. Graybill; Treasurer, H. Yeagley; Supt. and Pur. Agent, W. A. Armstrong, Jr.

INDEX—V. 62, p. 279, 990; V. 63, p. 969, 1011.

## LANSING, MICH.

POPULATION IN 1890 WAS 13,102; IN 1880 WAS 8,319; AND IN 1870 WAS 5 241.

LANSING CITY ELECTRIC RY.—A trolley road.

ORGANIZATION—Franchise granted in 1889 and runs 30 years.

Interest is in default, but no receiver has been applied for, and efforts are being made to obtain a new franchise.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000 | ..... | ..... | $100,000 | ..... |
| 1st M., $100,000, gold. | 1896 | 5 g. J&J. | 100,000 | Jan, 1, 1945, |

Trustee is Continental Trust Co., N. Y.

ROAD—Owns 10 miles of track, 11 motor cars and 7 trailers. For year ending Dec. 31, 1895, gross, $22 525; net, $2,902. President and Treasurer, L. N. Downs; Secretary, Laurence Barrett.

## LAWRENCE, MASS.

POPULATION 1890 WAS 44,654; IN 1880 WAS 39,151; AND IN 1870 WAS 28,921.

LOWELL LAWRENCE & HAVERHILL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in October, 1893, and bought the Merrimack Valley Street Railway, operating in and about the city of Lawrence, 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 16 miles long, connecting the cities of Haverhill (population about 35,000) and Lawrence (population about 50,000) and Lowell.

Population of Lawrence by 1895 local census, 52,164.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,900,000 ($100) | ..... | ..... | $1,500,000 f.p. | ..... |
| do $400,000 (5 p.c. pd.) | ..... | ..... | 20,000 | ..... |
| Merrimack Valley Street Railway 1st mort. gold. | 1891 | 5g. A-O Interest at Inter. Tr. Co., trustee, Boston. | 350,000 | Apr. 1, 1911 |
| Lowell Law. & Haverhill consol. M., $1,900,000, gold, $1,000 c* | 1893 | 5g. J-D Subj. to call for the sink. fund. at 105 & int. Interest at Am. L. & T. Co., trustee, Boston | $986,000 | June 1, 1923 |

*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, 60 miles, as follows:

| | Miles. Horse. | Miles. Trolley. | | Miles. |
|---|---|---|---|---|
| First track | 3·4 | 45·0 | Total owned in fee | 58·2 |
| Second track | .... | 8·6 | Trackage rights | 1·8 |
| Sidings | .... | 1·2 | Total of all Sept. 30, 1896 | 60 |

EARNINGS—6 months. Oct. 1 to Mar. 31— 1896-97.....Gross, $170,935; net, $60,206; 1895-96.....Gross, 168,624; net, 50,152

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | Gross. | Net. | Interest. | Taxes, etc. | Balance. |
|---|---|---|---|---|---|
| 1895-96 | $410,000 | $162,209 | $86,872 | | sur. $75,337 |
| 1894-95 | 403,530 | 140,595 | 65,133 | 18,948 | sur. $56,514 |
| 1893-94 | 269,466 | 63,924 | 55,269 | 17,153 | def. 8,498 |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Construction | $1,580,360 | Stock | $1,520,000 |
| Equipment | 654,681 | Funded debt | 1,336,000 |
| Other property | 670,186 | Unfunded debt | 76,905 |
| Cash and current assets | 106,022 | Profit and loss | 78,344 |
| Total | $3,011,249 | Total | $3,011,249 |

OFFICERS.—President, G. H. Campbell, Lawrence; Treasurer, C. A. Stone, Ames Building, Boston; Auditor, G. E. Tripp, Lawrence, Mass. —V. 63, p. 1061.

## LEAVENWORTH, KAN.

POPULATION 1890 WAS 19.768; IN 1880 WAS 16,546; AND IN 1870 WAS 17,873.

LEAVENWORTH ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Chartered in 1894. Has a perpetual franchise. Its tracks extend over the entire city, where it has had no competition; from city to the Fort, to Soldiers' Home and to the cemetery.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock $300,000, par $100 | ..... | ..... | ..... | $250,000 f.p. | ..... |
| 1st mort. for $300,000 gold, no option.....c. | 13½ | 1894 | 6g. A-O Int'st at Atlantic Trust Co., trustee, N. Y. City | 250,000 | 1924 |

ROAD, ETC.—Owns in fee 14½ miles of trolley track, of which 8½ miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and 2 miles to Soldiers' Home and 1 mile to Mt. Muncie Cemetery. 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 fiscal years ending June 30:

| | Gross. | Net. | Interest. | Bal., surp. |
|---|---|---|---|---|
| 1896 | $58,269 | $22,625 | $15,000 | $7,625 |
| 1895 | 57,505 | 23,002 | 15,000 | 8,002 |

OFFICERS—President, Newman Erb; Vice-President, H. N. Smith Secretary and Treasurer, J. P. Edrington.

## LEBANON, PA.

POPULATION IN 1890 WAS 14,664; IN 1880 WAS 8,778; AND IN 1870 WAS 6,727.

LEBANON & ANNVILLE ST. RY.—26 miles.

ORGANIZATION—Chartered in 1890. Leases the Lebanon & Myerstown Street Ry.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $50) | ..... | semi-an. | $100,000 | See text. |
| 1st mtg., $100,000 $100, $500 & $1,000 c* | 1892 | 5 J-D Int. at Lebanon Tr. & S. D. Bank, trustee. | 100,000 | 1912 |

In August, 1896, declared a semi-annual dividend of 2½ p. c.

ROAD—Owns 20 miles of track; leases 6 miles of track (Lebanon & Myerstown St. Ry.); total operated 26 miles of track.

EARNINGS—For year ending June 30, 1896, gross, $44,633; net, $17,633; interest and taxes, $6,193; rental, $2,344; "other expenses," $10,403; dividends paid, $3,000; balance, deficit for year, $4,307. In 1894-5 gross, $39,412.

OFFICERS—President and General Manager, J. M. Shenk.

## LEOMINSTER, MASS.

POPULATION IN 1890 WAS 7,269; IN 1880 WAS 5,772; AND IN 1870 WAS 3,894.

LEOMINSTER & CLINTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Built in 1896. Owns a park three miles from Leominster. In 1896 Leominster was reported to have a population of 10,000 and Clinton 12,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $150,000 | ..... | ..... | $150,000 | ..... |
| 1st M., $150,000 ($1,000) subject to call at 105, s. f., gold.....c | 1897 | 5 g. A-O Interest at Amer. Loan & Trust Co., Boston, Trustee. | 150,000 | Apr. 1, 1917 |

Sinking fund is $2,000 per annum, beginning October 1, 1898.

ROAD—Owns 12·17 miles of track.

EARNINGS—For six months ending Jan. 31, 1897 (part of time under construction); gross, $20,024; net over taxes, $7,150.

## LEWISTON, ME.

POPULATION 1890 WAS 21,701; IN 1880 WAS 19,083; AND IN 1870 WAS 13,600.

LEWISTON & AUBURN RR.—A trolley road.

ORGANIZATION—In June, 1896, a controlling interest in the stock was reported as purchased by Henry W. True, of Lewiston.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100) ($100,000) | .... | ..... | $97,800 | ..... |
| 1st M. ($85,000) | 1891 | 5 J-D | 60,000 | June 1, 1911 |
| Cons. 1st M., $350,000, gold. Subject to call at 105 after Oct. 1, 1899 | 1894 | 5g. A-O | 290,000 | Oct. 1, 1914 |

The loans and bills payable July 1, 1896, were $108,846. Consols for $86,700 (included in $290,000 outstanding) are outstanding as collateral only.

*Interest* on consols at International Trust Co., Trustee, Boston.

ROAD—Operates 14¾ miles of track from Lewiston to Auburn.

EARNINGS—For year ending June 30, 1896, gross, $55,641; net, $9,907; interest and taxes, $12,040; balance, deficit for year, $2,133. In 1894-95, gross, $36,098; net, $3,225. In 1895-96 the bridges were washed away by a flood. In 1894-95 tracks were being rebuilt, causing a loss of traffic.

## LEXINGTON, KY.

POPULATION 1890 WAS 21,567; IN 1880 WAS 16,656; AND IN 1870 WAS 14,801.

BELT LINE ELECTRIC CO.—A trolley road.

ORGANIZATION—Formed in 1889. Leases under perpetual contract the Passenger & Belt Railway.

BELT LINE ELECTRIC—PASSENGER & BELT RAILWAY—A trolley road.

The Passenger Belt Railway has 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."

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $100 shares | ... | ..... | ..... | $1,000,000 | ..... |
| 1st mort., $200,000, gold ($15,000 bonds due yearly.) | 13 | 1891 | 6 g. A-O | 135,000 | Apr. 1, 1906 to Apr. 1, '15 |
| | 13 | 1891 | 6 g. A-O | 50,000 | Apr. 1, 1916 |
| 2d M., $250,000, gold. | 13 | ..... | 6 g. A-O | 250,000 | Apr. 1, 1916 |

*Interest* on first mortgage is payable at office of the American Trust & Savings Bank, the mortgage trustee, Chicago, Ill.; on second mortgage at the Security Trust & Safety Vault Co., Lexington, Ky.

ROAD—In Feb., 1897, 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., R. T. Gunn.

## LIMA, OHIO.

POPULATION 1890 WAS 15,981; IN 1880 WAS 7,567; AND IN 1870 WAS 4,500.

LIMA ELECTRIC STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Nov. 5, 1896; successor to the Lima Electric Ry., which was sold in foreclosure in October, 1896, to E. W. Moore of Cleveland for $50,250. Capital stock is $200,000. Extensions and improvements are to be made.

ROAD—Operates 7 miles of track. President *(Dec., '96)*, Edwin Stone, of Bedford, Maine; Vice-President, C. Curry, Lima, O.; Secy. and Gen. Man., E. W. Moore.—V. 62, p. 502.

## 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 remaining $103,000 coupons due in 1894 are in default.

REORGANIZATION—An agreement has been reached between the two committees and a sale of the road is expected during the summer of 1897.

The committee of first mortgage bondholders consists of M. L. Scudder, Chairman, 32 Liberty Street, New York; Henry R. Chace, of Chace & Butts, Providence, R. I.; Haley Fiske, Metropolitan Life Insurance Co., New York; William Belcher, New London, Conn. Deposit

ary, New York Security & Trust Company. In February, 1896, $570,000 bonds had been deposited.

The *Consol. Committee* consists of Jos. C. Ely and Edwin A. Smith, of Providence, R. I.; C. C. Cuyler, of N. Y., and William Stull, of Lincoln, and in February, 1896, had $600,000 consols deposited with the Guaranty Trust Co. of N. Y. as depositary.—V. 62, p. 364.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Com. stock, par $100 | .... | ..... | ..... | $1,100,000 | ..... |
| Preferred stock | .... | ..... | ..... | 200,000 | ..... |
| 1st mort. gold, $1,000 | .... | 1891 | 6 g A-O | 600,000 | Apr, 1, 1916 |
| | | Trustee, N. Y. Security & Trust Co. | | | |
| 1st consol. mort. gold $2,500,000, $1,000. | 55 | 1892 | 5 g J-J | $860,000 | Jan. 1, 1922 |
| | | Guaranty Trust Co., N. Y., Trustee. | | | |

DEFAULT—Interest on 1st mortgage is in default and N. Y. Security & Trust Co. filed a foreclosure bill in March, 1895.—V. 60, p. 562.

EARNINGS—For year ending Dec. 31, 1896, gross, $90,149; net, $9,682. In 1895, gross $104,955; net, $13,635.

ROAD—Owns about 40 miles of track.

RECEIVERSHIP—Brad D. Slaughter, appointed receiver Jan. 4, 1895. —V. 60, p. 83, 259, 562; V. 62, p. 364.

## 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. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000: par $100. | ..... | ..... | $500,000 | ..... |
| 1st mort. bonds, $450,000, g. (see text), $1,000 each. c* | 1895 | 6 g. J-D | 400,000 | June 1, 1915 |
| | | Interest at St. Louis Trust Co., trustee. | | |
| 2d M., $300,000, g. ($1,000) red. after 5 years at 104 | 1895 | 6 g. J-D | 300,000 | June 1, 1915 |
| | | Old Colony Trust, Boston, trustee. | | |

Firsts, Nos. 1 to 300, redeemable *after* 10 years from their date at *par*, but redeemable *before* 10 years at 102; balance are 20-year straight. The General Electric Co. of New York owns $77,000 second mortgage bonds. ROAD—Operates 20 miles of track.

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 road.

ORGANIZATION—This company was organized in March, 1895, and leased for 999 years the Lock Haven Electric Railway Co., whose franchise is perpetual and gives exclusive right to operate street railways in the city, and which is tax exempt for five years. Lock Haven Electric stock is $100,000, par $50.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock $300,000 | .... | ..... | ..... | $300,000 | ..... |
| 1st M., $150,000 | .... | 1895 | 6 A-O | 125,000 | Apr. 1, 1920 |
| | | Trustee, West End Tr. & Safe Dep. Co., Phila | | | |

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.

EARNINGS—Year ending June 30, 1896, gross, $20,017; net, $4,622; interest, taxes; etc., $4,183; balance, surplus for year, $439.

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.

## LOCKPORT, N. Y.

POPULATION IN 1890 WAS 16,038; IN 1880 WAS 13,522; AND IN 1870 WAS 12,426.

LOCK CITY ELECTRIC RR.—A trolley road.

ORGANIZATION, ETC.—Successor in 1893 to the Lockport Street RR. Capital stock authorized, $150,000; par $100. Mortgage is for $150,000; bonds of 1893 due Sept. 1, 1943; int. 6 p. c. M. & S.; outstanding, $143,000. Owns 5 miles of track; 6 motor cars. Pres., C. A. Johnson.

EARNINGS—Year ending June 30, 1896, gross, $14,699; deficit under operating, $3,032.

## LONG BRANCH, N. J.

POPULATION 1890 WAS 7,231; IN 1880 WAS 3,833.

ATLANTIC COAST ELECTRIC RR.—Trolley.

ORGANIZATION—Incorporated in May, 1895. Leases the Seashore Electric Railway of Asbury Park for 50 years at $10,000 per year and owns $150,000 of the $200,000 total capital stock of latter company (making net rental $2,500) and owns all of the stock of the West End & Long Branch RR. Also owns entire stock of the Atlantic Coast Electric Light Co., which supplies the electric lights of Asbury Park, Darlington, Allenhurst, Belmar, Ocean Beach, Como and Spring Lake.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,500,000 ($100) | .... | ..... | $1,000,000 | ..... |
| 1st mort., gold, $1,000,000 | 1895 | 5 g. M-N | *1,000,000 | May 1, 1945 |
| | | Int. at Knickerbocker Tr. Co., N. Y., trustee. | | |
| Gen. mort., $500,000 | 1896 | 5 J-J | 350,000 | 1946 |
| | | Interest at Knickerbocker Trust, N. Y. | | |
| At. Coast Elec. Light 1st M. | | 5 p. c. | 237,000 | (?) |

**Bonds*—Of the $1,000,000 firsts given outstanding above $200,000 are reserved to retire a like amount of Seashore Ry. (of Asbury Park) 6s, subject to call in 1897.

ROAD—Belt Line in Asbury Park and exten is from Asbury Park through Long Branch to Pleasure Bay, 24 miles. Connects at Long Branch with Iron Steamboat Co. for New York and at Pleasure Bay with Patten Line and Little Silver Line of boats for New York.

EQUIPMENT—One 750 h. p. and two 330 h. p. Corliss engines, one 400 K. O. Westinghouse, two 200 K. O. and one 100 K. O. General Electric dynamos; 66 open and 8 closed cars.

EARNINGS—Road fully completed May 1, 1896, and fully equipped Aug. 10, 1896.

| | Gross. | Operating. | Net. |
|---|---|---|---|
| Railroad, Jan. 1 to Dec. 31, 1896 | $131,752 | $60,643 | $71,109 |
| Lighting, do do | 48,777 | 22,071 | 26,706 |
| Total | $180,529 | $82,714 | $97,815 |
| Taxes, insurance and all fixed charges | | | 80,981 |
| Surplus for year | | | $16,834 |

OFFICERS—President, J. P. O'Brien; Treasurer, G. B. M. Harvey; Superintendent, S. F. Hazelrigg. Main office, 32 Nassau St., N. Y. City.

INDEX—V. 60, p. 794; V. 61, p. 195, 703; V. 63, p. 152.

ATLANTIC HIGHLANDS RED BANK & LONG BRANCH ELECTRIC RY.—A trolley road.

ORGANIZATION—Incorporated in April, 1895, for 99 years.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $500,000 ($100) | ..... | ..... | (?) | ..... |
| 1st mort., $500,000, g. c | 1896 | 5 g. J-J | (?) | July 1, 1945 |
| | | Int. at Hamilton Trust Co., Bklyn, trustee. | | |

Fiscal year ends Oct. 31.

ROAD—Opened June 27, 1896, from Monmouth St. and Shrewsbury Avenue in Red Bank to Broadway in Long Branch, 6½ miles. Under construction in May, 1897, from Atlantic Highlands via Oceanic and Fair Haven to Red Bank, 7 miles; branches to Asbury Park, 5 miles; to dock at Sandy Hook, ¾ miles; Pleasure Bay, etc., 3 miles; total, 15¾ miles. Passengers and freight shipped to New York via "Sandy Hook Route."

EARNINGS—From July 1, 1896 (when operation began), to April 30, 1897, 10 months, gross, $22,640; net, $5,708; fixed charges, $5,427; balance over charges, $281.

OFFICERS—(November, 1896,) President, A. G. Greenberg, 29 Broadway, N. Y. City; Secretary, A. J. Allen; 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.

NEW YORK & NORTH SHORE RY.—To be a trolley road. Incorporated early in 1897 with a capital stock of $1,000,000 in the interest of the N. Y. & Queens County Ry., to build 20 miles of trolley road on Long Island to Connect Newtown, Jamaica, North Hempstead, Middle Village, Flushing, Whitestone, Willett's Point and Manhasset.—V. 64, p. 567.

NEW YORK & QUEENS COUNTY RY.—A trolley road.

ORGANIZATION—Incorporated June 26, 1896. A consolidation of the Long Island City street roads, including the Steinway Ry. and the companies held in its interest, namely: Newtown Ry., Riker Ave. & Sanford's Point Ry., Flushing & College Point and the Long Island City & Newtown. See V. 63, p. 229. See New York & North Shore Ry. above and V. 64, p. 567.

The Electric Illuminating & Power Company, said to supply practically all the electric lights used in Long Island City, is understood to be owned and operated, its net income amounting to about $30,000 per annum. The earnings are kept separate from the street railway.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $2,500,000 ($100) | ..... | ..... | $2,000,000 | ..... |
| Flush. & Coll. Pt. 1st M. | 1895 | 5 J&D | 50,000 | 1925 |
| Newtown Ry. 1st M. | 1894 | 5 J&D | 150,000 | Dec., 1924 |
| Steinway Ry. 1st M., gold $1,000 c* | 1892 | 6g. J-J | 1,500,000 | July 1, 1922 |
| | | Int. at State Trust Co., trustee, N. Y. City. | | |
| N. Y. & Queens Co. 1st M., gold, $1,000 each | 1896 | 5g. A-O | 2,000,000 | 1946 |
| | | Trustee, Mercantile Trust Co., New York. | | |

The mortgage of 1896 is for $4,200,000, of which $500,000 are reserved for equipment and extensions, and $1,700,000 to retire underlying bonds. See V. 63, p. 229.

ROAD—The system includes about 50 miles of track.

LATEST EARNINGS—For nine months ending Mar. 31, 1897, earnings of the N. Y. & Queens Co. were: Gross, $292,821; net, $82,872; and the deficit under charges, $61,419. Loans and bills payable March 31, 1897, $87,994—see general balance sheet Sept. 30, 1896, in V. 63, p. 880.

For the years ending June 30 Steinway Ry. Co. reported:

| | Gross. | Net. | Oth. inc. | Int. & taxes. | Bal., sur. |
|---|---|---|---|---|---|
| 1895-6 | $331,745 | $136,833 | $27,125 | $112,269 | $51,689 |
| 1894-5 | 233,354 | 93,798 | 13,388 | 95,370 | 11,816 |

DIRECTORS—President, R. T. McCabe; Secretary, Benjamin Orme, Walter Pease, of New York, E. J. Matthews, E. T. Stotesbury, Caleb T. Fox, Wm. Sh lmesdine and R. E. Cowen, Philadelphia. General office, 29 Broadway, New York.

## LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595. (IN 1895 ESTIMATED AT 10,480.)

LORAIN & ELYRIA ELECTRIC RY.—A trolley road. Said to operate 18 miles of road. President, A. J. Moxam.

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.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock $200,000 | $100 | ..... | ..... | $200,000 | ..... |
| 1st M., $200,000 | 1,000 | 1894 | 6 J-J | 200,000 | Jan. 1, 1915 |

*Interest* at Guardian Trust Co., Cleveand, the mortgage trustee.

ROAD—Owns 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.

EARNINGS—For year ending Dec. 31, 1896, gross, $54,628; net, $12,653. In 1895, gross $80,132; net, $34,030.

OFFICERS—President, F. M. Haines; Vice-President, F. B. Vernum; Sec., P. M. Boyd; Treas., F. T. Horan; Pur. Agent, John K. Frye.

## LOS ANGELES, CAL.

POPULATION 1890 WAS 50,395; IN 1880 WAS 11,183; AND IN 1870 WAS 5,728.

### LOS ANGELES RAILWAY—

ORGANIZATION—Chartered in April, 1895, to succeed to the property and franchises of the Los Angeles Consolidated Electric Ry.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $4,000,000 (par, $100). | ..... | ..... | (?) | ..... |
| Special ctfs., $500,000, gold | 1896 | 5g.semi-an. | $500,000 | Jan. 1, 1900 |
| 1st mort., $3,000,000, gold, sinking fund in 1905, not drawn.....c* | 1895 | 5g. M-S 16 California Title Ins. & Tr. of San Francisco, trustee. | 3,000,000 | Sep. 16, '25 |

The $500,000 of special certificates are prior to the first mortgage, and payment of firsts, principal and interest, shall be postponed till all such certificates, with interest thereon, are fully paid.

ROAD—About 108 miles of track.

OFFICERS—President Thomas Brown, of San Francisco, Secretary, J. T. Burke, 530 California Street, San Francisco.

INDEX—V. 62, p. 320; V. 63, p. 402, 1010.

### MAIN STREET & AGRICULTURAL PARK RAILROAD—A horse road.

ORGANIZATION—Chartered Sept. 24, 1874; renewed in 1886 for 50 years. Leased to Los Angeles Ry. Capital stock increased in January, 1896, from $200,000 to $500,000; par, $50. The proceeds for improvements. In February, 1896, no bonds had been issued. Operates 5 miles of double track. President, W. J. Brodrick; Secretary, A. C. Taylor.

### PASADENA & LOS ANGELES ELECTRIC RAILWAY.—

ORGANIZATION—A consolidation of the Pasadena St. RR., City Ry. and Colorado St. Ry. companies. Road extends to Santa Monica. Capital stock is $500,000. Bonds, $350,000.

ROAD—Owns 44 miles of track, of which 22 are operated by electricity and 22 by horses. President, E. C. Webster; Secretary and Treasurer, M. W. E. Hammond; General office, Los Angeles.

### PASADENA & PACIFIC RY.—A trolley road.

ORGANIZATION, ETC.—Owns 45 miles of track; 23 cars. Capital stock is $1,000,000; bonds, $100,000. President, L. P. Hausen.

### TEMPLE STREET CABLE RAILWAY—A steam road.

ORGANIZATION—Chartered Oct. 31, 1885. Operates 4¾ miles of track. Rails 38-lb. girder. Stock, $100,000; 1st mortgage gold 6s, $100,000. 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—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.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g | Last div., &c. |
|---|---|---|---|---|
| Com. stock ($100 sh.).. | .... | 2½ A.-O. | $4,000,000 | Apr 1,'97 1¼% |
| Pref. stock 5 p. c. cum. | .... | 5 A.-O. | 2,000,000 | Apr 1,'97 2½% |
| Louisv. City Ry. mort. | 1877 | 6 J.-J. | 61,000 | July 1, 1897 |
| do do M., gold | 1884 | 6 g. J.-J. Trustee, Louisville Trust CO., Louisville, Ky. | 609,000 | July 1, 1909 |
| Central Pass. Ry. M... | 1882 | 6 M.-N. | 108,000 | Nov. 1, 1902 |
| do do do . | 1888 | 6 M.-N. Interest payable at First Nat. Bank, Louisville. | 292,000 | Nov. 1, 1908 |
| Louisv. Ry. Cons. M., gold, $6,000,000 (listed N. Y.).....c* | 1890 | 5 g. J.-J. Interest payable by Seligman & Co., N. Y. | 4,931,000 | July 1, 1930 |

*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 preferred 5 p. c. per annum. On *common*—First dividend was paid in April, 1896, 1¼ p. c.; in Oct., 1¼ p. c.; in 1897, Apr., 1¼ p. c. Prior to consolidation old companies for sixteen years paid dividends of 6 per cent.

BONDS—In February, 1896, Louisville City Ry. 6s due July 1, 1897, were being redeemed at 101 p. ct, either in cash or Louisville Ry. 5s.

ROAD—Owns 145 miles of track on 83 miles of street, of which (Feb., 1897), 130½ electric and 14½ animal power.

ANNUAL REPORT—Fiscal years ending Dec. 31. Annual meeting Feb. 19. Report for 1896 was given in V. 64, p. 466.

| Year. | 1896. | 1895. | Year. | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earn.. | $1,234,526 | $1,288,172 | Taxes..... | $52,037 | $47,606 |
| Net..... | 605,988 | 616,092 | Dividends ..... | 200,000 | 100,000 |
| Interest pd. | 311,023 | 311,760 | Bal., surplus..... | 42,928 | 156,726 |

From surplus of 1896 $40,000 was spent for improvements.

Car mileage in 1896 was 8,637,364; in 1895 was 8,676,892 miles; passengers carried in 1896 were 24,690,530; in 1895 were 25,798,278.

OFFICERS—President, J. B. Speed; Secretary and Treasurer, J. M. Pettus—V. 60, p. 1058; V. 62, p. 411, 990; V. 64, p. 466.

### METROPOLITAN RAILWAY—

ORGANIZATION—In February, 1897, the Legislature was petitioned to grant a charter to this company, with a capital stock of $4,000,000, to construct and operate a street railway in Louisville. The directors are to be George H. Harries, R. M. Kilgore P Gault Miller, J. H. De Witt, J. F. Grimstead, T. F. Hargis, Hugh R. Garden and J. W. Woolfolk, of 15 Wall Street, N. Y. City. V. 64, p. 800.

### LOUISVILLE TERMINAL RAILWAY—An electric road.

ROAD—Said to operate 2·6 miles of track. Receiver is H. V. Harris.

## LOWELL, MASS.

POPULATION 1890 WAS 77,696; IN 1880 WAS 59,475; AND IN 1870 WAS 40,928.

### LOWELL & SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered April 14, 1887. New stock was authorized in November, 1893, raising total stock from $400,000 to $600,000. In September, 1895, authorized an additional $240,000 of stock.

| STOCK & BONDS— | Miles. | Par. | Interest. | Outstand'g | Last Div., etc |
|---|---|---|---|---|---|
| Stock auth., $840,000 ..... | | $100 | Text. | $800,000 | Text. |
| 1st M. 1891, gold.c* ..... | 1,000 | 5 g. J-D | | 1,000,000 | Dec. 1, 1911 |
| Loans & bills pay. Oct. 1,'96 ..... | | | ..... | 363,340 | ..... |

*Interest* in Boston by the American Loan & Trust Co., trustee.

*Dividends*—In 1892-93 6 per cent on $400,000 stock; in 1893-4, 4 per cent; in 1894-95, 6 per cent; in 1895-96, 6 per cent.

ROAD—57·9 miles of main track; sidings, 4·4 miles; total, 62·3 miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earn'gs. | $392,739 | $329,807 | Dividends..... | $36,000 | $33,000 |
| Net earnings.. | 149,163 | 130,460 | Bal., surplus.... | 34,068 | 30,925 |
| Int., taxes, &c. | 79,095 | 66,535 | | | |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| Assets— | | Liabilities— | |
|---|---|---|---|
| Construction..... | $1,203,811 | Stock..... | $800,000 |
| Equipment..... | 316,259 | Funded debt..... | 1,000,000 |
| Other property..... | 608,003 | Unfunded debt..... | 363,340 |
| Supplies..... | 44,696 | Sundries ..... | 16,667 |
| Cash and current ass'ts. | 57,451 | Profit and Loss..... | 50,213 |
| Total..... | $2,230,220 | Total ..... | $2,230,220 |

OFFICERS—President, Edward M. Tucke; Vice-President, August Fels; Sec'y and Gen. Man., P. F. Sullivan; Treasurer, Percy Parker; Auditor, D. D. Bartlett, Lowell.—V. 61, p. 611; V. 63, p. 1061.

### 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock..... | ..... | .. ..... | $250,000 | ..... |
| Bonds..... | ..... | ..... | 250,000 | ..... |

ROAD—Said to operate 5½ miles of track on 2⅞ miles of street.

RECEIVER—In Sept., 1896, John R. Abney of New York was receiver

OFFICERS—President, Stephen Adams; Secretary and Treasurer, J. F Lewis; General Manager and Purchasing Agent, C. H. Harman.

### LYNCHBURG & RIVERMONT STREET RAILWAY.

ORGANIZATION—In July, 1896, placed a mortgage for $40,000 on its electric-light plant.

| STOCK AND BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | .... | .... | .... | Abt. $75,000 | ..... |
| 1st M., $60,000, gold.. | .... | 1894 | 6 g. J-J | $60,000 | Jan. 1, 1925 |
| Lt. plant M. $40,000.c | .... | 1896 | .... | (?) | ..... |

*Interest* on 6s of 1894 at Mercantile Trust & Deposit Co., Baltimore

ROAD—Said to operate 5½ miles of track on 2 miles of streets.

OFFICERS—President, J. P. Pettyjohn; Vice-President, R. I. Owen; Secretary and Treasurer, J. T. Bouman.

## MACON, GA.

POPULATION 1890 WAS 22,746; IN 1880 WAS 12,749; AND IN 1870 WAS 10,810.

### MACON CONSOLIDATED STREET RAILROAD—An electric road.

ORGANIZATION—Stock, $500,000; first mort., $500,000 ($1,000 each) 1892, 6s, J&J, issued, $345,000, due, Jan. 1, 1922. Interest (at 6 p. c. from Jan. 1, 1897), in Boston at Old Colony Trust Co., trustee. Dividends in 1895, 1 per cent. In 1896 was operating 25¾ miles track laid with from 20 lb. to 48-lb. T rails.

EARNINGS—For year ending Dec. 31, 1896, gross, $73,419; net, $24,572; interest and taxes, $21,092; dividends, $2,500; balance, surplus for year, $980. In 1895, gross, $69,190; net, $24,661. President, S. R. Anthony; Secretary, D. K. Snow; Treasurer, W. A. Tucker. Office, 50 State St., Boston, Mass.

### MACON & INDIAN SPRING ELECTRIC STREET RAILWAY.—A trolley road.

ORGANIZATION, ETC.—Owns 7 miles of track, 8 motor cars and 6 trail cars. Capital stock authorized, $100,000; issued, $60,000. Bonds for $60,000 have been authorized. President, Gen. Manager and Purchasing Agent, T. J. Carling.

## 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. Foreclosure suit was brought by trustee in February, 1896, but no sale had been advertised to May, 1897. Gross earnings are said to average $100 a day and road to be in fairly good condition. Receiver is F. W. Oakley.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | .... | ..... | ..... | $100,000 | ..... |
| 1st M. $150,000 gold $500.....c.* | 7½ | 1892 | 6 g J-J Int. in default; trustee, Guaranty Trust Co., N.Y. | 150,000 | July 1, 1922 |

ROAD—Owns 7½ miles of standard gauge track, of which 6¼ miles in city limits and 1¼ miles extend to Elmside and Schuetzen Park.

INDEX—V. 62, p. 414.

## 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. In 1897 reported leased to Schuylkill Traction Co. of Girardville, Pa.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $50) | ..... | ..... | $250,000 | ..... |
| 1st M., $250,000, gold $100, $500, $1,000 | 1893 | 6 g. M-N | 200,000 | Nov. 1, 1923 |

*Interest* is payable at Equitable Trust Co., trustee, Philadelphia.

ROAD—Has completed and in operation 5½ miles of road, connecting Mahanoy City with Shenandoah. Projected to extend to Delano and Lakeside or East Mahanoy Junction.

EARNINGS—Gross receipts about $27,000 annually; details of operations not given.

PRESIDENT—Dallas Sanders, Drexel Building, Phila. General office, Mahanoy City, Pa.

## MANCHESTER, N. H.

POPULATION 1890 WAS 44,126; IN 1880 WAS 32,630; AND IN 1870 WAS 23,536.

### MANCHESTER STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated July 20, 1876, under perpetual charter. Controls all street roads in Manchester and West Manchester. Stock is held by the President.

| STOCK— | Date. | Interest. | Outstand'g. | Last div'nd. |
|---|---|---|---|---|
| Stock, $250,000 (par $100) | ..... | Text. | $100,000 | 1895-6, 10% |
| 1st M. bonds, g., $250,000 red. after Jan. 1, 1905 | 1895 | 5 g. J-J | 250,000 | Jan. 1, 1915 |

Interest at Boston, Mass.

STOCK—In 1895 stock was increased from $25,000 to $250,000.

ROAD—In November, 1896, owned 20½ miles track, standard gauge. Rails 70 and 90-lb. T.

DIVIDENDS—In 1894-5, 10 p. c.; in 1895-6, 10 p. c.

BONDS—The first mortgage is for $250,000. All the bonds have been sold and proceeds used for electrical equipment and improvements.

EARNINGS—For years ending June 30:

| | Gross. | Net. | Int. & taxes. | Dividends. | Balance. |
|---|---|---|---|---|---|
| 1895-96 | $139,266 | $57,331 | $14,968 | $3,958 | sur. $38,405 |
| 1894-95 | 82,923 | def. 3,586 | 5,310 | (10%) 2,500 | def. 11,396 |
| 1893-94 | 81,627 | net. 5,486 | 4,067 | (7½%) 1,875 | def. 456 |

OFFICERS—President, C. Williams; Treasurer, C. H. Bartlett; Superintendent, N. H. Walker.—V. 60, p. 259.

## MANSFIELD, OHIO.

POPULATION 1890 WAS 13,473; IN 1880 WAS 9,859; AND IN 1870 WAS 8,029.

### CITIZENS' ELECTRIC RY. LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Successor to the Mansfield Electric Street Ry.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $125,000 | ..... | ..... | $125,000 | ..... |
| Funded debt | ..... | ..... | 125,000 | ..... |

ROAD—Owns 8·3 miles of track.

## 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, 1897, the bonds had not been sold, but as the road had cost $270,000 they are presumably out as collateral. In 1895 the population was given in the Directory as 15,750.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $150,000 | ..... |
| 1st mortgage, $150,000 | 1892 | 6 J-D | See text. | Dec. 1, 1912 |

Interest at Illinois Trust & Savings Bank, trustee, Chicago, Ill.

ROAD—Feb. 1897, operated 11 miles of track; 22 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, Oak Hill and Parkdale.

EARNINGS—For year ending Dec. 31, 1896, gross, $35,257; net, $14,921; 1895, gross, $36,217, against $29,622 in 1894; net, $14,434.

OFFICERS—President, Treasurer and Purchasing Agent, G. A. Hart; Vice-President, R. R. Blacker; Secretary, W. L. Martin.

## MARION, IND.

POPULATION 1890 WAS 8,769; IN 1880 WAS 3,182; AND IN 1870 WAS 1,658.

### MARION CITY RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered in 1893.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $500,000 | ..... |
| 1st mortgage, $400,000, gold ($1,000) | 1895 | 6g. M-N | 400,000 | May 1, 1915 |

Interest at Nat. Broadway Bank, N. Y.

Mortgage trustee, Francis A. Palmer.

ROAD—25 miles of track from Marion to Jonesboro and Gas City.

EARNINGS—Year ending Dec. 31, 1896, gross, $77,139; net, $32,252; interest paid, $19,142; taxes, $2,072; balance, surplus for year, $11,038. In 1895, gross, $71,028; net, $34,642.

## 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 trolley road.

ORGANIZATION—Incorporated March 27, 1888. In July, 1894, increased capital stock from $50,000 to $80,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $80,000 (par $100) | ..... | See text. | $80,000 | 4% in 1895-6 |
| 1st mortgage | 1894 | 6 J-J | 80,000 | July 2, 1914 |

Sub. to call at par after 5 ys. Interest at Intern'l Trust, trustee, Boston.

Loans and bills payable Sept. 30, 1896, $40,725.

Sinking fund is sufficient to retire 60 per cent of bonds at maturity.

*Dividend*—In 1894-95, 2 p. c.; in 1895-96, 4 p. c.

ROAD—Operates 7·37 miles of main track and ·57 mile of sidings, etc.

EARNINGS—For year ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $34,564 | $37,529 | Dividends | $3,200 | $1,600 |
| Net | 7,334 | 12,830 | Bal. for year | def. 2,696 | sr. 3,415 |
| Int'st, taxes, etc. | 6,830 | 7,814 | Tot. sur. Sep. 30. | 3,035 | 5,731 |

OFFICERS—(January, 1897). President, S. H. Howe; Treasurer, Thomas T. Robinson, 178 Devonshire Street, Boston; Superintendent and Purchasing Agent, H. E. Bradford; Clerk of Corporation, Fred. L. Claflin.

## MARSHALLTOWN, IA.

POPULATION 1890 WAS 8,914; IN 1880 WAS 6,240; AND IN 1870 WAS 3,218.

### MARSHALLTOWN LIGHT POWER & RY.—A trolley road.

ORGANIZATION—Chartered July 1, 1892, with exclusive rights for 25 years, and equal advantages thereafter with any other company. Runs electrical lighting and gas plant besides railway.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($500,000) ($100) | ..... | ..... | $250,000 f. p. | ..... |
| 1st mortgage ($150,000) gold ($1,000) c* | 1893 | 6g. J-J | 125,000 | July 1, 1913 |

Int. at American L. & T. Co., Chicago, trus.

*Bonds*—Of the first mortgage bonds $20,000 were used to retire that amount of old gas company bonds.

EARNINGS—For years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| From passengers | $12,873 | $13,170 | Net (over taxes) | $16,552 | $15,185 |
| Other sources | 26,760 | 26,878 | Interest | 7,500 | 7,550 |
| Total gross | $39,633 | $40,048 | Bal., surplus | $9,052 | $7,635 |

ROAD—Total track. 3½ miles. President, C. D. Jones; Secretary, S. B. Hovey; Treasurer, M. W. Hovey.

## 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 controlled and operated by that company.

### CITIZENS' STREET RAILROAD—A trolley road.

ORGANIZATION—Began business in 1866, and in August, 1896, was in process of reconstruction. Consolidation with the other companies in the city is proposed, the right to consolidate as the Memphis Street Ry. 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. Leases City & Suburban RR. (stock, $102,500); East End Street Ry. (stock, $150,000) and Memphis & Raleigh Springs. In 1895 franchises were extended and now expire 1945.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($1,500,000) | ..... | ..... | ..... | $1,500,000 | ..... |
| Old bonds | ..... | ..... | ..... | 100,000 | ..... |
| 1st M., $1,000,000) ($1,000), gold c* | 40 | 1887 | 6 g. J-J | 900,000 | Jan. 1, 1916 |

Int. at U. S. Nat. Bk. of N. Y. and Memphis, Tenn.

*Securities of Leased Lines—*

| | | | | | |
|---|---|---|---|---|---|
| City & Sub. RR 1st M. | 1891 | 6 M-S | | $65,000 | Mar. 1, 1911 |
| East End St. Ry. 1st M., currency, ($100, etc.) | 1894 | 6 A-O | | $100,000 | Apr. 1, 1924 |

Subject to call aft. Mar. 1, 1896. Interest at Security Bank, Memphis.

Subject to call on 60 days' notice. Interest payable by Memp. Tr. Co., trustee of mort., Memphis, Tenn.

*Bonds*—Firsts for $100,000 are reserved to retire the bonds of the old company; mortgage trustees are S. P. Read, Edward Goldsmith and M. S. Buckingham.

*Interest* payable by American Exch. Nat. Bank, N. Y. and Memphis.

ROAD—Operates 60 miles of track in Memphis and suburbs as follows:

| *Roads Leased.* | *Miles.* | | *Miles.* |
|---|---|---|---|
| City & Suburban Ry. | 5 | Total track leased | 24 |
| East End Street Ry. | 8 | Track owned in fee | 38 |
| Memp. & Raleigh Springs RR. | 11 | Total operated | 62 |

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.

## MENOMINEE, MICH.

POPULATION 1890 WAS 10,633, AND IN 1880 WAS 3,288.

### MENOMINEE ELECTRIC LIGHT RAILWAY & POWER.

ORGANIZATION—Chartered July 31, 1891. Capital stock issued and paid in $110,000; par, $100. Bonded debt, $40,000; first mortgage 6s, due $3,000 yearly; interest J&J at First National Bank of Menominee. Owns 6 7-10 miles of track. For year ending March 31, 1896, gross earnings from road, $20,091, against $20,105 in 1894-5; gross earnings from electric light and power plant, $22,541, against $21,315; net of both in 1895-96, $11,532, against $10,987.

OFFICERS.—President, A. Spies; Vice-President, A. A. Carpenter; Secretary, Treasurer & General Manager, E. Daniell.

POPULATION- Estimated population in 1896 13,000.

## MERIDEN, CONN.

POPULATION 1890 WAS 21,652; in 1880 WAS 15,540.

### MERIDEN ELECTRIC RAILROAD—Trolley.

ORGANIZATION—Organized August 14, 1886. In November, 1895, control was obtained by the N. Y. N. H. & H. RR. Co.—V. 61, p. 794.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock, $1,000,000.. | $100 | ..... | ..... | $1,000,000 | ..... |
| Meriden Horse RR. } 1st mortgage..... } | ..... | 1891 | 5 A-O | 85,000 | Oct. 1, 1911 |
| Interest at Girard Life, etc., Co. of Philadelphia. | | | | | |
| Meriden Horse RR. } con.M.,g.,$500,000 } | ..... | 1894 | 5 g. J-J | $415,000 | Jan. 1, 1924 |
| Interest at Girard Life, Philadelphia. | | | | | |

Sept. 30, 1896, bills payable, $86,600.

ROAD—In Meriden, extending also to Wallingford, 16½ miles in all.

EARNINGS—For year ending Sept 30, 1896, gross, $104,641; net, $28,923. In 1894 5, gross, $102,089; net, $28,364; taxes, $4,390; interest, $24,440; balance, deficit, $466.

OFFICERS—President, N. H. Heft, New Haven; Secretary and Treasurer, W. L. Squire, New Haven.—V. 61, p. 704, 704.

## MICHIGAN CITY, IND.

POPULATION IN 1890 WAS 10,776; IN 1880 WAS 7,366.

### LAKE CITIES ELECTRIC RAILWAY.—A trolley road since February, 1895.

LIGHTING PLANT—Owns plant for commercial and public lighting, pole line and wires covering entire city. Company has a 10-year contract with the city for lighting, from Aug. 1, 1894.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Common stock, (par $100). | ..... | ..... | $200,000 | ..... |
| Pref., non-cum., $100,000. | ..... | ..... | 50,000 | ..... |
| 1st mort., $300,000, gold } ($500).... .....c* } | 1893 | 6 g.F-A. | 75,000 | Feb. 1, 1923 |
| Int. at Metropolitan Tr. Co., N.Y., trustee. | | | | |

BONDS—The balance of the bonds ($250,000) can be issued for actual cost of extensions, equipment and betterments. Under electric-light contract with city $450 is to be deposited monthly (for 10 years from Aug. 1, 1894) with mortgage trustee to pay interest on bonds.

EARNINGS—Jan. 1 to Oct. 31, 1896, 10 months, earnings, including electric-light plant, were, gross, $10,292. For calendar year 1895, gross, $11,300. For 1894 gross, $7,953.

ROAD—Owns 6 miles of track. Rail 72-lb. T.

OFFICERS—President, Russell B. Harrison, Terre Haute, Ind.; 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 RY.—A trolley road.

ORGANIZATION—Organized Feb. 12, 1894. In January, 1896, arranged a lease of the Portland Street Ry. (capital stock, $30,000), 3½ miles built in 1896 to Gildersleeve's Landing.—V. 62, p. 85.

ROAD—Owns 4¼ miles of tracks. Rails 50 lb. T.

| | |
|---|---|
| Stock auth., $150,000; par, $25.....issued, $75,000 | EARNINGS—For 12 months ending Sept. 30, '96, gross, $23,333; net, $6,896; taxes, $813; interest, $4,065; dividend, 4 p. c., $3,000; balance, deficit, $983. |
| 1st M., $150,000, g., 5g, J-D 90,000 (Dated 1894. Due Dec. 1, 1914.) | |
| Bills payable Oct. 1, '96.... $1,700 | |

OFFICERS—President, John M. Douglass; Vice-President, A. C. Allison; Secretary and Treasurer, J. K. Guy. INDEX—V. 62, p. 85.

## MIDDLETOWN, N. Y.

POPULATION 1890 WAS 11,977; IN 1880 WAS 8,494; AND IN 1870 WAS 6,049.

### MIDDLETOWN-GOSHEN TRACTION.

ORGANIZATION—A consolidation June 22, 1895, of the old Middletown-Goshen Traction and the Middletown-Bloomingburg Electric Ry.

| STOCK & BONDS— | Date. | Interest. | Outst'd'g. | Maturity |
|---|---|---|---|---|
| Stock, $400,000, par $100.... | ..... | ..... | $275,000 f.p. | ..... |
| Old Co's. 1st mort., $200,000, } gold, $1,000, s. f.....c* } | 1894 | 6g. J-J | 200,000 | Jan. 1, 1919 |
| Int. at Farmers' L. & Tr. Co., N.Y., trustee. | | | | |
| Middlet'n-Bloomb'g 1st M. } gold ($1,000) $200,000 s.f. } | 1895 | 6 M.&N. | 75,000 | May 1, 1920 |
| Int. at Farmers' L. & T. Co., N.Y., trustee. | | | | |

BONDS—The old company's bonds and also those of Middletown B. Elec. Ry. were "assumed" by the new Traction Company. On June 30, 1895, there were held in the treasury $125,000 stock and $125,000 additional Mid.-B. Elec. bonds.

ROAD—Operates 13 miles of track extending from Middletown, N. Y., to Midway Park, Goshen and Bloomingburg, including switches, turnouts, etc. Rails 65-lb. T except ½ mile only of 80 lb. girder.

YEARLY EARNINGS—Fiscal year ends June 30. Balance sheet June 30, 1896 in V. 63, p. 558. Earnings have been as follows:

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross earnings... | $52,815 | $44,117 | Interest..... | $16,506 | $12,000 |
| Operating expen. | 41,560 | 28,436 | Taxes..... | 1,384 | 245 |
| Net earnings... | $11,255 | $15,681 | Total .. ..... | $17,890 | $12,245 |
| Other income..... | 1,187 | 1,059 | Balance..... | def.$5,448 | su.$4,495 |
| Total net..... | $12,442 | $16,740 | | | |

OFFICERS—President, J. C. Hinchcliffe, Paterson, N. J.; Vice-President, M. J. Wightman; Sec'y, E. G. Wightman; Treas. and Gen. Man., W. B. Rockwell, Stapleton, Staten Island; Supt., O. C. G. Urban, Middletown, N. Y.—V. 63, p. 558.

## MILFORD, MASS.

POPULATION IN 1890 WAS 8,780; IN 1880 WAS 9,310; AND IN 1870 WAS 9,890.

### MILFORD HOLLISTON & FRAMINGHAM STREET RAILWAY—Trolley.

ORGANIZATION—Commenced operation May 15, 1896. Capital stock is $150,000 (par $100). Loans and bills payable Oct. 1, 1896, $47,358; no bonds. Owns 12·11 miles of track.

EARNINGS—From May 16 to Sept. 30, 1896 (4½ months), gross $25,279; net, $8,521; int. and taxes, $2,325; dividends (4 p. c.), $6,000, balance, surplus for year, $196. President, W. B. Ferguson; Treasurer, G. A. Butman, Malden, Mass.

### MILFORD & HOPEDALE ST. RY.—Trolley.

SECURITIES—Capital stock $60,000 (par $100). On Oct. 1, 1896, loans and bills payable, $33,766; no bonds. Owns 2·44 miles of track.

EARNINGS—For year ending Sept. 30, 1896, gross, $6,914; net, $3,593; taxes, etc., $993; dividends (4 p. c.), $2,400; balance, surplus, for year, $200. President, W. B. Ferguson; Treasurer, G. A. Butman, Malden, Mass.

## MILLVILLE, N. J.

POPULATION IN 1890 WAS 10,002; AND IN 1880 WAS 7,660.

### MILLVILLE TRACTION—A trolley road.

ORGANIZATION—This company owns the entire capital stock of the Millville Rapid Transit ($50,000) and operates in all 3·64 miles of track.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $175,000..... | ..... | ..... | $175,000 | ..... |
| 1st mortgage, $400,000, } gold ($1,000 each)....c* } | 1894 | 5g. F-A | 88,000 | 1914 |
| Interest at Land Title & Tr., Phila., Trus. | | | | |
| "Other debts" Jan. 1, '97.. | ..... | ..... | $21,413 | ..... |

EARNINGS—For year ending Dec. 31, 1896, gross, $9,253; deficit under operating, $2,783. In 1895 its earnings from passengers were $11,841; from other sources, $53; paid for repairs, $1,594; superintendence and management, $12,450; balance, deficit, $2,150. President and Gen. Man., G. B. Langley; Sec. and Treas., E. H. Stokes.

## MILWAUKEE, WIS.

POPULATION 1890 WAS 204,468; IN 1880 WAS 115,702; AND IN 1870 WAS 71,440.

### MILWAUKEE ELECTRIC RAILWAY & LIGHT CO.—A trolley road.

ORGANIZATION—Incorporated in January, 1896, to succeed to the property and franchises of the Milwaukee Street Railway Company, sold in foreclosure Jan. 29, 1896.—V. 62, p. 278, 1038. The new company, which was formed according to plan in CHRONICLE, V. 60, p. 1009, is controlled by the "North American Co." (See Miscellaneous Companies in INVESTORS' SUPPLEMENT.) The Company besides its street railway system owns and operates electric-light and power works (costing $1,625,938) under franchises said to be exclusive. Was furnishing in May, 1896, 31,000 incandescent lamps, about 800 h. p. in motors and 1,625 arc lights.

*Milwaukee Light, Heat & Traction Co.*—Organized in December, 1896, with capital stock of $500,000 and acquired Pabst electric light properties and a line to Wauwatosa, 2½ miles, in interest of Mil-Elec. Ry. & Light.—V. 63, p. 1115.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity |
|---|---|---|---|---|
| Common stock (par $100). | ..... | ..... | $3,500,000 | ..... |
| Pref. stock, $4,500,000, 6 } p. c., non-cum., par $100 } | ..... | ..... | 3,500,000 | ..... |
| Milw. City RR. 1st mort., } 41 m., $1,000,000, gold. c* } | 1888 | 5g. J-D | 1,000,000 | Dec. 1, 1908 |
| Central Trust Co., N. Y. City, is trustee. | | | | |
| West Side Street Ry., 1st } mort., covers 18 miles... } | 1889 | 5g. J-J | $500,000 | July 1, 1909 |
| Int. is payable at Farmer's L. & Tr. Co. | | | | |
| Milw. El. Ry. & Light Co., } consol. M. $8,000,000, g. c* } | 1896 | 5g. F-A | $5,500,000 | Feb. 1, 1926 |
| Trustee, Central Trust Co., New York. | | | | |

Interest on Milwaukee City RR. firsts and on consols at company's office, 30 Broad Street, N. Y.

BONDS—New consols of 1896 for $1,500,000 are reserved for prior bonds still outstanding and $1,000,000 are issuable for improvements and extensions together with $1,000,000 pref. stock.—V. 62, p. 1038.

ROAD—Total track in May, 1896, was 133½ miles—all trolley except one branch of 5 miles to White Fish Bay, operated with dummies.

GENERAL FINANCES—On Jan. 1, 1897, current liabilities, including taxes and accrued interest on bonds, were $615,975; available assets $102,875. Estimated cost of power house and track improvements necessary to be made, $415,000.

ANNUAL REPORT—Fiscal year ends Dec. 31. Earnings have been as follows. See report for 1895 in V. 62, p. 1038; also see V. 63, p. 154

| | Year 1895. | | Year 1894. | |
|---|---|---|---|---|
| | Gross earnings. | Net earnings. | Gross earnings. | Net earnings. |
| Railway..... | $1,315,963 | $487,375 | $1,147,683 | $351,249 |
| Lighting..... | 231,074 | 101,121 | 206,482 | 84,821 |
| Combined.... | $1,547,037 | $588,496 | $1,354,165 | $436,070 |

In the above statement the items of taxes, insurance, accident damages and general expenses are included in the operating expenses that have been deducted to determine the net earnings.

BALANCE SHEET JUNE 1, 1896.

| Resources. | | Liabilities. | |
|---|---|---|---|
| Property..... | $14,223,151 | Stock, preferred..... | $3,500,000 |
| Supply department... | 52,906 | Stock, common..... | 3,500,000 |
| Consols to retire 1st mortgage bonds. ... | 1,500,000 | Consols..... | 7,000,000 |
| | | 1st mortgage bonds... | 1,500,000 |
| Accounts receivable.. | 33,672 | Arc Light Co. mort... | 20,000 |
| Trustee, appeal cases. | 8,753 | Bills and accounts payable..... | 234,744 |
| Securities in trust..... | 6,700 | Accrued interest..... | 127,083 |
| Cash..... | 18,473 | Mil. St. Ry. securities. | 6,700 |
| Profit and loss..... | 44,872 | | |
| Total..... | $15,888,527 | Total..... | $15,888,527 |

OFFICERS—The officers of the new company are as follows: President, W. N. Cromwell, New York; Vice-President, Henry C. Payne, Milwaukee, Wis.; Secretary, C. A. Spofford, New York; Treasurer, Edward Edes; Purchasing Agent, W. C. Vanden Berg. New York office, 30 Broad St., N. Y. City.—V. 62, p. 40, 233, 278, 779, **1038**, 1041, 1087, 1177; V. 63, p. 154, 1115.

### MILWAUKEE RACINE & KENOSHA ELECTRIC RY.—A trolley road.

ORGANIZATION—Formed in 1896, and projected from Milwaukee to Racine and subsequently to Kenosha, 35 miles. Work was begun in August, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | (?) | ..... |
| 1st mortgage, gold... $300,000 ..... c | 1896 | 6 g. M-S. Int. at Savings Bk. & Tr Co., Cleve., O , trustee. | $200,000 | Sept. 1, 1926 |

OFFICERS—President, Matthew Slush; Vice-President and Treasurer, A. W. Bishop; Secretary, George J. Hoffman, care United Bank & Sav. Co., Cleveland, O.—V. 63, p. 560.

## MILWAUKEE & WAUKESHA ELECTRIC RAILWAY—

ORGANIZATION—Formed in 1896 and purchased the Milwaukee & Wauwatosa Electric Ry., 2½ miles. Electricity is to be introduced in place of steam. Capital stock is $1,000,000. An issue of $1,000,000 of 50-year 5 per cent gold bonds is proposed. Obtained franchise in Milwaukee in August, 1896.

In May, 1897, it was reported that the Mil. & Wauwatosa Motor Ry. (12 miles road) would soon be sold, and it is thought the road will be acquired by parties interested in the Mil. & Waukesha Electric.

ROAD—Road will be extended from North Greenfield to Whitefish Bay and Waukesha. V. 63, p. 189. President, Joel W. Bingham; Vice-President, Barney A. Eaton; Secretary, James Petley; Treasurer. Charles Pittelkow.

# 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 page 53.)*

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 Lyndale & Minnetonka Railway Co.), it controls and operates the entire street railway system of Minneapolis and St. Paul. The combined population of St. Paul and Minneapolis in 1895 was said to be 400,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| *Twin City Rap. Tran.—* | | | | |
| Common stock, $17,000,000; par $100 | ..... | ..... | $15,010,000 | None. |
| Preferred stck. cum. $3,000,000 ($100) | 1895 | 7 Q. - J. | 1,137,200 | Apr.,'97, 1¾% |
| *Minn. St. Ry. Co.—* | | | | |
| 1st M., g., red. at 105 yearly. | 1880 | 7 g M. - N. | 340,000 | Nov. 1, 1910 |
| 2d mort., gold...c*&r | 1883 | 6 g M. - N. | 600,000 | Nov. 1, 1913 |
| 1st consol. mort gold, $5,000,000 .....c* | 1889 | 5 g J.15 - J. | 4,060,000 | Jan. 15, 1919 |
| Certificates, guar.... | 1893 | 6 per cent | See text | 1898 |
| *St. Paul City Ry. Co.—* | | | | |
| 1st consol. M., gold.. | 1884 | 6 g A. - O. | 680,000 | Oct. 1, 1934 |
| Cab. con., g., see text. | 1887 | 5 g J.15 - J. | 3,618,000 | Jan. 15, 1937 |
| Debentures, gold..... | 1890 | 6 g M. - N. | 1,000,000 | May 1, 1900 |
| Certificates, guar.... | 1893 | 6 per cent | See text | Jan. 1, 1898 |

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. All dividends on preferred to and including April, 1897 (1¾ per cent), have been paid

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 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 payable to the holders of the common stock.

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 $940,000 are held in trust by the Farmers' Loan & Trust Company to redeem the $940,000 prior lien bonds. See statement to N. Y. Stock Exchange in June, 1895. The consols are also listed in London.—V. 60, p. 1149.

The *St. Paul City 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 lien 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 Railway, and guaranteed by it. Original issue by each company, $1,000,000; outstanding Dec. 31, 1896, $625,000 each, or $1,250,000 in all, of which $225,000 held by the Twin City Company.

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 electric line, 9 miles long, connects the business centres of the two cities.

On the principal streets of the cities 80-lb. rail with welded joints and imbedded in concrete was used.

GENERAL FINANCES—On Dec. 31, 1896, there was 7 per cent preferred stock for $1,862,800 in the treasury with which to liquidate the balance of the 6 per cent certificates ($625,000) and bills payable ($425,469). The payment of the balance of the 6 per cent certs. will eliminate all indebtedness of the underlying companies except the $10,298,000 of bonds. By this transaction the] *interest charges* will be reduced to $544,500 per annum.

The company has leased water power at St. Anthony's Falls (plant to be completed in August, 1897)—capacity 10,000 h. p., which will effect a large reduction in cost of motive power.—see V. 64, p. 704.

LATEST EARNINGS—2 mos. Jan. 1 to Feb. 28. { 1897. gross, $292,181; net, $144,030 / 1896. gross, 303,974; net, 159,389

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1896 was in V. 64, p. 705, showing results on the entire property as follows:

| | 1896. | 1895. | 1894. |
|---|---|---|---|
| Receipts from passengers | $2,037,935 | $1,964,772 | $1,981,705 |
| Receipts from other sources | 21,283 | 24,031 | 21,973 |
| Total receipts | $2,059,218 | $1,988,803 | $2,003,678 |
| Operating expenses | $875,787 | $846,892 | $890,031 |
| Insurance and general expenses | 53,785 | 51,702 | 47,702 |
| Injuries and damages | 65,587 | 80,891 | 106,814 |
| Total operating | $995,159 | $979,485 | $1,044,547 |
| Net earnings | $1,064,059 | $1,009,318 | $959,131 |
| | 1896. | 1895. | 1894. |
| Interest on bonds and 6% ctfs | $618,131 | $637,444 | $660,300 |
| Interest on floating debt | 8,226 | 4,726 | 25,722 |
| Taxes | 58,170 | 49,071 | 52,938 |
| Dividends on 7 p. c. pref. stock | 79,534 | 59,598 | ..... |
| Total | $764,061 | $750,839 | $738,961 |
| Balance, surplus | $299,998 | $258,479 | $220,170 |

BALANCE SHEETS.—Twin City Rapid Transit Company general balance sheet of December 31, 1896, was as follows:

| *Resources.* | | *Liabilities.* | |
|---|---|---|---|
| Roadway, &c | $14,117,938 | Stocks | $16,147,200 |
| Securities valued at.¶ | 15,000,000 | Bonds and 6% certs. | 11,323,000 |
| Notes & accts. receiv.. | 82,851 | Unpaid vouchers, etc. | 62,958 |
| Cash | 223,411 | Pay-rolls, etc., not due. | 76,399 |
| Ins., etc., paid in adv. | 12,336 | Int. on bonds accrued. | 206,120 |
| Materials and supplies | 98,247 | Bills payable | 425,469 |
| T. C. R. T. Co. stock acct. to be adjusted. | 86,306 | Income account—sur. | 1,379,943 |
| Total | $29,621,089 | Total | $29,621,089 |

¶ NOTE.—Consists of: Minneapolis Street Railway Co. stock, $5,000,000; St. Paul City Railway stock, $5,000,000; Minneapolis Lyndale & Minnetonka Ry. Co. stock, $385,000—total par value, $10,385,000; valued at $15,000,000.

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. 60, p. **299**, 303, 886, 930, 1148, 1151; V. 62, p. **500**, 871; V. 64, p. **704**.)

# MOBILE, ALA.

POPULATION 1890 WAS 31,076; IN 1880 WAS 29,132; AND IN 1870 WAS 32,034.

## MOBILE LIGHT & RAILROAD CO.—A trolley road.

ORGANIZATION—A consolidation in April, 1897, of the M. L. & *Railway* and Mobile & Spring Hill Ry. Franchise is perpetual.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $400,000, par $100 | ..... | ..... | $400,000 | ..... |
| 1st mortgage, gold ($1,000).. | 1897 | 5g. J-D | 400,000 | June 1, 1937 |

ROAD, ETC.—Owns 14 miles of track in Mobile and extends to Spring Hill, 4 miles; total track, 18 miles. 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 arc lamps with power circuit and power house.

OFFICERS—President and General Manager, J. H. Wilson; Vice-President, L. H. Rust; Secretary, C. W. Chase.—V. 60, p. 929; V. 61, p. 282.

## MOBILE STREET RAILROAD CO.—A trolley road.

ORGANIZATION—Successor to the Mobile Street *Railway*, sold in foreclosure in 1892, and which was chartered Feb. 26, 1888. The Mobile Street Railway had a State charter for 50 years from June, 1887. Consolidation of this road with the Mobile Light & Power Co. has been proposed.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | ..... | $500,000 | ..... |
| 1st mortgage, gold, $350,000 .....c | ..... | 1893 | 6g M-N | 240,000 | May 1, 1923 |
| Other indebtedness | ..... | ..... | ..... | (?) | ..... |

Interest at National City Bank, New York.

*Bonds*—The mortgage of 1893 is for $350,000, and was issued for the purpose of electrically equipping the road, for extensions and improvements. The mortgage trustee is the Farmers' Loan & Trust Co., N. Y.

ROAD—Operates 20·25 miles of track.

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.

# MOLINE, ILL.

POPULATION 1890 WAS 12,000; IN 1880 WAS 7,800; AND IN 1870 WAS 4,166.

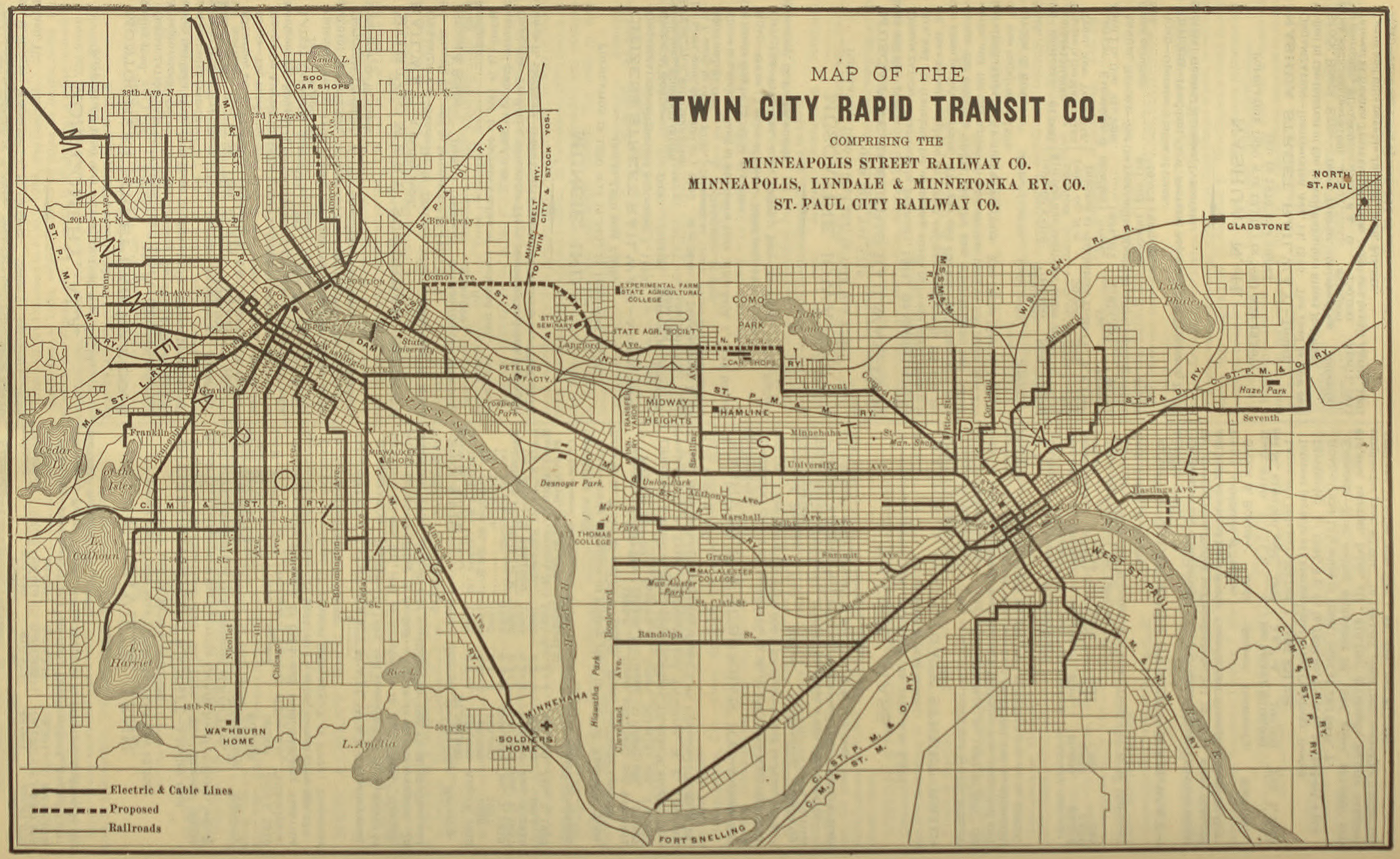
## MOLINE CENTRAL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered October 2, 1884.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stk. $100,000, par $100 | ..... | ..... | ..... | $32,000 | ..... |
| 1st M., $100,000, cur. | ..... | 1889 | 6 M-N | 48,000 | Nov. 1, 1904 |

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.


MAP OF THE
TWIN CITY RAPID TRANSIT CO.
COMPRISING THE
MINNEAPOLIS STREET RAILWAY CO.
MINNEAPOLIS, LYNDALE & MINNETONKA RY. CO.
ST. PAUL CITY RAILWAY CO.
Electric & Cable Lines
Proposed
Railroads
MINNEAPOLIS
ST. PAUL
MISSISSIPPI RIVER
WEST ST. PAUL
NORTH ST. PAUL
GLADSTONE
SOO CAR SHOPS
EXPOSITION
EXPERIMENTAL FARM STATE AGRICULTURAL COLLEGE
STATE AGR. SOCIET
COMO PARK
CAR SHOPS
HAMLINE
MIDWAY HEIGHTS
PETELERS CAR FACTY.
THOMAS COLLEGE
MAC-ALESTER COLLEGE
WA^SHBURN HOME
SOLDIERS HOME
FORT SNELLING
MINNEHAHA
Lake Phalen
Haze Park
Seventh
Hastings Ave.
Como Ave.
Broadway
Franklin Ave.
Grand
Lake Harriet
Lake Calhoun
Cedar Lake
Lake Amelia
Rice L.
Desnoyer Park
Prospect Park
Union Park
Merriam Park
Mac Alester Park
Hiawatha Park
Randolph St.
Marshall
Minnehaha
University Ave.
Lake Street
Grand Ave.
Farmint Ave.
Bremerton
Cortland
Rice St.
Snelling
Chicago
Nicollet
Bloomington
Cedar St.
Twelfth
Minnehaha Ave.
Boulevard
Cleveland Ave.
Sandy L.
38th Ave. N.
33rd Ave. N.
26th Ave. N.
20th Ave. N.
48th St.
50th St.
C. M. & ST. P. RY.
ST. P. M. & M. RY.
C. ST. P. M. & O. RY.
ST. P. & D. RY.
C. B. & N. RY.
M. & ST. L. RY.
M. & N. RY.
M. K. & T. RY.
ST. P. & O. R. R.
MINN. BELT RY.
TO TWIN CITY & STOCK YDS.
WIS. CEN. R. R.
MISS. & M. R. R.
N. P. R. R.
DAM
State University

OFFICERS—President, W. L. Velie; 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 not exclusive franchise.

| STOCK BONDS ETC. | Miles. | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|---|
| Stock | | | | $290,000 | |
| 1st mortgage for $350,000, gold.. | 14·25 | 1893 | 6g. F-A | 290,000 | 1923 |

Interest at Farmers' L. & T., *Trustee*, N. Y. City.

*Bonds*—The bonds unissued may be sold at the company's discretion.

ROAD—On August 12, 1895, owned 14½ miles of trolley road in city of Montgomery. Rails 51½, 66 and 84-pound girder and 60-pound T rails.

LATEST EARNINGS—4 months, Jan. 1 to April 30. 1897....Gross, $16,104; net, $7,371. 1896....Gross, 15,870; net, 7,191.

Calendar years—1896, gross, $57,290; net, $29,382; 1895, gross, $50,645; net, $22,730; 1894, gross, $35,216; net, $13,492.

OFFICERS—President, J. W. Dimmick; Secretary, J. C. Virden; Treasurer, G. W. Craik.

MONTGOMERY SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—Successor in January, 1896, to West End & River Side Electric Ry. sold in foreclosure in July, 1895.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | | | $100,000 | |
| Mortgage | | | (?) | |

ROAD—It is said to operate 4 miles of track and road. Additional franchises granted in May, 1897.

OFFICERS—President, Alexander Troy; Secretary and Gen. Manager, George B. Shellhorn. Office Court Square and Dexter Ave.—V. 61, p. 70.

## MUNCIE, IND.

POPULATION IN 1890 WAS 11,345; IN 1880 WAS 5,219; AND IN 1870 WAS 2,992.

CITIZENS' STREET RAILWAY.—A trolley road.

ORGANIZATION—Organized September 1, 1893.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, com., $200,000, ($100) | | | $200,000 | |
| St'k, pf., 7p.c., $100,000 ($100) | | | 100,000 | |
| 1st mort. gold, $300,000, c* S. f. subj. to call at $105, $500 and $1,000 | 1893 | 6 g. M-S | 240,000 | Sept. 1, '28 |

Interest at Guar. Trust & Safe Dep. Co., Philadelphia, trustee.

There is a sinking fund of $10,000 a year after Sept. 1, 1899, but all the bonds may be called at any time.

ROAD—Owns 15 miles of track. Road projected, 2 miles.

OFFICERS—President, J. S. Talley; Vice-President, C. W. Talley Secretary, G. F. McCulloch.

## 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. Its charter is for 25 ears, and its franchise for operating street railways gives it, so it is aid, the exclusive right to do street railway business in the city for the same period, 25 years. The 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. The Home Electric L. &. P. Co. was acquired in 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | | | $300,000 | |
| 1st mortgage, $1,000, gold ($150,000)....c. Trustee is the Manhattan Trust, New York City. | 1893 | 6g.x M-S | 100,000 | Nov. 1, 1903 |
| | | $10,000 due yearly in order of numbers | | to Nov. 1, 1912 |
| | 1893 | 6g. M-S | 50,000 | Nov. 1, 1913 |

Interest at Manhattan Trust Co., N.Y.City.

LATEST EARNINGS—9 months, April 1 to Dec. 31, 1894.....

| Gross. | Net. | Interest. |
|---|---|---|
| $34,041 | $11,857 | $6,750 |

ANNUAL REPORT—For the year ending March 31, 1894, earnings were:

| | | | |
|---|---|---|---|
| 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.—Trolley.

ORGANIZATION—Incorporated Aug. 14, 1885. The road is now controlled in the interest of the Lowell Suburban Street Railway.

| STOCK, BONDS ETC.— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $325,000, (par $100) | | | $250,000 | |
| 1st mortgage, $150,000.. | | 6 A O | 150,000 | April 1, 1911 |

*Interest* at Nashua Trust Co., Nashua. Subject to call April 1, 1901

Loans and bills payable June 30, 1896, $49,912.

ROAD—June 30, 1896, operated 14·96 miles of track.

EARNINGS—Years ending June 30:

| | Gross. | Net. | Int. & taxes. | Balance. |
|---|---|---|---|---|
| 1895-96 | $53,640 | $10,573 | $8,903 | sur. $1,670 |
| 1894-95 | 26,840 | def. 1,323 | 8,155 | def. 9,478 |
| 1893-94 | 26,995 | def. 4,147 | 8,831 | def. 12,978 |

OFFICERS—President, J. D. Chandler; Vice-President, August Fels; Treasurer, Percy Parker; Gen. Man., P. F. Sullivan; Auditor, D. D Bartlett. 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 is the private property of O. T. Bannard of New York.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock auth., $18,000; (par, $100) | | | $18,000 | |
| 1st M., $100,000, gold. | 1890 | 6g. J-J | 60,000 | July 1, 1910 |

Interest at Trust Co. of Nor. Am., Philadelphia.

ROAD—Operates 9½ miles of track and road, including Nashville Electric Ry., 3·71 miles. In 1894, on 7½ miles, earned gross $28,236.

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. Has perpetual franchise, giving it exclusive rights on streets occupied. In December, 1896, control was purchased by Col. C. M. McGhee and Nat Baxter, Jr. V. 63, p. 1115.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($1,500,000 auth.) | | | $1,500,000 | |
| McGavock & Mt. Vernon 1st | 1883 | 6 F-A | 150,000 | Aug. 1, 1913 |
| Do Summer St. 1st M... | 1886 | 6 J-J | 65,000 | 1926 |
| Do 2d series | 1887 | 6 J-J | 485,000 | 1937 |
| Do 2d mortgage | 1889 | 6 A-O | 200,000 | Oct. 1, 1919 |
| Nashville & Edgefield 1st M. | 1886 | 6 J-J | 126,000 | Jan. 1, 1917 |
| Do consol. M. $400,000 | 1889 | 6 J-J | 274,000 | Jan. 1, 1919 |
| South Nashv. St. RR. 1st M.. | 1884 | 6 J-J | 216,000 | 1914 |
| Nashville St. Ry. consol. M. $2,000,000, gold $1,000.. | 1895 | 5 g. J-J | 484,000 | Jan. 1, 1925 |

Interest at

Of the *consol. mortgage* of 1895, $1,516,000 are in escrow to redeem underlying bonds.

ROAD—Owns 49 miles of trolley road in city of Nashville, Tenn. Rails 40-lb. T and 45 and 80-lb. girder. Fiscal year ends April 30.

EARNINGS—12 months, May 1 to Apr. 30. 1895-6.....Gross, $322,566; net, $139,804. 1894-5.....Gross, 311,896; net, 125,527. 1893-4.....Gross, 301,470; net, 103,957

OFFICERS—Elected in May, 1896—President, Thomas M. Steger; Vice-President, L. D. Tyson; Secretary and Treasurer, N. P. Yeatman; General Manager and Purchasing Agent, E. G. Connette. V. 63, p. 78, 1115; V. 64, p. 135.

NASHVILLE & SUBURBAN RY.—A steam and electric road.

ORGANIZATION—A reorganization in May, 1896, of the Nashville Traction Co. Capital stock is $100,000. No bonds issued to June, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock, $100,000 | | | (?) | |

ROAD—Operates 9⅓ miles, of which part steam and part electric.

OFFICERS—President, Wm. Checkley Shaw; Sec. and Treas., S. Harvey Bennett.—V. 61, p. 559; V. 62, p. 85, 278, 502, 990.

## NATICK, MASS.

POPULATION 1890 WAS 9,118; IN 1880 WAS 8,479; AND IN 1870 WAS 6,404.

NATICK & COCHITUATE STREET RAILWAY—A trolley road.

ORGANIZATION—Owns 9 miles of main line track and ½ mile sidings Stock $100,000, par $100. Unfunded debt Sept. 30, 1896, $1,500. On July 15, 1895, six miles of road through Wellesley was completed and equipped, and capital stock was increased from $31,100 to $100,000. Dividends—In 1893-4, 6 p. c. on $31,100; in 1894-5, 3 p. c.; in 1895-6 5 p. c.

EARNINGS—For years ending Sept. 30:

| | Gross. | Net. | Int. & taxes. | Dividends. | Bal., sur. |
|---|---|---|---|---|---|
| 1895-96 | $38,040 | $8,256 | $702 | $5,000 | $2,554 |
| 1894-95 | 20,291 | 7,330 | 721 | 2,933 | 3,676 |
| 1893-94 | 13,494 | 3,494 | 644 | 1,866 | 984 |

Total surplus Sept. 30, 1896, $7,761.

OFFICERS—President, Harrison Harwood; Treasurer, R. W. Harwood Clerk, Frank H. Hayes.

SOUTH MIDDLESEX STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1891. Originally Natick Electric Street Ry. running from Natick to Framingham, but in 1894 name changed and road extended from South Framingham through Ashland to Hopkinton, a distance of 7 miles.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($100) | | See below. | $100,000 | |
| 1st M., $100,000, gold. | 1895 | 5 g. F-A | 100,000 | Feb 1, 1915 |

Loans and bills payable Oct. 1, 1896, $51,368.

Interest payable at International Trust Company, Boston.

Dividends: In 1894, 6 p. c.; in 1894-95, 2½ p. c.; in 1895-96, 4 p. c

ROAD—Owns 13½ miles of track; rails 45 and 50-lb. T.

EARNINGS—Year ending September 30, 1896, gross, $51,009; net, $16,460; interest, taxes, etc., $10,196; dividends, $4,000; balance, surplus for year, $2,264. In 1894-95, gross from operating 6 miles till April and 13 miles from May 1, $41,958; net, $12,530.

## NEENAH, WIS.

POPULATION 1890 WAS 5,083; IN 1880 WAS 4,202; AND IN 1870 WAS 2,655.

### MENASHA & NEENAH STREET RAILWAY—A horse road.

ORGANIZATION, ETC.—Chartered in 1885-86. Stock (par $50), $25,000; 1st mortgage (par $500), $25,000.

ROAD—Owns between 3 and 4 miles of track. President and Treasurer, F. Schumacher, 1347 Monadnock Building, Chicago, Ill.

## NEGAUNEE, MICH.

POPULATION 1890 WAS 6,078; IN 1880 WAS 3,931; AND IN 1870 WAS 2,559.

### NEGAUNEE & ISHPEMING STREET RAILWAY & 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 Aug., 1895, $29,000. Owns 4 miles of track. President, S. S. Mitchell

## 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.

BONDHOLDERS' COMMITTEE—Louis Hartman of New Alflany, Lafon Allen and W. R. Belknap. Receiver is John MacLeod.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Receiver's certificates.... | ..... | M N | $30,000 | ..... |
| New Albany Street Ry. 1st.. | 1888 | 6 J - J | $150,000 | July 1, 1913 |

Jan., '95, coupon unpaid. Trustee, Louisville Tr. Co., Louisville, Ky.

| | | | | |
|---|---|---|---|---|
| N. Alb'y Ry. M. $500,000 g... | 1893 | 5 g J - J | +50,000 | Jan. 1, 1913 |

In default. Trustee, Columbia Finance & Trust Co., Louisville, Ky.

Interest on receivers' certificates is paid at Union Nat. Bank, Louisville, Ky.

ROAD—Operates 7 miles of track and road.—V. 64, p. 800.

### HIGHLAND RAILROAD.—A trolley road.

ORGANIZATION—Incorporated in 1895. Succeeded on December 1, 1895, New Albany Highland RR., sold in foreclosure.

Stock $25,000. 1st mortgage, $75,000, incomes for 5 years, dated 1896, 5 per cent, J. & J., issued $56,000, due January 1, 1921.

ROAD—Two miles of track.

OFFICERS—President, Henry Terstegge; Vice-President, John H. Shrader, jr.; Secretary and Treasurer, Frank H. Gohmann.

## NEW BEDFORD, MASS.

POPULATION 1890 WAS 40,733; IN 1880 WAS 26,845; AND IN 1870 WAS 21,320.

### DARTMOUTH & WESTPORT STREET RY.—An electric road.

ORGANIZATION, ETC.—Stock, $150,000; 1st mort., $150,000, dated 1895, gold, c* ($1,000 each), 5s A-O, issued $90,000, due April 1, 1915. trustee, International Trust Co., Boston, where interest is payable. *Dividends:* In 1895, Oct., 5 p. c.; in 1896, Jan., April and July, 1½ p. c. each; Oct., 2 p. c.; total, 6½ p. c.; in 1897, Jan., 2 p. c.

ROAD—Connects cities of Fall River and New Bedford. Owns 9·7 miles of track and operates in all 13·7 miles of main track. For year ending Sept. 30, 1896, gross, $107,958; net, $20,986; other income, $3,184; interest, $4,512; taxes, etc., $3,531; dividends, $14,250; bal., sur. for year, $1,877. Total surplus Sept. 30, 1896, $15,299. In 1894-5, gross, $103,304; net, $13,181. President F. W. Brightman, Fall River, Mass.

### UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 18, 1887. 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, $450,000 (par $100) | ..... | Q-F | $350,000 | Feb., '97, 2% |
| 1st mortgage..... | ..... | 5 J-J | 100,000 | July 2, 1898 |
| Consol. M. for $500,000, g. s. f., not subj. to call | 1894 | 5 g J-J | 250,000 | Jan. 2, 1914 |
| | | Int. at Old Colony Trust Co., Boston, trustee. | | |
| Current liabilities Oct. '96 | ..... | ..... | 169,134 | ..... |

*Bonds*—Consols of 1894 for $100,000 are reserved for prior bonds.

New stock for $100,000 was authorized by Legislature in March, 1897, making total authorized $450,000.

*Dividends*—In 1892-93 7 per cent; in 1893-94 6 per cent; in 1894-95 4 per cent; in 1895-6, 8 p. c.; in Nov., '96, 2 p. c.; in '97, Feb., 2 p. c.

ROAD—On Sept. 30, 1896, owned 18·4 miles of trolley road (measured as single track), of which 2·1 miles is sidings, switches, etc.

LATEST EARNINGS—Jan. 1 to Mar. 31, 3 months, gross, $47,588 in 1897; $45,877 in 1896.

EARNINGS—For years ending Sept. 30. The gross earnings for 1896 below include $18,548, and in 1895 $13,305, from "tolls, rents, etc."

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns... | $224,144 | $195,069 | Dividends paid.. | $28,000 | $10,400 |
| Net..... | 86,496 | 69,366 | Bal., sur., for year | 27,960 | 26,702 |
| Int., taxes, etc. | 30,535 | 32,264 | Total sur. Sep. 30. | 77,436 | 69,911 |

OFFICERS—President, H. H. Crapo; Vice-President, F. S. Stevens; Secretary and Treasurer, Charles F. Shaw.—V. 63, p. 1061.

## 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 railway (trolley) business, being a consolidation of the New Britain Tramway and New Britain Electric-Light Co. Securities below include both railway and lighting plant. Population in 1895 estimated at 26,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock ($1,000,000) $25 | .. .. | ..... | ..... | $600,000 f. p. | ..... |
| 1st mortgage (Trustee, Old Col. Tr. Co., Bost.) | 13½ | 1893 | 5 J - D | 533,000 | Dec. 1, 1923 |
| | | Interest at New Britain National Bank. | | | |
| Bills payable Oct. 1, 1896.. | | ..... | ..... | $19,000 | ..... |

NOTE—All bond interest to June 1, 1896, was canceled.

ROAD—Oct. 1, 1896, owned road 13·65 miles in length, being 4½ miles in city streets and 4½ miles to Plainville; 4 miles to Berlin; switches, etc., ⅝ mile. Length of road paved 3¾ miles. The Newington Tramway is owned jointly with the Hartford Street Railway Rails 35, 40, 56 and 60 lbs. Cars, 12 closed and 20 open.

EARNINGS—For years ending Sept. 30.

| | From pass. | Sundries. | Elec. light. | Total gross. | Net. |
|---|---|---|---|---|---|
| 1895-96... | $84,412 | $1,677 | $56,726 | $142,815 | $46,343 |
| 1894-95... | 64,560 | 426 | 50,854 | 115,840 | 28,373 |
| 1893-94... | 51,019 | 1,010 | ..... | 52,029 | 13,842 |

From net in 1895-96 were paid taxes, $7,542; no interest on bonds paid. In 1894-95, taxes, $6,401; interest, $3,796.

OFFICERS—President, A. M. Young, Waterbury; Secretary, C. S. Landers; Treasurer, F. G. Platt, New Britain; General Manager and Purchasing Agent, E. S. Breed.—V. 62, p. 186.

## 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 New Brunswick City Railway. Capital stock authorized and issued, $500,000. On Dec. 31, 1896, no funded debt outstanding; other debts, $257,759. The mortgage of 1896 is for $500,000 of 5 p. c. gold $1,000 c* bonds due July 1, 1926; bonds cannot be called; interest J. & J. at office of trustee; outstanding (Feb., 1897), $76,000, Fidelity Title & Deposit Co. of Newark, trustee; miles of track, 7.

For year ending Dec. 31, 1896, gross, $38,513; net, $18,317.

DIRECTORS AND OFFICERS—President, Gottfried Krueger; Vice-President, John Radel; Sec'y and Treas., Edward H. Radel.—V. 62, p. 29.

### 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 proposed to build from New Brunswick to South Amboy, by way of South River and Sayresville, about 14 miles. In November, 1895, road from New Brunswick to Milltown was opened. Construction will continue to Bound Brook, Metuchen and South Amboy. The road in New Brunswick is in full operation.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | ..... | ..... | ..... | $100,000 | All paid in. |
| 1st mortgage..... | ..... | ..... | 6 A-O | 25,000 | 1896 |
| Oth. debt Jan. 1, '97.. | ..... | ..... | ..... | 197,159 | ..... |

EARNINGS—For year ending Dec. 31, 1896, gross, $23,745; deficit under operating expenses, $3,183. In 1895, on 7 miles, gross, $16,334.

ROAD—Operates 7 miles of track.

## NEW CASTLE, PA.

POPULATION 1890 WAS 11,600; IN 1880 was 8,418; AND IN 1870 WAS 6,164.

### NEW CASTLE TRACTION—A trolley road.

ORGANIZATION—Incorporated Jan. 12, 1897. Successor, it is supposed, to New Castle Electric Street Ry. sold in 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Dividends. |
|---|---|---|---|---|
| Stock, $500,000..... | ..... | ..... | (?) | ..... |

ROAD—Owns 2·1 miles of track in New Castle. Rails, 45½, 66-lb. girder.

EARNINGS—For year ending June 30, 1896, for old company gross earnings were $13,790; net, $743; In 1894-5, gross, $8,446.

DIRECTORS (Jan., 1897)—E. L. Allen, Allegheny; W. L. Mervin and H. W. Mitchell of Pittsburg.

## NEW HAVEN, CONN.

POPULATION 1890 WAS 85,981; IN 1880 WAS 62,882; AND IN 1870 WAS 50,840.

### FAIR HAVEN & WESTVILLE RAILROAD—A trolley road.

ORGANIZATION—Incorporated June 20, 1860. Stock for $200,000 was issued Jan. 2, 1895, to pay for putting in trolley. In January, 1897, issued $300,000 additional stock (making total outstanding $900,000) for purchase of the New Haven & Centerville, whose bonds were assumed.—V. 64, p. 134.

| STOCK— | Par. | Dividends. | Outstanding. | Last div. |
|---|---|---|---|---|
| Stock auth. ($1,500,000). | $25 | J-J | $900,000 | See text. |
| Twelve notes, $10,000... | .... | ..... | 120,000 | ..... |
| N. H. & Centerville 1st M., go., assum'd by F. H. & W. | 1893 | 5 g M-S | 365,000 | Sept. 1, 1933 |

*Dividends*—In year ending Sept. 30, 1896, paid two dividends of 4 per cent each.

ROAD—Owned Oct. 1, 1896, 19·7 miles of track and 9/10 miles of siding, Line extends from Fair Haven via Chapel St., New Haven, to Westville, with branches to steamboat wharf, out East Chapel Street, to railroad station, etc. Rails 50, 60, 70 lbs. steel T. New Haven & North Haven Street Railway 2·2 miles additional. The New Haven & Centreville 11¾ miles, was acquired in January, 1897. Total, 33·62 miles.

EARNINGS—The following earnings are for the Fair H. & Westville road only; for earnings of New H. & Centerville, acquired in January, 1897, see that company. For years ending Oct. 1 earnings., etc., were:

| Year to Oct. 1— | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross ..... | $275,632 | $241,726 | Net earnings... | $75,730 | $60,480 |
| Other..... | 5,391 | 5,932 | Taxes..... | 10,782 | 8,420 |
| | | | Dividends..... | 48,000 | 40,000 |
| Total earns. | $281,023 | $247,658 | Interest..... | 6,750 | 6,500 |

BALANCE SHEET—Fairhaven & Westville, Sept. 30, 1896:

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction Acct | $587,291 | Stock | $600,000 |
| Equipment " | 135,513 | Bills payable | 120,000 |
| Cash on hand | 3,701 | Profit and loss | 27,639 |
| N. H. & No. Haven St. Ry. | 21,133 | | |
| | $747,639 | | $747,639 |

OFFICERS—President, Henry S. Parmelee; Vice-President, Samuel Hemingway; Treasurer, Leverett Candee. Directors, H. S. Parmelee, John B. Carrington, Samuel Hemingway, E. Hayes Trowbridge, Geo. D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merwin, all of New Haven.—V. 64, p. 134.

## MANUFACTURER'S STREET RAILWAY.—

ORGANIZATION—Organized in May, 1896. Owns road 1½ miles in length, used for freight purposes, running from a freight depot to a manufacturing section, part of the way on private land and part on the streets. Power is obtained from Fair Haven line. Company owns one electric locomotive. Capital stock, $20,000; no bonds, President, George S. Bauman.

## 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. See V. 63, p. 229.

| STOCK.— | *Par.* | *Dividend.* | *Outstanding.* | *Last Div.* |
|---|---|---|---|---|
| Cap. st'k $5,000,000 authorized | $25 | text Q.-J. | $1,081,925 | Apl. 15,'97, 1% |

*Dividends* have been: In 1895, 4¼ p. c.: in 1896, 4¾ p. c.; in 1897, Jan., 1 p. c.; Apl., 1 p.c.

LATEST EARNINGS—For year ending Dec. 31, 1896, gross (of Winchester Ave. and Plymouth & Kingston), $277,928; in 1895, $262,417; in 1894, $237,190.

OFFICERS—Vice-President, A. R. Mitchell, Boston, Mass.; Treasurer. Israel A. Kelsey, West Haven, Conn.—V. 63, p. 229.

## NEW HAVEN STREET RAILWAY—A trolley road.

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.* | *Last dividend.* |
|---|---|---|---|---|
| Stock ($1,250,000) $100 | .... | See text. | $1,000,000 | July 18,'96, 2½% |
| 1st mort., gold ($600,000) | 1893 | 5 g. M-S | 600,000 | Sept. 1, 1913 |
| $500 and $1,000 | | Int. at trustee, Am. L. & Tr. Co., Boston. | | |
| 1st purch'e M. $250,000 g. c. | 1894 | 5 J-D | 250,000 | June 1, 1914 |
| $1,000 not subj. to call | | Int. at trustee, Am. L. & Tr. Co., Boston. | | |
| Whitney Av. RR. bonds, gu. | .... | ..... | 7,500 | ..... |

*Bonds*—The bonds of 1894 are limited to $250,000, and are secured 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.

DIVIDENDS—In fiscal year 1894-5 paid 2½ p. c.; in 1895-96, 2½ p. c.

EARNINGS—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns. | $219,490 | $187,631 | Taxes | $9,325 | $7,595 |
| Net earnings. | 89,696 | 75,100 | Dividend | 25,000 | 25,000 |
| Int. on bonds | 42,500 | 35,582 | Oper. surplus | 12,871 | 6,923 |

ROAD.—In Oct., 1896, was operating 28½ miles of track in the city of New Haven and suburbs; 2 miles were to be built in fall of 1896. Of the total trackage 2½ miles (Whitney Ave. Ry.) 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 adjacent bathing beach, Lake Whitney and Lake Saltonstall, the suburban villages of Morris Cove, Whitneyville, East Haven, Centreville and Westville.

OFFICERS—President, D. Correy; Vice-President, C. A. Warren Secretary, Treasurer and General Manager, G. A. W. Dodge.

DIRECTORS—T. S. Krutz, New York; T. M. Waller, New London Conn.; S Harrison Wagner, David Corey, W. J. Atwater, Eli Whitney. Jr., G. A. W. Dodge, J. J. Lawton, Charles Warren.

## NEW HAVEN & CENTREVILLE STREET RAILWAY.—A trolley road.

ORGANIZATION—Acquired in January, 1897, by the Fair Haven & Westville RR.—which see.

EARNINGS—For years ending August 31:

| *Year.* | *Gross.* | *Net.* | *Interest,* | *Taxes.* | *Bal., sur.* |
|---|---|---|---|---|---|
| 1895-96 | $58,138 | $23,508 | $18,250 | $3,223 | $2,035 |
| 1894-95 | 44,201 | 20,833 | 13,782 | 2,250 | 4,801 |

## WEST SHORE RAILWAY—A trolley road.

ORGANIZATION—Commenced operating July 1, 1894. In January, 1896, road was leased for 99 years to Winchester Avenue Railroad, interest and dividends at 5 per cent per annum being guaranteed.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock, $200,000 ($25) | .. | .. | ..... 5 | $80,000 f.p. | 5% div. guar. |
| 1st M., $30,000, gold, subject to call | 3·9 | 1894 | 5 J-J | 30,000 | July 1, 1914 |

Interest at Merchants' Nat. Bank, New Haven.

ROAD—Owns road 3·9 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. —V. 62, p 86.

## WINCHESTER AVENUE RAILROAD—A trolley road.

ORGANIZATION—The New Haven & West Haven RR. Co., has been absorbed by consolidation Control held by New England Street Railway. In January, 1896, leased West Shore Railway for 99 years, guaranteeing interest and 5 per cent dividends.

| STOCK & BONDS.— | *Par.* | *Interest.* | *Outstanding.* | *Last div. etc.* |
|---|---|---|---|---|
| Stock, $1,000,000 | $25 | ..... | $600,000 | Not reported. |
| 1st M. gold 1892, c* & r | | 5 g. M.-N. | 500,000 | Nov. 1, 1912 |
| Debentures, gold s. f., $3,500 yearly | 1894 | 6g. M-S | $94,000 | Mar. 1, 1909 |

*Interest* at 1st Nat. Bank, N. Y., and in Boston at Safe Deposit & Trust Co.

Subject to call at 102 after March 1, 1899.

Interest at Boston Safe Deposit & Trust Co.

STOCK—In May, 1897, the Legislature authorized an increase of capital stock from $600,000 to $1,000,000 and extension of the tracks.

*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.

ROAD—In October, 1896, was operating about 18 miles of track, of which 15 owned. Its lines extend to Union Depot, Savin Rock, City Point, Evergreen Cemetery out Congress Ave. to Boulevard; also Crosstown line to Read Street. Leases West Shore Ry.—which see.

ANNUAL REPORT—Fiscal year ends Sept. 30. In 1895-96 gross, $251,314; net, $98,896; taxes, $8,720; interest, $30,479; dividends, $69,600; deficit, $9,903. In 1894-95 gross, $232,246; net, $90,857.

GENERAL BALANCE SHEET SEPT. 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction | $609,221 | Stock | $600,000 |
| Equipment | 227,304 | Bonds | 594,000 |
| Stock rights, etc | 329,961 | Bills payable | 13,496 |
| Accounts receivable | 3,999 | Accounts payable | 4,743 |
| Cash | 35,900 | Interest accrued | 10,889 |
| Profit and loss | 16,743 | | |
| | $1,223,128 | | $1,223,128 |

OFFICERS—Vice-President, J. Graham; Secretary, Treasurer and General Manager, I. A. Kelsey.—V. 62, p. 86.

# 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 road.

ORGANIZATION—Incorporated in 1886, and has perpetual franchise.

| STOCK & BONDS— | *Miles.* | *Date.* | *Int.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|---|
| Stock ($500,000 auth.) $100 | .... | .... | J-J | $247,500 | Jan. 1,'97 (3½) |
| 1st M., $150,000, gold. | 7·18 | 1893 | 5 gA-O | 110,000 | Oct. 1, 1923 |

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, 2½ p. c.; in 1895, 6 p. c.; in 1896, 7 p. c.; in 1897, Jan., 3½ p.c.

ROAD—Owns 7·18 miles of road (single track) laid with 48-lb. T rails.

LATEST EARNINGS—4 months, Jan. 1 to April 30. 1897.....Gross, $11,016; net, $1,018. 1896.....Gross, 10,629; net, 1,149

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $52,661 | $51,134 | Dividends | 7% $12,800 | 6% $9,000 |
| Net earnings | 22,648 | 21,528 | Bal., sur | 3,598 | 4,878 |
| Interest paid | 5,500 | 5,500 | Tot sur. Sept. 30. | 27,052 | 23,454 |
| Taxes, etc | 750 | 2,150 | | | |

OFFICERS—President and Secretary, Walter Learned, New London Treasurer, Wm. A. Tucker, Boston, Mass.; Superintendent and Purchasing Agent, L. Bentley. V. 61, p. 611; V. 62, p. 684.

# NEW ORLEANS, LA.

POPULATION 1890 WAS 242,039; IN 1880 WAS 216,090; AND IN 1870 WAS 191,418.

## ALGIERS GOULDSBORO & GRETNA RAILWAY—An animal road.

ROAD—Said to operate 3·75 miles of track. Capital stock, $25,000; bonds, $25,000. President, Treasurer and Supt., A. M. Halliday.

## CANAL & CLAIBORNE RAILROAD—A trolley road.

ORGANIZATION—Organized in 1888. Franchise (extended in 1896) expires in 1962. Being equipped with electricity.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|
| Capital stock author'd, $240,000, par $40 | .... | See text. | $240,000 f.p. | July, 1895, 2½% |
| 1st mortgage, subject to call after 5 years. | 1892 | 6 M-N | 150,000 | 1912 |
| Consol. M., gold, $800,000 ($500 & $1,000) | 1896 | 6g. M-N | 650,000 | May 1, 1946 |

Interest at New Orleans office.

The consols were authorized for new construction, change of motive power, etc., and $150,000 are reserved to retire the old firsts of 1912.

*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—The authorized mileage is 60 miles, of which 14 miles were completed and 4 miles under construction in February, 1897.

OFFICERS—President, Jos. H. DeGrange; Sec. and Treas., B. J. DeGrange. Engineers, Ford, Bacon & Davis. 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 C. H. C. Brown.

## NEW ORLEANS TRACTION—(LIMITED.)

ORGANIZATION—Organized in Nov., 1892, to control street railways in 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.

| STOCK & BONDS— | Date. | Interest. | Authorized. | Maturity, etc. |
|---|---|---|---|---|
| Common stock | ..... | ..... | $5,000,000 | ..... |
| Preferred stock | ..... | .... | 2,500,000 | ..... |
| Collateral trust notes, $1,500,000, gold | 1894 | 6g. M-N | 1,500,000 | May 1, 1904 |
| | | Subject to call after 5 years. | | |
| Power-house mortgage | 1897 | 6 J-D | 150,000 | June 1, 1917 |

The collateral trust notes are secured by deposit of 11,171 shares (par $100) stock of the N. O. City & Lake, 16,247 shares (par $100) of the Crescent City and 3,333 shares of the La. Elec. Light Co. stock, and also $500,000 consolidated bonds of the latter company; 5,000 additional shares of N. O. City & Lake stock are to be deposited later.

On Nov. 30, 1896, the company reported outstanding loans and bills payable of $276,999 (having been reduced during 1896 from $1,853,402 by sale of Crescent City and N. O. City & Lake securities) and there were $284,000 Traction collateral trust notes in the treasury, which have since been sold.

LATEST EARNINGS—3 mos., Jan. 1 to March 31. 1897....Gross, $317,685; net, $111,366. 1896....Gross, 333,250; net, 151,378

ANNUAL REPORT—Fiscal year ends Nov. 30. Report for 1895-96 was in V. 64, p. 177. Earnings of all companies operated and controlled for year 1895-96 were: Gross, $1,334,276; net, $555,468; interest, sinking fund, taxes, etc., $428,973; balance, $126,495; dividend (to minority stockholders), $58,047; surplus to N. O. Traction, $68,448. In 1894-95, gross, $1,327,756; net, $575,598. In 1893-94, gross, $951,528; net, $331,020.

ROAD—In February, 1897, was operating 115 miles of track.

OFFICERS—President, R. M. Walmsley (Jan., 1897); Secretary and Treasurer, A. H. Ford, New Orleans. Directors: Albert Baldwin, R. M. Walmsley, Frank T. Howard, C. H. Hyams and J. C. Denis all of New Orleans; C. D. Wyman and G. W. Norton.—V. 63, p. 794; V. 64, p. 177.

## 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, all interest charges, etc.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Capital stock ($100) | ..... | 6 J-J 10 | $2,000,000 | Jan. 10, '97, 3% |
| 1st mortgage | 1883 | 6 M.-N. | 50,000 | 1897-99 |
| Consol. M. for $5,000,000, $500 &c. gold, c* | 1893 | 5 g. J.-J. | 3,000,000 | July 1, 1943 |
| | | *Interest* payable by J. & W. Seligman & Co., N.Y. | | |
| | | *Sub. to call* for s. f. on and aft. July 1, '98, at 110. | | |

*Consol M.* of 1893 is for $5,000,000 (trustee Fidelity Trust & Safety 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 50 miles of trolley road in New Orleans.

Earnings are included in New Orleans Traction statement above.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Capital stock ($100) | ..... | 8 J-J 10 | $2,000,000 | Jan. 10, '97, 4% |
| | | Paid at office, 620 Canal St., New Orleans. | | |
| New Orleans City RR. | 1879 | 6 J.-D. | 399,900 | Dec. 1, 1903 |
| N. Orleans City & Lake. 1st M. for $5,000,000 gold, $500 &c., c* | 1893 | 5 g. J.-J. | 2,599,500 | Jan 1, 1943 |
| | | *Sub. to call* for s. f. on and aft. July 1, '98, at 110. | | |
| | | *Interest* payable by J. & W. Seligman & Co., N.Y. | | |

*Mortgage of 1893* (trustee, Columbia Finance & Trust Co., Louisville, Ky.,) is for $5,000,000, of which sufficient is reserved to retire the 1st 6s of 1879, and balance unissued may be sold for extensions at $30,000 per mile of completed road. Sinking fund after July 1, 1898, is to be $30,000 yearly, the bonds being subject to call at 110.

ROAD.—Operates 59 miles of electric and 6 miles of steam road.

Earnings are included in New Orleans Traction statement above.

## NEW ORLEANS & CARROLLTON RAILROAD—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Capital stock, $100 | .... | text Q-J | $1,200,000 | Apl. 20, '97, 1½% |
| 1st mortgage | 1882 | 6 F-A | 250,000 | 1897, 1906, 1905 |
| | | Interest at Hibernia Nat. Bank, N. O. | | |
| 2d mortgage, gold | 1893 | 6 F-A | 350,000 | 1906, 1907 |
| | | Interest at Hibernia Nat. Bank, N. O. | | |

*Dividends* in 1894 and 1895 were at rate of 6 per cent per annum; in 1896, 6 p. c.; in 1897, January, 1½ p. c.; April, 1½ p. c.; paid at company's office.

ROAD—Operates 16½ miles of track on 8¼ miles of street.

EARNINGS—For fiscal year ending Dec. 31, 1896, gross, $431,414; net, $169,516; interest charges, $47,602; dividends, $72,000; bal., surplus for year, $49,914. In 1895, gross, $441,900, against gross, $535,169 in 1894.

OFFICERS—President, Jos. Lenes; Sec. and Treas., Walter V. Crouch.

## ORLEANS RAILROAD—A trolley road.

ORGANIZATION—Chartered July 1, 1887. In November, 1895, the work of equipping with trolley was completed.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div. etc. |
|---|---|---|---|---|
| Stock, $500,000, par $50 | .... | ..... | $185,000 | June, '94, 1½% |
| Bonds | .... | 6 M-N | 18,000 | Apr. 30, 1912 |
| | | $1,000 subject to call May 1 yearly at par. | | |
| Mort., $300,000, gold | 1895 | 6 J-J | 300,000 | 1912 |

It is said a new mortgage for $100,000 is to be issued for floating debt and improvements.

*Dividends*—June, 1894, 1½ per cent; December, 1894, none.

ROAD—Operates 9½ miles of road on 9½ miles of street.

OFFICERS—(May, '97,)—President, A. Brittin; Vice-President, E. Perrin; Secretary, P. Cougot.

## ST. CHARLES STREET—A trolley road.

ORGANIZATION—Organized in 1866. Franchise said to expire in 1906.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc |
|---|---|---|---|---|
| Capital stock, $50 | .... | text, Q-J | $1,000,000 | Apl. 14, '97, 1½ |
| 1st M. $15,000 pd. y'ly | 1881 | 6 J-D | 75,000 | June 1 '97-1901 |

*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, 1½ per cent; July, 2 p. c.; Oct., 2 p. c.; in 1895, Jan., 2 p.c.; in 1896, April, 1½ p. c.; July, 1½ p. c.; Oct., 1½ p. c. in 1897, Jan., 1½ p. c.; April, 1½ p. c.

ROAD—Said to operate 12 miles of track.

OFFICERS—President and Superintendent, Alden McLellan; Secretary and Treasurer, Nicholas 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 road.

ORGANIZATION—Chartered March 28, 1873. May 28, 1890, leased the Christopher & Tenth St. RR. at 8 p. c. on stock and interest on debt.

In May, 1897, control was obtained, it was stated, in the interest of the Metropolitan St. Ry. The Crosstown formerly had transfer arrangements with the Third Avenue RR.—V. 64, p. 1001.

| STOCK & BONDS.— | Par. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|
| Stock ($600,000) | 100 | 7 Q.-J. | $600,000 | See text. |
| 1st mortgage | 1,000 | 6 M.-N. | 250,000 | Nov., 1922 |

*Dividends.*—In fiscal year 1893-4 paid 7 p. c.; in 1894-5, 7 p. c.; in 1895-6, 8½ p. c.

| ROAD—*Owned in fee.* | Miles. | *Operated under lease.* | Miles. |
|---|---|---|---|
| 23d St. and East River to Hoboken Ferry | 2 | Christopher & 10th St. RR. | 3¾ |
| Second track | 2 | Second track | 3¾ |
| Sidings | ¼ | Total track | 11¾ |

LATEST EARNINGS—9 mos., July 1 to March 31. 1896-7..Gross, $421,935; net, $115,295. 1895-6..Gross, 411,066; net, 112,821

Surplus over charges, $41,192 in 1896-7; $39,339 in 1895-6.

ANNUAL REPORT—For years ending June 30:

| *Yr. to June* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $559,998 | $538,685 | Taxes and rentals | $88,366 | $89,164 |
| Net | 161,261 | 163,823 | Interest | 15,000 | 15,000 |
| Other income | 5,032 | 4,540 | Bal. for div's | 62,927 | 64,199 |
| | | | Dividends | 51,000 | 42,000 |

OFFICERS—Geo. S. Hart, President; M. J. Masson, Secretary. Office 170 Christopher St., N. Y. City. V. 63, p. 268, 879; V. 64, p. 286, 951, 1001.

## CENTRAL CROSSTOWN SYSTEM—CHRISTOPHER & TENTH STREETS RAILROAD—A horse road.

ORGANIZATION—Chartered April 25, 1873. Leased to Central Crosstown May 1, 1890, at 8 per cent on stock and interest on bonds.

| STOCK & BONDS— | Par. | Interest. | Outstand'g. | Last div., &c |
|---|---|---|---|---|
| Stock | 100 | 8 Q.-J. | $650,000 | Apr., '97, 2% |
| 1st mort. 5s, 6s, 7s | 1,000 | 5, etc., A.-O. | 180,000 | Oct., 1898 |
| Real estate M | .... | M.-N. | 30,000 | ..... |

| | | | |
|---|---|---|---|
| Christopher St. Ferry to 10th St. Ferry, East River | 2¼ | Second track | 3¾ |
| Chris. St. Fer. to 14th St. & 4th av. | 1¼ | Total owned | 7½ |

## DRY DOCK EAST BROADWAY & BATTERY RAILROAD—A horse road.

ORGANIZATION—Chartered Dec. 8, 1863.

| STOCK & BONDS— | Par. | Interest. | Outstand'g. | Last div., &c |
|---|---|---|---|---|
| Stock | 100 | 6 Q.-F. | $1,200,000 | Feb. 1, '97, 1½% |
| New mort., gold, 1892 | 1,000 | 5 g. J.-D. | 930,000 | Dec. 1, 1932 |
| Cert. of debt not sub. to c. | 100 | 5 F.-A. | 1,100,000 | Feb. 1914 |

| ROAD—(60-lb. rails). | Miles. | | Miles. |
|---|---|---|---|
| Main line | 10·4 | Sidings | 4·2 |
| Second track | 5·7 | Total owned | 20·3 |

DIVIDENDS—Since 1891, for fiscal year ending June 30: 1891-92, 5 per cent; 1892-93, 6 per cent; 1893-94, 2½ per cent; 1894-95, 4½ per cent; 1895, August, 1½ p. c.; Nov., 1½ p. c.; in 1896, 6 p. c.; in 1897, Feb., 1½ p. c.; in May none.—See V. 64, p. 843.

LATEST EARNINGS—For 6 months ending Dec. 31:

| *6 mos.* | *Gross.* | *Net.* | *Other inc.* | *Int. & taxes.* | *Bal., surp.* |
|---|---|---|---|---|---|
| 1896 | $357,456 | $99,599 | $5,306 | $68,307 | $36,598 |
| 1895 | 383,669 | 98,044 | 6,254 | 66,928 | 37,370 |

ANNUAL REPORT—Fiscal year ends June 30. Results for 1895-6, with balance sheet, were given in V. 63, p. 401, as follows:

| *Yr. end. J'ne* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $743,474 | $719,765 | Taxes, etc. | $33,634 | $37,039 |
| Net | 184,758 | 187,524 | Interest | 99,875 | 99,054 |
| Other income | 12,566 | 10,264 | Dividends | (6) 72,000 | (4½) 54,000 |
| Net income | $197,324 | $197,788 | Bal. for year | df. 8,185 | su. $7,695 |

OFFICERS (elected April, 1897,)—President, Gustav E. Kissell, N. Y.; Secretary, E. T. Landon; Treasurer, John Byrnes. Office, 605 Grand St.

INDEX—V. 62, p. 232. 988; V. 63, p. 401; V. 64, p. 843.

## FULTON, WALL & CORTLANDT ST. FERRIES RR.—

Projected from Fulton and from Wall St. ferries, East River, to Cortlandt and to Liberty St. ferries, North River, 2·7 miles. Stock, $700,000. First mortgage $500,000 5 p. c. bonds due Jan. 1, 1917. Trustee Central Trust Co., N. Y. Franchises for above lines are to be sold in foreclosure.—See V. 64, p. 952.

## 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 and embraced in May, 1897, 190 miles of lines, operated as follows: By cable (single track), 25·34 miles; by underground electricity, 6·66 miles, and by horses, 158 miles. Of this mileage, 49·83 miles, including the Broadway Railway and its extensions, are owned in fee by the Metropolitan Street Railway Co. (whose stock is all owned by the Traction Company) 24·12 miles are held under lease, with the additional security of two-thirds of the stock of the subordinate companies being owned by the Traction Company, and 91·60 miles are held under long leases, in no instance less than 99 years. V. 62, p. 278.

LIQUIDATION OF COMPANY—The directors on Nov. 17, 1896, voted to wind up the company's affairs, to give the stock of the Metropolitan Street Ry. [$30,000,000], which it holds in its treasury in exchange, share for share, for its own outstanding stock, but to May 25, 1897, no final action had been taken.

| STOCK— | Par. | Dividends. | Outstanding. | Last Divid'd. |
|---|---|---|---|---|
| Stock ($30,000,000). | $100 | Text Q.—J. | $28,366,600 | Apr.15,'97,1¼% |

| DIVIDENDS— Per cent. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. |
|---|---|---|---|---|---|---|---|
| | 4 | 3 | None | 5 | 5 | 5 | Below. |

In 1897, Jan., 1¼ p. c.; April, 1¼ p. c.

OFFICERS—President, H. H. Vreeland; Vice-President, P. A. B. Widener; Secretary, C. E. Warren; Treasurer, A. H. Paget. Directors—H. H. Vreeland, P. A. B. Widener, A. H. Paget, R. S. Hayes, W. L. Elkins, Thomas F. Ryan and Thomas Dolan. General office, 621 Broadway. INDEX—V. 64, p. 235, 330, 517, 843, 1001.

## 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 Avenue & Pavonia Ferry companies, and in November, 1895, with the Columbus & Ninth Avenue.

Leased the Eighth Avenue Railroad for 99 years from Jan. 1, 1896, at rental of $215,000 per annum, payable quarterly, the lessee guaranteeing to spend $1,000,000 within two years for improvements, change of motive power, etc.; betterments to revert to lessor at expiration of lease; lessee pays taxes.—V. 62, p. 40. Leased the City Line of the N. Y. & Harlem RR. Co. for 900 years from July 1, 1896, at a rental of $350,000 for first five years and $400,000 thereafter. The 34th Street line was opened Jan. 10, 1895. It is proposed to lease the Second Avene line—see V. 64, p. 235.

It is proposed to introduce the underground electric system on the Fourth, Sixth and Eighth Avenue lines.—See V. 63, p. 1063; V. 64, p. 330. Company's possession of Eighth Avenue line was confirmed in May, 1897 (V. 64, p. 1001).

Control of the Central Crosstown, it is said, was acquired in May, 1897, in interest of Metropolitan St. Ry.—see V. 64, p. 1001.

| STOCK & BONDS— | Par. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, auth. $30,000,000.. | 100 | ..... | $30,000,000 | ..... |
| Broadway Surface 1st M.. | 1,000 | 5 J. - J. | See text. | July, 1924 |
| 2d mortgage.. | 1,000 | 5 J. - J. | | July, 1905 |
| South Ferry RR. 1st M.... | 1,000 | 5 A. - O. | | Apr.1,1919 |
| Metropol. Crosst. 1st M. | 1,000 | 5 A. - O. | 600,000 | Apr., 1920 |
| | | Int. at N. Y. Security & Trust Co., N. Y. City. | | |
| 2d mortgage.. | 1,000 | May. | 300,000 | May, 1901 |
| Lex. Av.& P. Ferry 1st M., 1893, guar. p&i.....c*&r | 1,000,&c. | 5g M-S | 5,000,000 | Sep.1,1993 |
| | | Interest at Nat. Union Bank, New York. | | |
| Houst.West St.& P.F'y 1st M., ex. | 5 | J.-J. | 500,000 | 1904 |
| Columbus & 9th Ave. 1st mort., gold, c&r. | 1,000,&c. | 5 g. M-S | 3,000,000 | Sep. 1, 1993 |
| | | Trustee is Guaranty Trust Co., N. Y. City. | | |
| 34th St. Crosstown 1st M., guar. p. & i., dated 1896 | 1,000 | 5 A-O | 1,000,000 | Apr. 1, 1996 |
| | | Trustee, Central Trust Co., N. Y. | | |
| 28th & 29th St. Crosstown 1st M., guar. p. & i..... | 1896 | 5 A-O | 1,500,000 | Apr. 1, 1996 |

*Stock.*—In July, 1896, the authorized capital stock was increased from $16,500,000 to $30,000,000. V. 63, p. 76.

*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 Avenue & Pavonia Ferry 5s* and *Columbus & Ninth Avenue 5s* were fully described in the CHRONICLE, V. 60, p. 1146. Both loans were guaranteed and on legal merger of the companies were assumed by the Metropolitan Street Railway Co.

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

| ROAD— Lines owned. | Miles. |
|---|---|
| Gr. C'nt. St. to Chamb's St. F'y. | 3·36 |
| Gr. St. F'y to Chamb'rs St. F'y. | 2·07 |
| Vesey & Church St. to So. Fer. | 0·61 |
| B'way,15th St. to Bowl'g Gr'n. | 2·51 |
| Gr. St. Fer. to 14th St. Fer.N. R. | 3·28 |
| Lexington Avenue line ..... | 6·19 |
| Columbus & Ninth Avenue. | 3·26 |
| Lenox Avenue..... | 1·81 |
| Branches ..... | 1·95 |
| Second track..... | 24·79 |
| Total track owned..... | 49 83 |

| Lines Leased, &c. | Miles |
|---|---|
| Broadway & 7th Av..... | ¶16·44 |
| 23d St. and leased line..... | ¶17·84 |
| Ninth Avenue..... | ¶15·26 |
| Central Park N. & E. River. | ¶25·59 |
| 42d St. & Grand St. Ferry . | ¶ 8·66 |
| Sixth Avenue..... | ¶ 8·14 |
| 34th Street..... | ¶ 1·74 |
| Eighth Avenue..... | ¶ 20·00 |
| Fulton Street..... | ¶ 2·00 |
| N. Y. & H. RR. City Line... | 19·32 |
| 28th & 29th St. Crosstown. | ¶ 4·85 |
| Total leased..... | 139·84 |
| Total owned and leased .. | 189·67 |

¶ See this company.

NOTE.—The Broadway Surface line (15th St. to Bowling Green, 2·51 miles) has been consolidated into the Metropolitan Street Ry., but the conduit and cable 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.

LATEST EARNINGS—Earnings include all the lines operated by the Traction Co.; for 9 months ending March 31 they were:

| 9 months— | Gross. | Net. | Oth. inc. | Int.,taxes,etc. | Bal.,surp. |
|---|---|---|---|---|---|
| 1896-7 ... | $6,502,325 | $2,951,644 | $382,162 | $2,362,871 | $970,935 |
| 1895-6.... | 5,250,117 | 2,422,771 | 147,853 | 1,763,801 | 806,823 |

ANNUAL REPORT—Full statement of Metropolitan Traction Co. to Dec. 31, 1895, was in V. 62, p. 278. Results for year ending June 30, 1896, with balance sheet, were given in V. 63, p. 557:

| | 1895-96. $ | 1894-95. $ | | 1895-96. $ | 1894-95. $ |
|---|---|---|---|---|---|
| Gross earns.. | 7,298,262 | 5,484,323 | Taxes paid... | 417,930 | 320,850 |
| Net earnings. | 3,286,331 | 2,301,113 | Int. on b'ds.. | 320,000 | 70,000 |
| Oth. income. | 665,218 | 287,936 | Rentals ..... | 1,746,771 | 1,626,039 |
| | | | Dividends.... | 1,252,500 | 405,000 |
| Total inc... | 3,951,549 | 2,589,049 | Balance.... | sur.214,348 | sr.167,160 |

OFFICERS—President, H. H. Vreeland; Vice-President and General Manger, H. M. Littell; Secretary, C. E. Warren; Treasurer, H. S. Beattie; Purchasing Agent, A. C. Tully. Office, 621 Broadway, N. Y.

INDEX—V. 63, p. 76, 116, 557, 922; V. 64, p. 135, 330, 888, 953, 1001.

## METROPOLITAN TRACTION SYSTEM—

BLEECKER STREET & FULTON FERRY RAILROAD—A horse road.

ORGANIZATION—Chartered Dec. 12, 1864.

| STOCK & BONDS— | Par. | Interest. | Outstanding. | Maturity, etc. |
|---|---|---|---|---|
| Stock..... | 100 | 1½ J.-J. | $900,000 | Jan.,'97, ¾% |
| 1st mortgage..... | 1,000 | 7 J.-J. | 700,000 | Jan. 1, 1900 |

LEASE.—Leased to 23d st. Ry. Co. Jan. 10, 1876 for 99 years; lease assigned to Met. St. Ry.

RENTAL.—7 per cent on $700,000 bonds and 1½ per cent per annum on stock.

EARNINGS.—Not reported separately.

| ROAD.—Road extends from | Miles |
|---|---|
| 23d St., N. R., to Fulton Ferry. | 4½ |
| " " to Union Squ're. | 1¾ |
| Second track ..... | 6¼ |
| Total line..... | 12½ |

## 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 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.

| STOCK & BONDS— | Par. | Interest. | Outstandig. | Last div., &c. |
|---|---|---|---|---|
| Stock..... | 100 | 10 Q.—J. | $2,100,000 | Apr.,'97,2½% |
| 1st Mortgage..... | 1,000 | 5 J. - D. | 1,500,000 | June, 1904 |
| 2d Mortgage..... | 1,000 | 5 J. - J. | 500,000 | July, 1914 |
| B'way Surface 1st guar.. | 1,000 | 5 J. - J. | 1,125,000 | July, 1924 |
| do 2d M. int. as rent.. | 1,000 | 5 J. - J. | 1,000,000 | July, 1905 |
| So. Ferry 1st guar..... | 1,000 | 5 A. - O. | 350,000 | Apr. 1, 1919 |
| By.& 7th Av. Con. M. of '93 for $12,500,000.. | 1,000 | 5 g. J.-D. | 7,650,000 | Dec. 1, 1943 |
| | | Interest at Guaranty Trust Co. of New York. | | |

Of the *consol. mort.* of 1893, for $12,500,000, $4,850,000 is reserved 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 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, Guaranty Trust Co. of N. Y.

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 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, for unexpired term of charter and for any extensions of the same to Houston West St. & Pavonia Ferry, now Metropolitan St. Ry. Co.

RENTAL interest on bonds and 10 per cent on $2,100,000 stock.

| ROAD—Owns in fee. | Miles. |
|---|---|
| 59th St. & 7th Av. to Barclay St. and Broadway..... | 4·22 |
| 51st St. and 7th Ave. to Park Place and Broadway..... | 4·00 |
| Second track..... | 8·22 |

| Operates under contract. | Miles. |
|---|---|
| 15th St. down B'way to Bowling Green (B'dway Surface) | 2·51 |
| Vesey and Church St. to South Ferry..... | 0·61 |
| Second track..... | 3·12 |
| Total track operated..... | 22·68 |

INDEX—V. 58, p. 733. Office 761 Seventh Ave.

## METROPOLITAN TRACTION SYSTEM—

CENTRAL PARK NORTH & EAST RIVER RAILROAD.—A horse railroad.

ORGANIZATION—Chartered July 19, 1860. LEASE—Leased to Metropolitan Ry. Co. Oct. 14, 1892, for length of charter and renewals thereof at 8 per cent on stock till October 1, 1897, thereafter 9 per cent (V. 55, p. 894).

| STOCK & BONDS— | Par. | Interest. | Outstanding. | Last Div., etc. |
|---|---|---|---|---|
| Stock. (See rental below.).. | 100 | text Q.—J. | 1,800,000 | Apr.,'97,2% |
| 1st mortgage..... | 1,000 | 7 J.—D. | 1,200,000 | Dec., 1902 |

Coupons payable at Bank of New Amsterdam, New York City.

| ROAD— Lines Owned. | Miles. |
|---|---|
| 54th St. & 10th Ave. East and West to South Ferry.. | 9½ |
| Second track..... | 9½ |
| Weight of rail per yard..... | 60 lbs. |

| Lines Leased. | Miles. |
|---|---|
| Various portions of road.... | 3½ |
| Second track..... | 3½ |
| Total operated..... | 26 |

## METROPOLITAN TRACTION SYSTEM—

COLUMBUS & NINTH AVENUE RAILROAD—A cable road.

ORGANIZATION—In November, 1895, road was consolidated with Metropolitan Street Railway—which see.

ROAD—Cable track between 53d and 110th Streets.

## METROPOLITAN TRACTION SYSTEM—

EIGHTH AVENUE RAILROAD—A horse road.

ORGANIZATION—Chartered Jan. 10, 1855. Road is leased to Metropolitan Street Ry. for 99 years from Jan. 1, 1896, at rental of $215,000 per annum, which provides for interest on the scrip, 15 per cent dividends on stock and $5,000 additional. V. 62, p. 40. Change of motive power to underground electric traction system is under way. V. 64, p. 953.

| STOCK & BONDS.— | Par. | Interest. | Outstand'g | Last div..&c. |
|---|---|---|---|---|
| Stock..... | 100 | Quar. | $1,000,000 | See text. |
| Scrip..... | 100 | 6 F. & A. | 1,000,000 | Feb., 1914 |

| ROAD—*On 8th Ave.* | *Miles.* | | |
|---|---|---|---|
| Vesey St. to Harlem River | 10 | Second track | 10 |
| | | Weight of rail | 60 lbs. |

ANNUAL REPORT.—Report for the years ending June 30:

| | 1895. | 1894. | | 1895 | 1894. |
|---|---|---|---|---|---|
| Gross earn'gs. | $744,861 | $768,758 | Interest | $60,000 | $60,000 |
| Op. expenses | 571,811 | 554,565 | Taxes | 34,761 | 35,781 |
| Net earnings | 173,050 | 214,193 | Divid's..(12%) | 120,000(13) | 130,000 |
| Other income | 14,738 | 12,978 | Balance, sur. | df.26,973 | 1,390 |

INDEX—V. 59, p. 780; V. 61, p. 364, 871, 925, 967; V. 62, p. 40.

## METROPOLITAN TRACTION SYSTEM—FORTY-SECOND STREET & GRAND STREET FERRY—A horse railroad.

ORGANIZATION—Chartered February 16, 1863.

| STOCK & BONDS— | *Par.* | *Interest.* | *Outstanding.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock | 100 | 18 Q.—F. | $748,000 | May,'97, 4½% |
| 1st M. extended | 1,000 | 6 A.-O. | 236,000 | Jan. 1, 1909 |

LEASE.—Leased to Metropolitan Street Railway Co. from May 13, 1893, for duration of charter and renewals thereof at 18 per cent on stock, payable in lawful money.

| ROAD—Company owns | *Miles.* |
|---|---|
| 42d St., North River to Grand St. Ferry, East River | 4·33 |
| Second track | 4·33 |
| Total owned | 8·66 |
| Weight of rails | 60 lbs. |

## METROPOLITAN TRACTION SYSTEM—FULTON STREET RAILROAD—A horse road.

ORGANIZATION.—Chartered Oct. 29, 1895, to succeed to the property of the North & East River RR., sold in foreclosure Oct. 10. The stock is all owned by the Metropolitan Traction Co.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $500,000 | ..... |
| 1st M., g., ($1,000), guar. p. and i. Met. St. Ry. c* | 1895 | 4g. M-N | 500,000 | Nov. 1, 1995 |

Trustee, Guaranty Trust Co. of New York.

The first mortgage is for $500,000, and bonds are endorsed with a guarantee of principal and interest by the Metropolitan Street Ry.

ROAD—The road constructed consists of 2 miles of track extending from Fulton Ferry along Fulton Street to West Street to Cortlandt Street Ferry and to Barclay Street Ferry. INDEX.—V. 62, p. 277.

## METROPOLITAN TRACTION SYSTEM—NEW YORK & HARLEM RR.—A horse railroad.

ORGANIZATION—Chartered April 23, 1831. Owns also a steam road leased to N. Y. Central (see RRs.), its securities, which cover the horse roads as well as the steam line, being described under the title New York & Harlem among steam railroads in the INVESTORS' SUPPLEMENT.

The horse lines (19·32 miles of track) were leased to the Metropolitan Street Ry. for 999 years from July 1, 1896, for a rental of $350,000 per annum the first five years and $400,000 per annum thereafter.—V. 62, p. 1088. To be made underground trolley.

The following table and earnings apply only to the street roads.

| ROAD— | *Miles.* | | *Miles* |
|---|---|---|---|
| 4th Ave. line, Post Office to Mott Haven | 7·50 | Sidings | ·50 |
| Branches | 1·08 | Total track | 17·66 |
| Second track | 8·58 | Weight of rails (per yd.) | 60 to 75 lbs. |

ANNUAL REPORT—For years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $845,919 | $1,002,958 | Charges | $55,616 | $38,690 |
| Net | 264,381 | 283,113 | Dividends | 300,471 | 300,000 |
| Other inc. | 89,497 | 61,022 | Balance | def. 2,209 | sur. 5,445 |

OFFICERS—President, Cornelius Vanderbilt; Vice-President, Charles C. Clarke; Secretary and Treasurer, Edward V. W. Rossiter; Superintendent, Alfred Skitt.—V. 62, p. 949, 990, 1088.

## METROPOLITAN TRACTION SYSTEM—NINTH AVENUE RAILROAD—A horse railroad.

ORGANIZATION—Chartered July 29, 1859. The road is leased to the Metropolitan Street Railway Co. for 99 years from April 20, 1892. Rental—For first 5 years $48,000, which is equal to 6 per cent on capital stock ($800,000), and thereafter $64,000—8 per cent on same. Stock, $800,000; par $100; dividends, Q.—J. Road—Fulton Street to 125th Street, 8 miles; second track, 7·26 miles. Number of cars, 98.

## METROPOLITAN TRACTION SYSTEM—SIXTH AVENUE RAILROAD—A horse railroad.

ORGANIZATION—Chartered Sept. 6, 1851, and leased to the Metropolitan Street Railway Co. Feb. 1, 1892, for 800 years. Rental is now $145,000 per annum. (V. 61, p. 925.) On May 1, 1895, the depot property (real estate) was surrendered to the Sixth Avenue Co. Stock, $2,000,000; par, $100. In November, 1895, the company paid a dividend of 20 per cent, the extra amount having been made possible by large sales of real estate. Road owned—6th Avenue, 59th Street to Canal Street, 3·44 miles; second track, 3·44 miles; sidings, ·75 mile. Owned jointly with Eighth Avenue Co., Canal and Varick streets to Broadway and Vesey Street, 1·26 miles. Total track (rail 60 lbs.), 8·14 miles. Change of motive power to underground electric traction system is under way.—V. 64, p. 953.

## METROPOLITAN TRACTION SYSTEM—THIRTY-FOURTH STREET CROSSTOWN RY.—A horse road.

ORGANIZATION—Chartered March 18, 1896, being a consolidation of the Thirty Fourth Street RR. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue RR. Co. The stock of the Thirty-fourth Street Crosstown Ry. Co. is all owned by the Metropolitan Traction Co.

| STOCK AND BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock | ..... | ..... | $1,000,000 | ..... |
| 1st M. ($1,000), guar. p. and i. Met. St. Ry. | 1896 | 5 A-O | May, '97, none. | Apl. 1, 1996 |

Trustee, Central Trust Co., N. Y.

ROAD—The road constructed consists of 1·74 miles of track owned, extending from foot of East 34th Street to foot West 34th Street, with trackage to 42d Street Ferry, etc.—V. 60, p. 83; V. 62, p. 549.

## METROPOLITAN TRACTION SYSTEM.—TWENTY-EIGHTH AND TWENTY-NINTH STREETS CROSSTOWN RAILROAD—A horse road.

ORGANIZATION—Successor in 1896 to the 28th & 29th Streets Railroad, which was chartered in 1885, and road partially completed but never put in operation. The Metropolitan Traction purchased the property in September, 1896, and operates the road as part of its system.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $1,500,000 ($100) | ..... | ..... | $1,500,000 | ..... |
| 1st M., $1,500,000 ($1,000) gu. p. & i. Met. St. Ry., g. c* | 1896 | 5g. A-O | 1,500,000 | Oct. 1, 1996 |

Trustee, Central Trust, New York.

ROAD—Projected to extend across town on 28th and 29th streets, 5·93 miles of track. The route is from East 23d Street Ferry to W. 42d St. Ferry and from E. 34th St. Ferry to W. 23d St. and W. 14th Street ferries.—V. 62, p. 785; V. 63, p. 602, 661, 839.

## METROPOLITAN TRACTION SYSTEM—TWENTY-THIRD STREET RAILWAY—A horse railroad. The underground electric traction system is to be introduced.—V. 64, p. 953.

ORGANIZATION—Chartered Jan. 29, 1872. Leased to the Metropolitan Street Railway Co. for the unexpired term of the charter and for any extensions of the same. Rental is 18 per cent per annum on capital stock of $600,000.

| STOCK & BONDS.— | *Par.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock | 100 | 18 Q.-F. | $600,000 | May, 1897 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.* | *Lines leased.* | *Miles.* |
|---|---|---|---|
| 23d St. North to East River | 1·58 | Bleecker St. & Fulton Ferry RR. 23d St. to Fulton Ferry, etc. | 14⅛ |
| Branch to 34th St. Ferry | 0·20 | | |
| Second track | 1·92 | Total track operated | 17·84 |
| Weight of rails | 47 lbs. | Number of cars | 100 |

INDEX—V. 60, p. 562.

## NEW YORK ELMSFORD & WHITE PLAINS RAILWAY—A trolley road.

ORGANIZATION—Organized in January, 1894. In May, 1896, was operating a road extending from Elmsford station on the New York & Putnam Railroad to White Plains on the N. Y. & Harlem RR. and to Silver Lake, 5¼ miles of track. Is to construct extensions Elmsford to Tarrytown on Hudson (under construction in November, 1896), White Plains to Mamaroneck on Sound and to Oakland and Rye Beaches, making about 25 miles. Capital stock, $60,000; par, $25. First mortgage of 1895, due July 1, 1925, $60,000; interest 5 p. c., J&J, but it is stated the coupons have been removed from the bonds and will not be presented for payment.

OFFICERS—President, H. T. Montgomery; Vice-President, John Dufty; Secretary, R. E. Slade; Treasurer, J. H. Moran.

## NEW YORK WESTCHESTER & CONNECTICUT TRACTION—

ORGANIZATION, ETC.—Incorporated in New York February 12, 1895, with capital of $600,000. Its principal office will be in New Rochelle. (V. 60, p. 302.) The proposed termini are the intersection of the Boston Post Road and the Bronx River in Westchester County and the intersection of the Boston Post Road and the Byrum River in Westchester County at the eastern State line of this State, 16 miles of road.

Closely allied with the People's Traction Co., through which it expects to obtain an entrance into New York City.—V. 60, p. 302.

## PEOPLE'S TRACTION COMPANY—

ORGANIZATION—Incorporated Jan. 30, 1895, to build and operate a street railway to be 20½ miles long in the upper part of New York City and in the annexed district. Capital stock, $1,500,000.

Franchise for a line in the 23d and 24th wards, between the Harlem and Bronx rivers, first offered in October, 1895, was sold to People's Traction Co. Nov. 27, 1896, for gross earnings yearly. V. 63, p. 969.

It is over the Peoples' Traction line that the New York Westchester & Connecticut Traction expects to enter N. Y. City.

DIRECTORS—Directors are said to be: Franklin A. Wilcox, Edward H. Hobbs, John A. Bensel, Martin J. Keough, Daniel F. Calahan, Charles B. Hobbs, John Foley, Jr., Edward Hassett, J. Clarence Davies.—V. 60, p. 220; V. 62, p. 589, 989; V. 63, p. 969.

## SECOND AVENUE RAILROAD—A horse railroad.

ORGANIZATION.—Chartered Jan. 1, 1853. In January, 1897, control was acquired by William C. Whitney, Thomas F. Ryan and others interested in the Metropolitan Traction Co., and it is proposed to lease the Second Avenue to that company at a later date. V. 64, p. 235.

| SECURITIES.— | *Par.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock | 100 | Text Q.—J. | $1,862,000 | Jan., 1897, 1¼ % |
| 1st mortgage | 1,000 | 5 M. & N. | 1,600,000 | Nov., 1909 |
| Debentures | 1,000 | 5 J. & J. | 300,000 | Jan., 1909 |
| Mort. on real estate | .... | .. ..... | 60,000 | ..... |

DIVIDENDS—Since 1891 in fiscal years ending June 30: 1891-92, 4 p. c.; 1892-93, 4½ p. c.; 1893-94, 4¼ p. c.; 1894-95, 5 p. c.; 1895-96, 5 p. c.; in 1896-97, July, 1¼ p. c.; Oct., 1¼ p. c.; Jan., 1¼ p. c.; April, none. See statement in V. 64. p. 664.

| ROAD— | *Miles.* | | *Miles.* |
|---|---|---|---|
| 2d Av., Harlem Riv. to Peck Slip | 8 | Second track | 13½ |
| Branch to 92d St. Ferry | 2 | Sidings | 1 |
| Branch to 59th St. and 1st Av. | 3½ | Total track owned | 28 |
| | | Weight of rails, per yard | 60 lbs. |

LATEST EARNINGS—For 9 months ending March 31:

| *9 months.* | *Gross.* | *Net.* | *Oth. income.* | *Int., taxes, etc.* | *Bal., sur.* |
|---|---|---|---|---|---|
| 1896-7 | $525,936 | $59,798 | $2,421 | $88,713 | def. $26,494 |
| 1895-6 | 669,742 | 155,927 | 1,875 | 99,034 | sur. 58,768 |

Loans and bills payable March 31, 1897, $185,000.

ANNUAL REPORT—Statement for year ending Dec. 31, 1896, shows earnings as follows. It is stated that "an apparent balance to the credit of the income account was created by omitting from the accounts items of expense, and in this a floating debt of $148,214 was created. No taxes and assessments upon the property of the company had been paid for the last two years." For 1896 gross, $788,824; oper. expenses, int., taxes, etc., $818,866; balance, deficit, $30,042; dividends paid, $83,790; total deficit for year, $113,832. In 1895 gross, $942,700; net, $62,104; dividends, $93,100; balance, def., for year, $30,996. For years ending June 30:

| *Yr. to June* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns.. | $893,189 | $954,963 | Int. on bonds.. | $98,001 | $97,902 |
| Net..... | 211,685 | 218,204 | Taxes, etc..... | 22,990 | 29,681 |
| Other income | 2,500 | 2,500 | Bal. for. divs... | 93,194 | 93,121 |
| | | | Dividends... | (5%)93,100 | (5)93,100 |
| Tot. income | $214,185 | $220,704 | | | |

OFFICERS—President (elected May, 1897), Pierre Jay.

INDEX—V. 63, p. **268**, 881; V. 64, p. 235, 472, 664, 955.

## THIRD AVENUE RAILROAD—A cable railroad.

ORGANIZATION.—Chartered Oct. 8, 1853. A cable road since Dec. 5, 1893. In November, 1895, company obtained the franchise for the King's Bridge Road extension, from 162d Street along King's Bridge Road across proposed bridge over ship canal across Spuyten Duyvil Creek to Broadway, and branches on St. Nicholas Avenue, Riverdale Avenue and 11th Avenue; the trolley may be used on this extension. (V. 63, p. 602). Also purchased control of the 42d Street Manhattanville & St. Nicholas Ave. line. See V. 61, p. 872, 926.

| STOCK & BONDS. | *Par.* | *Interest.* | *Outstanding.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock (see text) | 100 | Q.—F. | $10,000,000 | May 28,'97,2% |
| 1st mortage, gold. | 1,000 | 5 g. J. & J. | 5,000,000 | July 1, 1937 |

STOCK—Stock was increased from $7,000,000 to $9,000,000 in Jan., 1895. Proceeds for floating debt and cable construction and equipment, the last $400,000 being issued in November, 1895. On August 19, 1896, was authorized the issue of $3,000,000 additional stock (making total $12,000,000), of which $2,000,000 to pay the debt incurred in the purchase and improvement of the Forty-second Street Manhattanville & St. Nicholas Avenue Railway and the other million for improvement and extension of the Kingsbridge Road, about 11 miles.

| ROAD—*Owned.* | *Miles.* | | *Miles.* |
|---|---|---|---|
| City Hall via 3d av. to 130th st. | 8¼ | Sidings | ⅜ |
| North River to 125th st., E.R. | 2½ | Total track owned | 28⅜ |
| 10th Av., 125th to 186th sts.. | 3¼ | Weight of rails | 60 lbs. |
| Second track | 14 | | |

DIVIDENDS—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, May, 4 p. c.; in August, 2½ p. c.; Nov., 2½ p. c.; in 1896, Feb., 2½ p. c.; May, 2½ p. c.; Aug., 2½ p. c.; Nov., 2¼ p. c.; in 1897, Feb., 2¼ p. c., May 2 p. c. See V. 64, p. 955.

FINANCES.—To pay for cable, &c., the stock was raised in 1891 from $2,000,000 to $3,000,000, in 1892 to $5,000,000 and in 1893 to $7,000,000, and in December, 1894, to $9,000,000. Loans and bills payable March 31, 1897, $1,275,000.

LATEST EARNINGS—July 1 to March 31, nine months:

| 9 *mos.* | *Gross.* | *Net.* | *Oth. inc.* | *Int.,taxes,&c.* | *Bal., sur.* |
|---|---|---|---|---|---|
| 1896-7.... | $1,901,097 | $781,550 | $43,698 | $270,422 | $554,826 |
| 1895-6.... | 1.926,689 | 839,241 | 33,580 | 246,873 | 625,948 |

ANNUAL REPORT.—Earnings have been as follows, horses being used on the line till December 5, 1893. Annual report for year ending Oct. 31, 1896, was in V. 63, p. 877, showing results as follows:

| *Years ending Oct.* 31— | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross earnings | $2,616,161 | $2,583,011 | $2,007,804 |
| Net earnings | 1,202,744 | 1,054,542 | 936,839 |
| Other income | 66,953 | 67,052 | 26,633 |
| Total income | $1,269,697 | $1,121,594 | $963,472 |
| Taxes and interest | 367,463 | 330,590 | 328,467 |
| Dividends | 890,000 | 559,000 | 560,000 |
| Balance, surplus | $12,234 | $232,004 | $75,005 |

BALANCE SHEET MARCH 31, 1897.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Road and equipment.. | $14,065,295 | Capital stock paid in.. | $10,000,000 |
| Stocks and b'ds other companies | 1,507,275 | Funded debt | 5,000,000 |
| Other permanent investments | 760,590 | Loans | 1,275,000 |
| Accrued interest | 62,500 | Bonds and mortgages. | 106,000 |
| Cash on hand | 108,664 | Int. due and accrued.. | 62,500 |
| | | Wages and supplies... | 33,795 |
| | | Profit & loss surplus.. | 27,029 |
| Total | $16,504,324 | Total | $16,504,324 |

OFFICERS.—President, A. J. Elias; Secretary, Alfred Lazarus. Office, 65th Street and Third Avenue.

INDEX—V. 63, p. 155, 190, 401, 459, 561, 602, 795, **877**; V. 64, p. 235, 331, 844.

## THIRD AVENUE SYSTEM—FORTY-SECOND ST. MANHATTANVILLE & ST. NICHOLAS AVE. RY.—A horse road.

ORGANIZATION—Chartered Aug. 29, 1878. In November, 1895, control was purchased by the Third Avenue RR. See V. 61, p. 926.

| STOCK & BONDS.— | *Par.* | *Interest.* | *Outstand'g* | *Last div., &c.* |
|---|---|---|---|---|
| Stock | 100 | .. ..... | $2,500,000 | ..... |
| 1st mortgage | 1,000 | 6 M-S | 1,200,000 | Mch., 1910 |
| | | *Interest* at Union Trust, N. Y. City. | | |
| 2d mort. income 6s.... | 1,000 | 6% as earned. | 1,500,000 | Jan., 1915 |
| Real estate mortgage. | .... | 5% ..... | 100,000 | ..... |
| Bills payable June 30, 1896 | | .. ..... | 65,000 | ..... |
| Open accounts, net do | | .. .. ..... | 62,858 | ..... |

| ROAD— | *Miles.* | | *Miles.* |
|---|---|---|---|
| 42d St. No. River to E. River. | 1·97 | Branches | ·41 |
| 59th St. via 10th Ave. to Manhat. St. | 3·29 | Second track | 12·45 |
| 42d St. via 7th Ave., etc., to Boulevard, etc. | 4·02 | Total owned | 24·90 |
| N.Riv., Manhattan St., St. Nich. Ave., 110th St. to East Riv.. | 2·76 | Weight of rail | 47 to 60 lbs. |

LATEST EARNINGS—From July 1 to Dec. 31, 6 months:

| 6 *m. to Dec.*31. | *Gross.* | *Net.* | *Oth. inc.* | *Int., taxes, etc.* | *Balance.* |
|---|---|---|---|---|---|
| 1896 .... | $358,544 | $62,397 | $3,100 | $58,950 | sur.$6,547 |
| 1895 ..... | 315,627 | 41,888 | 2,000 | 58,950 | def.15,062 |

ANNUAL REPORT—

| *Yr. end. June* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings. | $667,584 | $636,218 | Int. on bonds.. | $72,000 | $72,000 |
| Net | 122,368 | 115,719 | Other int. and miscellan'ous | 14,800 | 14,829 |
| Other income... | 4,026 | 4,000 | Bal. for year. | sur.3,594 | def.3,110 |
| Taxes | 126,394 | 36,000 | | | |

INDEX—V. 63, p. 838; V. 64, p. 330.

## UNION RAILWAY OF NEW YORK—A trolley road.

ORGANIZATION—Formed in 1892. In August, 1896, was operating the following lines: From 129th St., via 3d Ave., to Bedford Park. From 129th St., via 3d and Boston Aves., to West Farms. From 8th Ave., via 135th St., Madison ave. and 138th St., to Port Morris. From 129th St., via 133 St., Willis and Melrose aves. to 161st St., and 161st St. and Sedgwick Ave. to Highbridge. Westchester Ave., from 3d Ave. to Southern Boulevard, 161st St., from 3d Ave. to Melrose Ave. The Westchester Electric RR. extends the system to Mt. Vernon and New Rochelle, owning all the lines in those places. Southern Boulevard Railway stock is $250,000; Westchester Electric stock, $500,000 —V. 63, p. 795.

| STOCK & BONDS.— | *Par.* | *Interest.* | *Outstand'g.* | *Last div., &c* |
|---|---|---|---|---|
| Stock | 100 | .. ..... | $2,000,000 | ..... |
| 1st mort, 1892, gold. | 1,000 | 5 g. F.-A. | 2,000,000 | Aug. 1, 1942 |
| | | Int. is payable at Central Trust Co., N. Y. City. | | |
| *Guaranteed Loans—* | | | | |
| Westch. 1st M., gu., p. & i.. | 1,000 | 5 g. J.-J. | 500,000 | 1943 |
| So. Boule. RR. 1st, gold M., '95, $250,000 gu. | ..... | 5 g. J.-J. | 250,000 | July 1, 1945 |

| ROAD—Aug., 1896— | *Miles.* | | *Miles.* |
|---|---|---|---|
| Main line (single track) | 5·36 | Weight of rail per yard | 70 to 72 lbs. |
| Branches (single track) | 10·84 | Westchester Electric | 16·54 |
| Second track | 5·36 | Southern Boulevard | 8 |
| Total of all track owned | 21·56 | | |

LATEST EARNINGS—For 9 months ending March 31:

| 9 *months—* | *Gross.* | *Net.* | *Oth. inc.* | *Int., tax., etc.* | *Bal. sur.* |
|---|---|---|---|---|---|
| 1896-7 | $393,613 | $157,968 | $582 | $100,820 | $57,730 |
| 1895-6 | 349,740 | 118,627 | 1,167 | 93,676 | 26,118 |

Loans and bills payable March 31, 1897, $181,433.

ANNUAL REPORT—For year ending June 30, 1896, was in V.63, p. 267.

| *Yr. end. J'ne* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings. | $489,668 | $445,877 | Total net inc... | $184,886 | $194,292 |
| Net | 183,386 | 193,292 | Int., taxes, etc. | 125,060 | 131,166 |
| Other income... | 1,500 | 1,000 | Balance, surp.. | 59,826 | 63,126 |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Cost of road and equip.. | $4,428,829 | Capital stock | $2,000,000 |
| Accrued interest, etc... | 1,566 | Funded debt | 2,000,000 |
| Supplies on hand | 41,003 | Loans and bills payable | 155,000 |
| Open accounts | 62,981 | Int. due and accrued... | 16,666 |
| Cash on hand | 17,018 | Due for wages, etc. | 85,757 |
| | | Profit and loss | 293,974 |
| Total | $4,551,397 | Total | $4,551,397 |

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. McNamara, Anthony N. Brady and Robert C. Pruyn, of Albany, and William Shaw, of Troy.

INDEX—V. 63, p. **267**, 795; V. 64, p. 182.

# NEWARK, N. J.

POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508; AND IN 1870 WAS 105,059.

## CONSOLIDATED TRACTION OF NEW JERSEY—

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, Bloomfield, etc.

In December, 1896, negotiations were pending for an agreement with the Passaic & Newark Electric Traction.

| STOCK & BONDS Jan. 1, '96. | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, all paid in | .... | ..... | $15,000,000 | ..... |
| Underlying bonds—see below | | ..... | 6,258,000 | ..... |
| 1st mortgage, gold | 1893 | 5 g J-D | 14,545,000 | June 1, 1933 |
| $15,000,000 ($1,000) | | *Interest* at Manhattan Tr. Co., N. Y., trustee. | | |
| Other debts Jan. 1, 1897. | .... | ..... | $853,688 | ..... |
| Cost of road and equipment to Jan. 1, 1897 | | | | $35,482,648 |

*Underlying Bonds.*

| | |
|---|---|
| Newark Passenger Railway 5s, guar. p. & i. | $4,400,000 |
| Orange & Newark Railway; Newark & Bloomfield Railway; Belleville & Newark Railway; Newark & Irvington Railway; Essex Passenger Railway — See Newark Pass. Ry. | $1,600,000 |
| Jersey City & Bergen Railroad | $258,000 |

The gold bonds of 1893 are free from tax and secured not only by mortgage, but also by deposit of $1,000,000 stock of J. C. & Bergen RR., $161,625 stock of Newark Plank Road Co., $6,000,000 stock Newark Passenger Ry., and $99,100 stock of Jersey City Harrison & Kearney Railway Co. Bonds for $7,000,000 were retained by 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 to acquire stock or property of other corporations owning or operating street railways, provided the consent of the trustee is obtained. Shares, loans or other properties so acquired are to be deposited with trustee as further security for this obligation of the company.

ROAD.—In January, 1897, the Consolidated Traction Company was said to have in operation 175 miles of track, including:

| *Roads Absorbed—* | *Roads Operated since Apr.* 20, '94. |
|---|---|
| N. J. Traction Co ....Stock owned. | N. Y. & Newark Line, connecting Newark and Jersey City over Plank Road. |
| Newark Pass'ger Ry. Stock owned. | |
| Rapid Transit St. Ry. Leased. | |
| J. C. & Bergen RR...Stock owned. | |
| J. C. Har. & K. RR...Stock owned. | Total miles of track in oper'n, 175 |
| Newark Plank Road. Stock owned. | |

The stock, debts and mileage of the leased and controlled lines Jan. 1, 1897, were as follows:

| | *Miles.* | *Stock.* | *Debts.* |
|---|---|---|---|
| New Jersey Traction Co | None | $500,000 | ..... |
| Newark Passenger Ry | 83 | 6,000,000 | $5,850,000 |
| Rapid Transit Street Ry | 12 | 504,000 | 500,000 |
| Jersey City & Bergen RR | 41½ | 1,000,000 | 258,000 |
| Jersey City Har. & K. Ry | 10 | 100,000 | ..... |
| Newark Plank Road | 4⅘ | 162,000 | 90,934 |

EARNINGS—For the year ending Dec. 31:

| | 1896. | 1895. | 1894. |
|---|---|---|---|
| From passengers | $2,779,264 | $2,487,104 | $2,086,891 |
| Other income | 21,318 | 20,452 | 13,854 |
| Total | $2,800,582 | $2,507,556 | $2,100,745 |
| Operating expenses | 1,468,440 | 1,557,430 | 1,396,765 |
| Balance | $1,332,142 | $950,126 | $703,980 |

In 1896 there were 407 cars in operation, and car mileage was 12,375,008 miles.—V. 64, p. 610.

OFFICERS.—(Elected March, 1897)—President, E. F. C. Young; 1st Vice-President, E. B. Gaddis; 2d Vice-President, David Young; Secretary, T. J. George; Treasurer, E. N. Hill; Purchasing Agent, G. Campbell.—V. 59, p. 920, 969; V. 64, p. 610.

## CONSOLIDATED TRACTION SYSTEM—JERSEY CITY & BERGEN RAILROAD—

ROAD—Owns line 8¼ miles, from Jersey City to Bergen Point, etc.; total track, 41½ miles. Controlled by Consolidated Traction Co., all the stock being deposited as part security for the Traction Co. 1st M.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $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, 1897, $1,442,298.

## 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.

LEASE AND RENTAL—Rental under the lease, $105,000 yearly.

| STOCK & BONDS— | Par. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | $100 | Text. | $6,000,000 | ..... |
| New & Bim. St. Ry. 1st | $500 | 6 F-A | 100,000 | Feb. 1, 1901 |
| Orange & Newark 1st M. | $1,000 | 6 A-O; Int. at Manhattan Tr. Co., N. Y. City. | 496,500 | Apr. 1, 1905 |
| Belle. & Newark 1st M. | $1,000 | 7 J-D | 200,000 | June 1, 1900 |
| Newark & Irvington 1st | 1,000 | 6 J-D | 50,000 | June 1, 1900 |
| Essex Pass. cons. M. $500 & $1,000 | .... | 6 M-N | 753,500 | Nov. 1, 1905 |
| Newark Passenger cons. 1890, $6,000,000 g..c* | 1,000 | 5 g. J-J; Trustee Solicitors Loan & Trust Co., Phila. | 4,250,000 | July 1, 1930 |

The $6,000,000 stock is all deposited as security for the Consolidated Traction Co. first mortgage.

*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,

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

Jan. 1, 1897, total funded debt was $5,850,000 (no other debts reported) and total cost of road and equipment was $11,850,000.

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

ROAD—January 1, 1897, 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 TRACTION SYSTEM—NEW JERSEY TRACTION COMPANY.

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.

Stock, $500,000; no funded or other debt Jan. 1, 1897. *Dividends* in 1893 aggregated 10 per cent.

## CONSOLIDATED TRACTION SYSTEM—NEWARK PLANK ROAD CO.

ORGANIZATION—Controlled by Consolidated Traction Co.

| STOCK, ETC.— | Outstanding. | Paid in. | |
|---|---|---|---|
| Stock (Jan. 1, 1896) | $162,000 | $162,000 | ..... |
| Unfunded debt Jan. 1, 1897 | 90,934 | ..... | ..... |

Of the stock $161,625 is deposited as security for the Consolidated Traction Co. first mortgage.

ROAD—Jan. 1, 1896, there were 4⅘ miles of track.

## CONSOLIDATED TRACTION SYSTEM—RAPID TRANSIT STREET RAILWAY.

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 11¾ per cent on stock, besides interest, taxes, etc.

| STOCK, BONDS, ETC.—Par. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|
| Stock, trustees' certs. | 11¾ J-D 30 | $504,000 | See text. |
| 1st M. $500,000, g..c* (1,000) | 5 g A-O; Subject to call at 110 & int. any time after April 1, 1901. Interest at office of Fidelity Trust & Deposit Co., trustee, Newark, N. J. | 500,000 | Apr. 1, 1911 |

Total cost of road and equipment to Jan. 1, 1897, $1,004,000.

*Dividends* of 11¾ per cent yearly are guaranteed by the Newark Passenger and New Jersey Traction companies upon the trustees' certificates issued for stock. Miles of track 12·07.

## NEWARK & SOUTH ORANGE RAILWAY—

ORGANIZATION—Successor to Newark & South Orange Horse Car RR. Incorporated April 6, 1865.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|---|
| Stock (all paid in) | .... | ..... | ..... | $1,500,000 | See text. |
| 1st M. $1,500,000 | 18 | 1892 | 4-5 A-O 30 | 1,000,000 | Apr. 30, 1912 |
| $1,000 | 18 | 1892 | 5 A-O 30 | 500,000 | Apr. 30, 1912 |
| | | Subject to call at par on 30 days' notice. | | | |
| Imp't M., $500,000. | .... | 1895 | 5 A-O 30 | 193,000 | Apr. 30, 1912 |
| | | Subject to call at par on 30 days' notice. | | | |

Cost of road and equipment to Jan. 1, 1897, $3,200,305.

*Interest* at Fidelity Title & 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; in 1895, 2½ p. c.

ROAD—On Jan. 1, 1897, operated 18 miles of track.

EARNINGS—For year ending Dec. 31:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| From pass'gers | $289,705 | $271,487 | Op.exp.&rep'rs | $188,989 | $165,963 |
| Other income | 1,810 | 1,076 | Dividends | 30,000 | 37,500 |

OFFICERS—Secretary and Treasurer, William Scheerer.

## UNION TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated Nov. 2, 1894. The main route is from Hackensack along the ridge bewteen the Hackensack and Passaic rivers, through the towns of Hasbrouck Heights, Woodridge, Carlstadt, East Rutherford, Rutherford, Lyndhurst, Kingsland, to Arlington on the east side and to Belleville on the west side of the Passaic River, 30 miles of track. In May, 1897, began operating 7 miles of track. Rails, 70 lb. steel.

| STOCK & BONDS— | Miles mort'd. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock ($1,500,000 au.) ($100) | ..... | ..... | ..... | $485,000 | ..... |
| 1st mortgage ($1,000,000) ($1,000 and $100) g. | (!) | 1894 | 5g. J-D; Int'st at Met. Tr. Co., trustee, N. Y. City. | 290,000 | Nov.26,'24 |

Of the above $290,000 bonds outstanding, $80,000 were out only as collateral.

OFFICERS—President, H. C. Adams, 37 Cortlandt St., N. Y.; Vice-President, D. A. Pell; Secretary, Frank Bourne; Treasurer, H. H. Copeland. Local offices at Rutherford, N. J.—V. 59, p. 1059; V. 63, p. 516.

# NEWARK, OHIO.

POPULATION 1890 WAS 14,270; IN 1880 WAS 9,600; AND IN 1870 WAS 6,698.

## NEWARK & 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. James F. Lingafelter was appointed receiver in May, 1896. Trustee of first mortgage has filed suit for appointment of new receiver and to hasten foreclosure.—V 64, p. 755.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $100,000, par $50. | .... | ..... | ..... | $73,000 | ..... |
| 1st Mort. $120,000, gold, $1,000 | .... | 1892 | 6 g M-N; Equitable Trust Co., Trustee, Chigago. | 120,000 | May, 1912 |
| 2d Mort. $30,000, $5,000. | .... | 1892 | 6 A-O | 30,000 | 1898 |

Sinking fund is provided for redemption of $5,000 bonds yearly until second mortgage is wiped out and then of first mortgage.

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 | 1893. |
|---|---|---|---|---|---|
| Gross earnings | $28,022 | $30,967 | Interest | $10,153 | $9,000 |
| Net earnings | 9,266 | 11,968 | Other charges | 780 | 594 |
| | | | Balance | ..... | 2,373 |

OFFICERS—President, R. Scheidler; Vice-President, J. A. Flory; Treasurer and Secretary, W. C. Christian.—V. 63, p. 652; V. 64, p. 755.

# 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 February, 1894, to the Newburg Street Ry. Leased Newburg & Orange Lake in 1894 for 50 years.

| STOCK & BONDS | Date. | Interest. | Outst'd'ng. | Last div., etc. |
|---|---|---|---|---|
| Stock $150,000, par $100 | ..... | ..... | $150,000 | ..... |
| 1st M. ($250,000) g., ($500) Not subject to call | 1894 | 6g. M-N; Int. at Knick. Tr. Co., trustee, N. Y. City. | 250,000 | May 1, 1944 |
| *Contingent Liabilities—* | | | | |
| Walden & O. L. 1st Mort. g. guar. p. & i. | 1895 | 6g. J-D; Int. at Hamilton Tr., Brooklyn, trustee. | 100,000 | June1, 1945 |
| Newb. & Orange Lake 1st M., g., $500, int. only guar. c* | 1894 | 6g. J-J; Int. at Knick. Tr. Co., Trustee, N. Y. City. | 75,000 | July 1, 1944 |

ROAD—Owns 10·81 miles of track (including Walden & Orange Lake 5·29 miles) and leases 5·40 miles (Newburg & O. L.); total operated, 16·21 miles.

LATEST EARNINGS—9 *months, July 1 to Mar.* 31. 1896-7. Gross, $63,016; net, $26,351. 1895-6. Gross, 72,956; net, 26,989

YEARLY EARNINGS—For the years ending June 30:

| | Gross. | Net. | Oth. Inc. | Int., tax, &c. | Bal., sur. |
|---|---|---|---|---|---|
| 1895-6 | $94,592 | $36,570 | $615 | $32,536 | $4,649 |
| 1894-5 | 69,086 | 32,770 | .... | 24,698 | 8,072 |

President, Benjamin Norton, 100 Broadway, N. Y. V. 62, p. 414.

# NEWBURYPORT, MASS.

POPULATION 1890 WAS 13,947; IN 1880 WAS 13,538; AND IN 1870 WAS 12,595.

## NEWBURYPORT & AMESBURY RAILROAD.—A trolley road.

ORGANIZATION—Incorporated May 23, 1871.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Capital stock ($100) | .... | ..... | $80,000 | ..... |
| 1st mortgage, gold | .... | 5 g. M-S | 350,000 | Mar. 1, 1912 |
| Loans & bills payable Oct. 1, '96 | ..... | ..... | 113,011 | ..... |

*Interest* payable in Boston at International Trust Co., trustee.

ROAD—Owns 18 miles of main track and 1·73 miles sidings, etc., in the city of Newburyport and the towns of Amesbury, Merrimac and Newbury. Rails 35 and 40 pounds.

EARNINGS—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $67,614 | $68,426 | Int., taxes, etc. | 25,577 | 24,007 |
| Net | 26,446 | 25,380 | Bal. for year | sur.869 | sur.1,373 |
| | | | Tot. sur. Sept. 30 | 10,124 | 9,256 |

GENERAL BALANCE STREET SEPT. 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Cost of railway | $324,610 | Capital stock | $80,000 |
| Cost of equipment | 160,153 | Funded debt | 350,000 |
| Land and buildings | 45,644 | Loans and bills payable | 113,011 |
| Bills & accounts receiv. | 5,475 | Profit and loss surplus | 10,124 |
| Materials and supplies | 14,923 | | |
| Cash on hand | 2,330 | | |
| Total assets | $553,135 | Total liabilities | $553,135 |

OFFICERS—President Charles Odell, Salem, Mass.; Vice-President, Thomas H. Johnson; Secretary and Treasurer, Ralph G. Calef; Superintendent and Purchasing Agent, C.F. Dennis.—V. 62, p. 457.

## NEWINGTON, CONN.

POPULATION IN 1890 WAS 953; IN 1880 WAS 934; AND IN 1870 WAS 778.

### NEWINGTON TRAMWAY To be a trolley road.

ORGANIZATION, ETC.—Organized June 27, 1895. Owned by Hartford Street Ry. and Central Ry. & Electric jointly. Capital stock authorized, $100,000 in $100 shares; issued to June 30, 1896, $25,000. Contract has been let for construction of the road, but an injunction in 1896 prevented building. President F. G. Platt, New Britain, Conn.

## 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.

| STOCK, BONDS, ETC.— | *Date.* | *Interest.* | *Outstanding.* | *Div'ds, etc.* |
|---|---|---|---|---|
| Common stock | ..... | 5 p. c. in '96 | $77,000 | See below. |
| Pref. stock, 7 p. c., cum. | ..... | 7 J-J | 30,000 | Jan. 1,1897, 3½ per ct. |
| 1st M. $50,000 ($500) c. | 1890 | 5 J-D | 50,000 | Dec. 1, 1910 |
| Unfunded debt Jan. 1, '97 | ..... | ..... | 8,588 | ..... |

*Interest* is payable at the Industrial Trust Co., Providence, R. I.

*Dividends*—On *preferred* from 1890 to Jan., 1897, inclusive, 7 per cent per annum. On *common* in 1891, 5 per cent; 1892, 7 per cent; 1893, 5 per cent; 1894, none; in 1895, 5 p. c.; in 1896, 5 p. c.

ROAD.—Owns 4·17 miles of track. Rails, 45 lb. T.

EARNINGS—For years ending Dec. 31:

| | *Gross.* | *Net.* | *Int., taxes, &c.* | *Div'ds.* | *Balance.* |
|---|---|---|---|---|---|
| 1896 | $40,430 | $11,447 | $4,263 | $5,950 | $1,234 |
| 1895 | 39,854 | 12,124 | 5,057 | 5,950 | sur. 1,117 |
| 1894 | 37,713 | 3,228 | 4,470 | 2,100 | def. 3,342 |

Passengers carried in 1896, 813,852; in 1895, 828,990.

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.

### COMMONWEALTH AVENUE STREET RAILWAY—A trolley road.

ORGANIZATION—Commenced operation March 28, 1896. Authorized capital stock of $65,000 (par $100)). Application made in May, 1897, to increase stock to $175,000. The mortgage is for $75,000 of 5 p. c. gold $500 c* bonds dated Feb. 1, 1896, due Feb. 1, 1916; interest F. & A., at office of trustee, International Trust Co., Boston; bonds cannot be called. Bonds outstanding Oct. 1, 1896, $51,000; stock outstanding $52,000. Track owned, 4·7 miles; trackage ·92 mile. For six months ending Sept. 30, 1896, gross, $10,180; deficit under operating, $2,344; int., taxes, etc., $1,858; total deficit six months, $4,202. President, Andrew D. Claflin; Treasurer, Charles H. Richardson. Office, 53 State Street, Boston.

### NEWTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1887. Increase of stock from $135,000 to $210,000, at par, was authorized in June, 1893. An additional issue of $100,000 is expected to be made shortly for extensions.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|
| Stock ($210,000, par $100) | ..... | Q-J | $210,000 | Apr. 1,'97, 2% |
| 1st M., cur., not subj. to call. | 1892 | 5 J-J | 135,000 | July, 1912 |

Interest payable at American Loan & Trust Co., trustee, Boston.

*Dividends* in 1892-93 aggregated $11,002 (8 per cent); in 1893-94, $12,690; in 1895, 8 p. c.; in 1896, 8 p. c.; in 1897, Jan., 2 p. c.; Apr. 2 p. c.

ROAD—Owns from Newton to Waltham, Watertown, etc., 9·7 miles main track (measured as single); sidings, ¾ mile.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $86,464 | $81,088 | Balance for divs. | $12,510 | $16,957 |
| Net | 20,939 | 25,671 | Dividends paid | 15,600 | 12,967 |
| Int., taxes, etc. | 8,429 | 8,714 | Tot. sur. Sept. 30. | 20,828 | 24,867 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Cost of road | $221,381 | Capital stock | $210,000 |
| Cost of equipment | 91,056 | Funded debt | 135,000 |
| Land and buildings | 37,393 | Miscellaneous | 80 |
| Bills and accts. receiv'ble | 16,000 | Profit and loss, surplus | 20,828 |
| Cash on hand | 78 | | |
| Total | $365,908 | Total | $365,908 |

OFFICERS—President and General Manager, Winthrop Coffin, Vice-President, E. Stearns; Secretary, J. C. Lane; Treasurer, Charles Whipple Smith, 53 Tremont St., Boston; Superintendent, F. G. L. Henderson.

### NEWTON & BOSTON STREET RAILWAY—

ORGANIZATION—Operates trolley road.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $250,000, pr. $100 | ..... | ..... | $125,000 | ..... |
| 1st M. for $250,000 | 1892 | 5 J-J | 125,000 | July 1, 1912 |

Not subject to call. Int. pay'le at Am. L. & T. Co., trustee, Boston.

ROAD—Owns 5·5 miles of track.

EARNINGS—In year ending Sept. 30, 1896, gross, $33,026; net, $11,072; in 1894-5, gross, $30,139; net, $7,613; charges, $7,108; balance, surplus, $504. In 1893-94, gross, $33,478; net, $8,216.

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Cost of road | $128,013 | Capital stock | $125,000 |
| Cost of equipment | 62,927 | Funded debt | 125,000 |
| Land and buildings | 77,903 | Real estate mortgages | 20,000 |
| Bills and accts. receiv'ble | 4,126 | Loans and bills payable | 1,500 |
| Cash on hand | 963 | Profit and loss, surplus | 2,432 |
| Total | $273,932 | Total | $273,932 |

OFFICERS—President, Gen. Man. and Purch. Agent, H. B. Parker, 110 Federal St., Boston; Vice-Pres., A. R. Mitchell; Sec., R. A. Sears; Treas., J. L. Richards.

### NEWTONVILLE & WATERTOWN STREET RAILWAY A trolley road.

ORGANIZATION—Nov., 1896, 3¼ miles of track. Stock, $50,000; par, $100. Unfunded debt Sept. 30, 1896, $12,000. No funded debt.

EARNINGS—For year ending Sept. 30, 1896, gross, $7,737; net, $290; charges and taxes, $985; bal., deficit for year, $695. In 1894-5, gross $7,580; net, $981.

OFFICERS—President, H. B. Parker; Secretary, R. A. Sears, 125 Milk St., Boston; Treasurer, James L. Richards.

### WELLESLEY & BOSTON ST. RY.—Trolley.

Capital stock, $40,000 (par $100). Oct. 1, 1896, loans and bills payable, $2,500; no bonds. Application made in May, 1897, to increase stock to $100,000 for extension to Nonamtum Square in Newton. Owns 2·34 miles of track from West Newton to Wellesley. For year ending Sept. 30, 1896, gross, $11,060; net, $2,769; charges, $140; dividends (6 p. c.) $2,400; bal., surplus for year, $229. President and Gen. Man., H. B. Parker, 110 Federal St., Boston; Secretary, R. A. Sears; Treasurer, J. L. Richards

## NIAGARA FALLS, N. Y.

POPULATION 1890 WAS 5,502; IN 1880 WAS 3,330; AND IN 1870 WAS 3,006.

### LEWISTON & YOUNGSTOWN FRONTIER RR.

ORGANIZATION.—Chartered Aug. 29, 1895, to build a road from Lewiston to Lake Ontario. Road from Lewiston to Youngstown, 10 miles, was completed in August, 1896. Stock authorized, $150,000. First mortgage, Buffalo Loan, Trust & Safe Deposit Co., trustee, $150,000 6s, J & D, dated 1896, due 1916. F. M. Hays, H. C. Howard and others of Buffalo are interested.

### NIAGARA FALLS & LEWISTON RR.—A trolley road.

ORGANIZATION—Road was opened July 17, 1895, from Niagara Falls City along the Niagara River to Lewiston, N.Y., 7 miles, all double-track; in Sept., 1896, was said to operate 26 miles of track. Capital stock, $1,400,000. First mortgage is for $1,000,000 of 5 per cent gold bonds to Knickerbocker Trust Co., N. Y., as trustee. The old mortgage for $700,000 has been canceled. 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. Operates under agreement the N. F. Whirlpool & Northern Ry., 1·75 miles, which company has capital stock of $50,000 and $22,500 of 5 per cent bonds due July 1, 1903, outstanding.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock ($750,000) par $100 | ..... | ..... | $600,000 | ..... |
| 1st mort., gold | 1893 | 6g. J-J | 518,000 | July 1, 1903 |

Int. at Third Nat. Bank, Buffalo.

*Mortgage trustee*, the Fidelity Trust & Guaranty Co. of Buffalo.

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

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $64,609 | $60,188 | Interest | $24,420 | $24,000 |
| Net earnings | 20,781 | 21,705 | Dividends | ..... | 4,000 |
| Other income | 12,491 | 6,131 | Balance | sr.3,424 | df.4,703 |
| Taxes | 5,428 | 4,540 | Total sur. June 30. | 14,601 | 11,177 |

ROAD—Aug., 1896, operated 16·41 miles track on 10·57 miles street.

OFFICERS—President, Chas. B. Gaskill; Secretary and Treasurer, Chas. B. Hill, Buffalo, N. Y.; Supt., J. C. Brewster, Niagara Falls.

### NIAGARA FALLS WHIRLPOOL & NORTHERN RY.—Trolley.

ORGANIZATION—Chartered March 3, 1894. Road completed Nov. 2 1894. Road is operated by Niagara Falls & Suspension Bridge Ry. Capital stock, $50,000, in $100 shares. First mortgage is for $30,000 bonds dated 1894, due July 1, 1903, interest 5 p. c., J&J, bonds issued $22,500. Road runs from Lewiston to Whirlpool St., Niagara Falls, 1·75 miles of track. Year ending June 30, 1896, gross, $2,164; deficit under operating expenses, $1,307. President, Burt Van Horn, Jr., Niagara Falls, 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 (not exclusive) is for fifty years from January, 1888.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,000,000 | ..... | ..... | $1,000,000 | ..... |
| Norfolk City 1st M., gold, $1,000 | 1888 | 6g. J-J | 125,000 | Jan. 1, 1913 |
| Norfolk Street cons. mort., $1,000,000, g. ($1,000) c. | 1895 | 5g. J-J | 855,000 | July 1, 1935 |

c Int. at Merc. Trust Co., trustee, N. Y. City.
c Int. at Merc. Tr. & Dep. Co., Balt., trustee

ROAD—Owns 20 miles of track in City of Norfolk, Va., and extending to Lambert's Point, 2 miles from city. Rails 60 lb. T and 80 lb. girder.

OFFICERS—President, (May, 1897) Janon Fisher; Vice-President, Thos. Clyde, Secretary & Treasurer, H. C. Whitehead; General Manager, W. M. Rosborough. INDEX—V. 62, p. 186.

## PORT NORFOLK ELECTRIC RAILWAY—

ROAD, ETC.—Said to operate 3½ miles of track. Stock, $44,000; 1st mortgage gold 6s, $600,000; dated 1892, due August 1, 1907; interest payable, F. & A: President, W. H. Stewart; Treasurer, General 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 road.

ORGANIZATION—Incorporated in September, 1893, as successor to the Norristown Bridgeport & Conshohocken Traction Co. Since Jan. 15, 1895, has controlled and operated the Conshohocken Ry., the Montgomery County Pass. Ry., the Citizens' Pass. Ry., Ambler Electric and the Norristown Pass. Ry. The corporate existence of the several companies will be maintained, but their bonds will be taken up as rapidly as possible. In October, 1895, control of the Traction Co. changed hands and the authorized stock was increased from $250,000 to $1,000,000.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $1,000,000 ($50) | ..... | ..... | $500,000 | ..... |
| 1st mort., $500,000, gold ($1,000) | 1895 | 5 g. F-A | 45,000 | Nov., 1945 |

c Int. at West End Tr. & S. D. Co., Phil., trustee.

LATEST EARNINGS—January 1 to April 30, 1897, 4 months, gross, $15,139; deficit under operating, $852. For calendar year 1896 gross, $62,811; in 1895, $48,666. For year ending June 30, 1896, gross, $57,773; net, $17,954; interest and taxes, $1,268; rentals, $9,385; balance, surplus for year, $7,301.

OFFICERS—President, C. D. Beebe; Secretary and Treasurer, D. B. Shepp; Gen. Man., R. M. Douglass. Office, Norristown, Pa.

INDEX—V. 61, p. 795; V. 62, p. 279.

## 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 SYSTEM—CITIZENS' PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Chartered in April, 1887, with no consideration for franchises, no paving required.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($80,000) $50 | ..... | ..... | $80,000 f.p. | ..... |
| 1st mort., $80,000, gold | 1893 | 5 g. F-A | 80,000 | Feb. 1, 1925 |
| | | Subject to call at 105 Feb. 1, 1905 | | |
| Unfunded debt July 1, '96 | .... | ..... | 3,382 | ..... |

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. 2½ in. gauge. Rails 66 lb. girder, 60 lb. T.

## SCHUYLKILL VALLEY TRACTION SYSTEM—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 paving required and no right of interrupting traffic reserved to borough. The Schuylkill Valley Traction Company guarantees the principal and interest on its bonds.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($250,000) | | ..... | ..... | $145,000 | ..... |
| 1st M., $150,000, g. ($150,000 bds. canceled by trustee.) | | ..... | 1894 5g. J-J | 100,000 | July 1, 1924 |
| | | Subject to call at 105 July 1, 1904. | | | |

Interest at Norristown Title Trust Company, 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—Road opened in 1894.

| | |
|---|---|
| Stock, $150,000 ..... $150,000 f. p.<br>1st M., $150,000, 6, J-J 15,000<br>(Due 1924.) | ROAD—Owns 1½ miles of track of 5 ft. 2½ in. gauge. Rails 45 lb. girder. |

## SCHUYLKILL VALLEY TRACTION SYSTEM—NORRISTOWN PASSENGER RAILWAY—A trolley road.

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.

| | |
|---|---|
| Stock, par $50 ..... $75,000 f. p.<br>1st mort., 6, J-J ..... 75,000<br>Dated 1893. Due 1923. | ROAD—Owns 4 miles of main and ·25 miles of side track, of 5 ft. 2½ in. gauge. Rails 66 & 45 lb. girder. |

# NORTH ADAMS, MASS.

POPULATION 1890 WAS 16,074; IN 1880 WAS 10,191.

## HOOSAC VALLEY STREET RY.—Trolley road.

ORGANIZATION—Chartered April 7, 1886. The bonds of 1895 will be used to provide for present issue of bonds due 1906, and floating debt. To Sept. 30, 1896, none had been issued.

| STOCK, BONDS, ETC.— | Date. | Interest. | Outstand'g. | Maturity, etc. |
|---|---|---|---|---|
| Stock, par $100 | ..... | ..... | $100,000 | ..... |
| Bonds (par $100) | 1886 | 6 | 50,000 | 1906 |
| Bonds for $100,000 | 1895 | 6 | See text. | 1915 |
| Unfunded debt Sept. 30, '96 | ..... | ..... | 51,200 | ..... |

ROAD.—Owns 11·68 miles of main line track and 0·42 miles of sidings, etc. Extension to Williamstown, 6 miles, was completed in 1896

EARNINGS—For year ending Sept. 30, 1896, gross, $68,422; net, $29,956; interest and taxes, $4,922; bal., surplus for year, $25,034. In 1894-5, gross, $30,785; net, $7,768; interest, taxes, etc., $4,485.

OFFICERS—President and Treasurer, C. Q. Richmond.

# NORTH ATTLEBOROUGH, MASS.

POPULATION 1890 WAS 6,727.

## INTER-STATE CONSOLIDATED STREET RAILWAY—A trolley road.

ORGANIZATION—Organized April 21, 1895. Successor to the Attleborough North Attleborough & Wrentham Street Ry. and the Inter-State Street Railway, which was sold in foreclosure in March, 1895. See V. 60, p. 606.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $330,000, par $100 | ..... | ..... | $300,000 | Apr. 1, '97, 1½% |
| Bonds auth., $200,000 | ..... | ..... | ..... | ..... |
| Loans and bills payable Jan. 1, '97 | | ..... | 130,000 | ..... |

DIVIDEND—In 1897, Jan. 1½ p. c.; Apr., 1½ p. c.

ROAD—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.

LATEST EARNINGS—4 months, Jan. 1 to April 30.
1897....Gross, $36,570; net, $4,114
1896....Gross, 34,743; net, 3,096

EARNINGS—Year ending Dec. 31, 1896, gross, $123,859; net, $25,591.

OFFICERS—President, M. J. Perry; Secretary and Treasurer, E. R Price.—V. 61, p. 662, 871.

# NORTHAMPTON, MASS.

POPULATION 1890 WAS 14,990: IN 1880 WAS 12,172; AND IN 1870 WAS 10,160.

## NORTHAMPTON STREET RAILWAY—A trolley road.

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. '97, 5% |
| 1st M., not subj. to call ($500) c | 1888 | 5 A-O | 25,000 | 1909 |
| Loans and bills payable Oct. 1, 1896 | | ..... | 28,500 | ..... |

Interest at Springfield S. D. & Trust Co., Springfield, Mass.

*Dividends*—In year 1893-94 distributed $12,000; in 1895, 10 p. c.; 1896, 10 p. c.; Jan., 1897, 5 p. c.

ROAD—Owns 15·02 miles of main track and 1 mile sidings, etc.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $94,802 | $83,525 | Bal. for div'nds | $30,899 | $34,133 |
| Net | 37,023 | 37,286 | Dividends | 30,000 | 22,500 |
| Int'st, taxes, etc. | 6,124 | 3,153 | Bal. surp. for yr. | 899 | 11,633 |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Construction | $211,250 | Stock | $300,000 |
| Equipment | 79,292 | Funded debt | 25,000 |
| Other property | 75,680 | Bills payable, etc. | 28,500 |
| Cash and current assets | 10,841 | Profit and loss, surplus | 23,563 |
| Total assets | $377,063 | Total liabilities | $377,063 |

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 ($500,000), $25. $100,000 f. p.<br>1st mort., 6s, J&J, auth. $200,000, issued $110,000, due 1919.<br>Subj. to call at 105 after July 1, '99. | ROAD—Operates 7 miles of track connecting Norwalk, South Norwalk and Winnipauk.<br>Oct., 1896, bills payable, $32,000 |

EARNINGS—Year ending Sept. 30, 1896, gross, $53,522; net, $14,349. In 1894-5, gross, $53,338; net, $12,670; interest, $6,301; taxes, $1,260; dividend (6 p. c.) $3,000.

OFFICERS—President, E. J. Hill; Vice-President, John A. Osborn; Secretary, Treasurer, Gen. Manager and Purchasing Agt. W. F. Acton;

## NORWALK TRAMWAY—

ORGANIZATION—Incorporated May 6, 1889. Charter said to be perpetual.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($100) $850,000 | .... | See below. | $255,000 | ..... |
| 1st mort., $20,000 p. m. gold, $1,000 | 1893 | 5 g. M-S | 325,000 | Sept. 1, 1923 |

c *Interest* at Atlantic Tr. Co., *trustee*, N. Y. City. Subject to call at 104 after Sept. 1, 1898.

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.

*Dividends*—From July, 189 , to July, 1895, dividends of 2 per cent yearly paid J. & J., none since to February, 1897.

ROAD—Owns and operates from Broad River through City of Norwalk to South Norwalk, and also to the excursion grounds at Roton Point on Long Island Sound, to Gregory's Point, to Five Mile River, Darien, Noroton and Stamford, a total trackage, with sidings, of 16·85 miles. Road laid with 48 and 58 and 70 lb. T rails.

EARNINGS—For the year ending Sept. 30, 1896, gross, $50,161; net, $17,032; interest, $11,156; taxes, $3,109; balance, surplus, $2,767.

OFFICERS—Prest., T. M. Waller; Vice-Prest., G. N. McKibbin; Sec and Treas., G. W. Mansfield; Supt. and Purch. Agt., K. W. Mansfield.

## NORWICH, CONN.

POPULATION 1890 WAS 16,192; AND IN 1880 WAS 15,112;

### NORWICH STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1882 and has a perpetual franchise.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g* | *Last div., &c.* |
|---|---|---|---|---|---|
| Stock ($600,00 authorized—$100 | .... | ..... | ..... | J-J $250,000 | Jan.1,'97,2½p.c. |
| | | Dividends at Am. Loan & Trust Co., Boston. | | | |
| 1st mort., $350,000, gold, $1,000. | 12 | 1893 | 5g. A-O | $265,000 | Oct. 1, 1923. |
| | | Interest at Am. Loan & Trust Boston | | | |

October 1, 1896, bills payable, $21,608.

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 5 p. c.; in 1896, 5 p c.; in 1897, Jan., 2½ p. c.

ROAD—Owns 12·46 miles of track, of which 11·915 miles main line and branches and ·55 miles sidings. Rails T 35, 40, 45 and 48 lbs. to the yard.

ANNUAL REPORT—For years ending Sept. 30 earnings were:

| | *Gross.* | *Net.* | *Int. & taxes.* | *Dividends.* | *Balance.* |
|---|---|---|---|---|---|
| 1895-96..... | $84,714 | $29,355 | $17,800 | (5) $12,500 | def.$945 |
| 1894-95..... | 85,610 | 31,550 | 17,400 | (5) 12,500 | sur.1,650 |
| 1893-94..... | 80,069 | 29,376 | 17,035 | (2½) 6,250 | sur.6,091 |

Total surplus Oct. 1, 1896, $16,581.

OFFICERS—President, Winthrop Coffin, Boston; Secretary, W. L Adams, Norwich; Treasurer, W. A. Tucker.

## OAKLAND, CAL.

POPULATION 1890 WAS 48,682; IN 1880 WAS 34,555; AND IN 1870 WAS 10,500.

### OAKLAND SYNDICATE.

In November, 1896, the following roads were reported to be controlled by a "Syndicate," and many improvements were contemplated. The roads controlled were said to be: Central Avenue, East Oakland Street, Oakland Consolidated, Highland Park & Fruitvale, Alameda Oakland & Piedmont. See V. 64, p. 287.

### CENTRAL AVENUE RAILWAY—A trolley road

ORGANIZATION.—Chartered in 1891 for 50 years.

| STOCK & BONDS— | *Mls.* | *Date.* | *Interest.* | *Outstand'g.* | *Matur'y.* |
|---|---|---|---|---|---|
| Stock..... | .. | ..... | ..... | 5,190 shs. | ..... |
| 1st M., g., $1,000, sink. f.c* | 5¼ | 1892 | 6g M-N | $120,000 | 1922 |
| | | Interest is payable at California Tr. Co., Trustee. San Francisco, Cal. | | | |
| L'ns & bills payable Oct. 31., 1895 | | | ..... | $11,800 | ..... |

Sinking fund for bonds is $4,000 yearly for 10 years, beginning 1902 then $8,000 yearly for 10 years.

ROAD—Operates 5¼ miles of track on 3 miles of street.

EARNINGS—For years ending Oct. 31:

| | 1895. | 1894. | | 1895. | 1894. |
|---|---|---|---|---|---|
| Gross..... | $30,808 | $32,668 | Interest..... | $3,785 | $1,852 |
| Net..... | 4,660 | 5,887 | Balance, surplus. | 875 | 4,035 |

OFFICERS.—President, W. F. Beck; Vice-President, A. H. Clough Secretary, W. F. Rudolph.

### EAST OAKLAND STREET RAILWAY—A trolley road.

ROAD—Said to operate 6 miles of track. Stock, $250,000; 1st mortgage 6s, $250,000. Receivers' certificates for about $36,000 are said to have been issued. Receiver, J. C. Johnson.

### HIGHLAND PARK & FRUIT VALE RAILROAD—A trolley road.

ROAD—Said to operate 10½ miles of track on 6 miles of street Stock, $500,000; bonds, $200,000. Receiver, F. J. Woodward.

### OAKLAND CONSOLIDATED STREET RAILWAY.—An electric road.

ORGANIZATION—Principal franchise dated Sept. 18, 1889, "grants the exclusive use of the prominent streets and avenues of Oakland and suburbs for a period of fifty years."

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g* | *Maturity, etc.* |
|---|---|---|---|---|
| Capital stock $50..... | ..... | ..... | $1,000,000 | ..... |
| 1st mort. $500,000 gold, $1,000..... | 1894 | 6g. F-A | 361,000 | Aug. 1, 1911 |
| | | 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 and franchises now owned or hereafter acquired.

ROAD consists of 25 miles of track, 40-pound steel T and girder rail.

ANNUAL REPORT.—For years ending Dec. 31:

| | 1895. | 1894. | | 1895. | 1894. |
|---|---|---|---|---|---|
| Gross..... | $117,491 | $124,451 | Other interest | $4,380 | $4,671 |
| Other income. | 7,994 | 4,900 | Taxes, etc..... | 3,786 | 2,365 |
| Net earnings.. | 31.370 | 33,530 | Other paym'ts | ..... | 2,443 |
| Int. on bonds. | 20,760 | 21,660 | Balance, surp. | 2,444 | 2,390 |

OFFICERS—President, Frank M. Smith; Secretary and Superintendent, 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

Principally a trolley road.

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.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock ($1,000,000 auth.)—$100..... | ..... | Q-F | 8,000 shares. $22·62½ pd. in. | ..... |
| Oak. San Leandro & Hay. Ry. 1st M. gold $1000 ea. | 1892 | 6g M-S | $250,000 | Mar. 1, 1922 |
| | | Interest is payable by check. | | |
| 23d Ave. Ry. 1st mort., gold, $1,000 each..... | 1893 | 6g M-S 15 | $250,000 | Mar. 1, 1923 |
| | | 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—In November, 1896, was said to operate 25 miles of track, all but 1½ miles being electric.

OFFICERS—President, H. W. Meek; Vice-President, Wm. J. Landers; Secretary, A. L. Stone; Treasurer, C. E. Palmer. Office, Oakland, Cal.

### PIEDMONT & MOUNTAIN VIEW RAILWAY—A cable, horse and electric 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, par $100; bonds, (?) Charles R. Bishop, E. A. Heron and J. R. Spring, of San Francisco, Cal. are interested.

ROAD—Said to operate 24 miles of track.

## OGDENSBURG, N. Y.

POPULATION 1890 WAS 11,662; IN 1880 WAS 10,341; AND IN 1870 WAS 10,076.

### OGDENSBURG STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Dec. 22, 1885.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $150,000 ($100) | ..... | ..... | $150,000 | ..... |
| 1st mort. ($500, &c.) $150,000..... | 1895 | 6 M-S 2 | 150,000 | Sept. 2, 1925 |
| | | Mortgage trustee, West End Trust Co., Philadelphia. | | |

ROAD—Owns 10 miles of track laid with 48 lb. rails. Equipped with trolley in 1896.

EARNINGS—From Sept. 1 to Sept. 30, 1896 (only ran 10 days on account of breakdown), gross, $533. For year ending Aug. 31, 1896, gross, $23,200.

OFFICERS—President, H. A. Sage, Easton, Pa.; Vice-President, J. F. Dolan; Secretary, H. W. Covey; Treasurer, J. B. Reilly.

## 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 road.

ORGANIZATION—Chartered March 1, 1880.

The securities, road, earnings, etc., are as follows:

| | |
|---|---|
| Stock, par $100..... | $15,500 |
| 1st m. 6s, J&J, May 1, '23. | 75,000 |
| Bills payable June 30, '96. | 12,314 |

ROAD—Owns 5·54 miles of single track and ·82 of sidings.

OFFICERS—Pres., John Fobes; Sec. and Treas., G. H. Strong.

EARNINGS—For year ending June 30 earnings were:

| | 1896. | 1895. |
|---|---|---|
| Gross..... | $27,789 | $28,184 |
| Net..... | 9,025 | 10,414 |
| Interest & taxes. | 6,026 | 6,391 |
| Balance, surplus. | 2,999 | 4,023 |
| Total surplus.... | 22,359 | 19,360 |

## 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, ETC.—Operates 1½ miles of track. President, R. W. Patrick.

### EAST OMAHA STREET RAILWAY—A trolley road.

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 Bluffs.

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.

*Dividend* of 6 per cent paid January, 1894; none since.

ROAD—Operates 5⅘ miles of single track on 3½ miles of street. Gauge 4 feet 8½ inches. Rails 40 lb. T and 45 lb. girder.

EARNINGS—From April 18, 1893, to Jan. 1, 1895, were as follows:

| | | | |
|---|---|---|---|
| Gross..... | $37,783 | Dividends..... | $9,210 |
| Net..... | 10,871 | Surplus earnings..... | 1,661 |

OFFICERS—President, Arthur S. Potter; Vice-President, Dudley Smith; Treasurer, H. W. Yates; Secretary, John R. Webster.

### OMAHA STREET RAILWAY—A trolley 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($100) | ..... | M.-N. | $5,000,000 f. p. | ..... |
| Om. St. Ry. 1st consol. M., $2,500,000, gold.... | 1889 | 5g. M.-N. | 2,250,000 | May 1, 1914 |

*Interest* is payable at the Farmers' Loan & Trust Co., N. Y. City. Consols for $500,000 were issued in July, 1896, to retire the first 6s.

ROAD—Operates about 90 miles of track.

Weight of rail (T and girder) 45 lbs., 58½ lbs.; number of cars, 270.

EARNINGS—From Dec. 1, 1894, to Nov. 30, 1895, 1 year, gross $596,949; net $228,767; interest on bonds, $125,029; balance, sur., $103,738.

OFFICERS—President, Frank Murphy; Vice-President, Guy C. Barton; Treasurer, W. W. Marsh; Secretary, D. H. Goodrich; General Manager, W. A. Smith; General Supt. and Purchasing Agent, F. A. Tucker.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $1,500,000 | ..... |
| 1st mort. (see below) gold, $1,000, sinking fund, $500,000...c* | 1888. | 6 g J-J. Subject to call at 110 in 1899. Int. at Mercantile Trust Co. (trustee), N.Y. City. | 400,000 | Jan. 1, 1908 |
| Council Bluffs St. Ry. 1st M. $250,000 gold $1,000 guar. p. & i. (end.) sinking fund c* | 1889. | 5 g J-J. Subject to call at 106 in 1899. Interest at Mercantile Trust Co., trustee, New York City. | $250,000 | July 1, 1909. |

ROAD—Operates 20 miles of track.

*Bonds*—The *first mortgage* 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 unencumbered. The sinking fund is $20,000 yearly till January 1,1899, and thereafter $30,000.

OFFICERS—President, N. W. Wells; Vice-President, J. J. Brown; Secretary, C. T. Stewart; Treasurer, J. H. Millard.

# ORANGE, N. J.

POPULATION 1890 WAS 18,844; IN 1880 WAS 13,207; AND IN 1870 WAS 9,348.

## ORANGE MOUNTAIN TRACTION CO.—

ORGANIZATION—Successor to Orange Mountain Cable Co. sold Oct. 9, 1895, to Charles E. Eimerman, of Philadelphia, for $10,550.—V. 61, p. 662. Stock, $100,000; par $100. January 1, 1897, funded debt was $28,260; "other debts," $3,893. Owns 1½ miles of cable incline, extending to top of Orange Mountain, in Township of West Orange. For year ending Dec. 31, 1896, gross, $5,173; net, $3,076. In 1895 gross earnings were $4,373. Directors—Walter C. McFarland and L. C. Dodge of Philadelphia, and President, W. S. Hood of Camden.—V. 60, p. 968, 1010; V. 61, p. 366, 662.

## SOUTH ORANGE & MAPLEWOOD STREET RY.—A trolley road.

ORGANIZATION—Owns 1·6 miles built through private property. Connects Orange Field Club grounds with business sections of the Oranges. Began operations October 1, 1895, power being furnished by the Suburban Traction Co. Stock issued $100,000; debts Jan. 1, 1897, about $20,000. Cost of road and equipment to Jan. 1, 1897, $118,309.

ROAD—Orange to South Orange, 1·6 miles of road, 3·2 miles of track. Extensions proposed to Valley Road and Forest Street. For year ending Dec. 31, 1896, gross, $5,989; net, $3,289. President, Frank Brewer of South Orange.

## SUBURBAN TRACTION.—Mostly a trolley road.

SALE—Foreclosure sale has been adjourned from time to time, but it is hoped that a plan of reorganization will be arranged in 1897.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, par $100 | .... | .... | ..... | $1,500,000 | ..... |
| Or. & Bloomf. Cross-town Ry., 1st mort | .... | .... | ..... | 60,000 | ..... |
| Con. M. $1,500,000.c* $1,000, in default.. | 10 | 1893 | 5 J-D. Trustee, Am. Loan & Trust Co., Boston. | 477,000 | J'ne 1,'23 |
| "Other debts" Jan. 1, 1897, about | | | | $50,000 | ..... |

ROAD—Owns 10 miles of track on 7 miles of streets. Rails 80 girder 56-lb. T and 45-lb. chair.

EARNINGS—For years ending Dec. 31 earnings were:

| Earnings. | 1896. | 1895. | Expenditures. | 1896. | 1895. |
|---|---|---|---|---|---|
| From passeng'rs. | $63,786 | $50,000 | Repairs | $15,361 | $2,500 |
| Other sources | 4,460 | 800 | Sup'intend. & man. | 52,637 | 46,000 |

RECEIVER—Watson Whittlesey.

# OSHKOSH, WIS.

POPULATION 1890 WAS 22,836; IN 1880 WAS 15,748; AND IN 1870 WAS 12,663.

## CITIZENS' TRACTION CO.—A trolley road.

| STOCK AND BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | (?) | ..... |
| 1st mortgage, $200,000, g., (not redeemable).....e* Trustee, N. Y. Sec. & Tr. Co., N. Y. City. | 1897 | 6 g. F-A | $200,000 | Feb. 1, 1927 |

President, George J. Kobush; Secretary, J. K. Tillotson; Treasurer Otto U. Van Shraeder.—V. 64, p. 799.

# OSWEGO, N. Y.

POPULATION 1890 WAS 21,842; IN 1880 WAS 21,117; AND IN 1870 WAS 20,910.

## LAKE ONTARIO & RIVERSIDE RAILWAY.—A trolley road.

ORGANIZATION—Formed in 1896 to consolidate Oswego Street Ry. and Fulton & Oswego Falls Street Ry. Consolidation perfected Mar. 12, 1896. Capital stock $300,000 and first mortgage bonds $300,000; the securities of old companies will be retired.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000 (par $50) | ..... | ..... | $300,000 | ..... |
| Receivers' certificates | 1897 | ..... | See text. | ..... |
| Oswego St. Ry. 1st M., g., s.f. 2 p. c. yearly after '96..c* Subject to call at 105 after Oct. 1, 1896. Int. defaulted Oct. 1, 1896. Trustee, Knickerbocker Tr. Co., N. Y. | 1891 | 6g. A-O | 125,000 | Oct. 1, 1911 |
| Fulton & Oswego Falls mortgage Interest and principal in default. | 1886 | 6 | $15,000 | July 1, 1896 |
| Lake Ontario & Riverside 1st mort., $300,000, gold | 1896 | 6g. M-S | 300,000 | Mar. 12, 1926 |

Interest defaulted Sept. 1, 1896. Trustee, Guaranty Trust Co., N. Y.

RECEIVER—F. H. Tidman appointed Oct. 3, 1896, interest due Oct. 1 on Oswego St. Ry. firsts not having been paid.—V. 63, p. 652. Foreclosure suit under Oswego Street Railway first mortgage of 1891 begun in February, 1897. In May, 1897, receiver's certificates were authorized for extending and improving the road and to pay certain claims.

*Bondholders' Committee—Oswego St. Ry. 1sts.*—S. M. Coon, Oswego; C. Sidney Shepard, New Haven, N. Y.; M. B. Richardson, Oswego; depositary, Knickerbocker Trust Co., N. Y.; a majority of these bonds has been deposited.

*Fulton & Oswego Falls Mortgage.*—These bonds are deposited with J. Walker & Sons, Mills Building, N. Y.

ROAD—Oswego Street Ry. owns 14 miles of track; Fulton & Oswego Falls, 1¼ miles. President, Geo. W. Burt; Vice-President, W. N. Stranahan; Secretary and Treasurer, G. D. Hart.—V. 63, p. 652.

# OTTUMWA, IOWA.

POPULATION 1890 WAS 14,001; IN 1880 WAS 9,004; AND IN 1870 WAS 5,214.

## OTTUMWA ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered Sept. 4, 1889. Street railway franchises expire in 1918; electric-light franchises, one in 1907, the other perpetual; steam heating perpetual. In April, 1896, J. H. Merritt was made receiver. Coupons due June, 1895, and since are in default.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($500,000 authorized) | .... | ..... | $300,000 | ..... |
| 1st M, $200,000 gold..... s.f. not sub. to call $1,000.c* Ill. Tr. & Sav. Bank, *trustee*, Chicago. | 1892 | 6 g. J-D | 200,000 | June 1, 1912 |

ROAD—In 1895 company operated 7½ miles of track in city of Ottumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder and 40 lbs. T. Also does municipal, commercial and residence electric lighting; supplies electric power for stationary motors, etc., and operates a system of steam heating, with 3½ miles of mains.

OFFICERS—President and General Manager, W. R. Daum; Vice-President J. B. Sax; Secretary, George F. Hall; 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) | .... | .... | ..... | $50,000 f. p. | ..... |
| 1st M., $500 each | 8½ | 1888 | 6 J-J. Interest at Louisville Banking Company. | 25,000 | 1908 |
| 2d $100,000 ($500), cur., not subject to call | 8½ | 1894 | 6 J-J. Interest at Louisville Trust Company. | 75,000 | Jan. 1, 1917 |

*Bonds*—Of the $100,000 second mortgage 6s $25,000 are reserved for first mortgage when due.

ROAD—Owns 8½ miles of trolley track in Owensboro and suburbs.

OFFICERS—President, W. E. Whitely; Secretary, R. A. Miller; Treasurer, E. G. Buckner.

# 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, par $100 | ..... | ..... | $115,000 | ..... |
| 1st mortgage $100,000 gold. | 1890 | 6 g. J-J | 100,000 | July 1, 1920 |
| Other indebtedness June, '94 | ..... | ..... | 25,581 | ..... |

*Interest* at Columbia Finance & Trust Co., trustee, Louisville, Ky.

Sinking fund April 1, 1895, $600, and same every six months.

ROAD—Operates about 11 miles of track.

OFFICERS—President, Geo. C. Thompson; Vice-President, C. Dallam Secretary, T. J. Flournoy; Treasurer, T. B. Leonard, Jr.; General Manager, A. S. Thompson; Purchasing Agent, D. B. Simon.

# 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, and acquired the Passaic & Newark Electric Ry. In December, 1896, it was proposed to form an alliance with the Consolidated Traction Co. of New Jersey (Newark) and connect the two roads by a line through Belleville.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock., $250,000 (par $100) | ..... | ..... | $194,000 | ..... |
| 1st mort., $210,000, $500..c | 1895 | 5 J-J | 194,000 | (?) |
| Other debts Jan. 1. 1897 | ..... | ..... | 26,192 | ..... |

Interest payable at Peoples' Bank & Trust Co., Passaic, trustee.

ROAD—Owns 5¼ miles of track.

EARNINGS—Year ending Dec. 31, 1896, gross, $24,153; net, $15,120. In 1895, gross, $11,729; net, $3,349.

OFFICERS—President, Bird W. Spencer; Secretary, James W. Clinton; Treasurer, Richard Morrell.—V. 61, p. 420.

## 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, known as the "White Line"

ORGANIZATION—Incorporated in November, 1894, and embraces the Paterson Passaic & Rutherford Electric Railway and the Jersey City Hoboken & Rutherford Electric Railway. The Paterson Passaic & Rutherford $735,900 capital stock is owned by the N. J. Electric Ry., to which its property is leased. The J. C. H. & Rutherford, 16⅝ miles of track and all its $450,000 capital stock is owned by the N J. Electric Ry., which "assumed and paid all its debts."

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock, $3,500,000 ($100) | .... | .... | ..... | $2,287,900 | ..... |
| Mort., $3,500,000, gold. | .... | 1894 | 5 g. text. | 2,367,233 | N'v.1,1944 |
| Other debts Jan. 1, 1897 | | | | 601,952 | ..... |

MORTGAGE—Trustee is the Mercantile Trust Company of N. Y. City.

Cost of road and equipment to Jan. 1, 1897, including Jersey City Hoboken & Rutherford and Paterson Passaic & Rutherford Electric railways, $5,109,917.

INTEREST ADJUSTMENT—Interest is payable May 1 and Nov. 1. The November, 1895, coupons were paid ½ in cash and ½ in scrip, redeemable in cash or bonds, in six months. See V. 61, p. 871. The May 1896, interest was paid in bonds, and the November interest (?).

ROAD—A system of electric railway projected to run between Singac, Paterson, Passaic, Rutherford, Hoboken and Jersey City—total 60 miles. Jan. 1, 1897, New Jersey Electric Ry. (including J. C. H. & R. and P. P. & R. Elec. Ry.) reported 40·07 miles.

EARNINGS—For the year 1896 the passenger earnings, including J C. H. & R. and P. P. & R. Elec. Ry., were $195,909; other income, $1,102; and the "expenditures for repairs" were $30,872; and for operating, $121,580; balance, $44,559.

OFFICERS (elected 1895)—President, John L. Heins; Vice-President and Treasurer, T. D. Jordan; Sec'y, J. J. Scanlan; office, Hoboken, N. J.

### PATERSON RAILWAY—An electric road.

ORGANIZATION—Incorporated May, 1890, with a perpetual charter Owns 42 miles of electric railway in Paterson, N. J., extending to Passaic, Garfield, Clifton, Haledon and Acquackanonk City.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock ($100) | .... | .... | $1,250,000f.p. | ..... |
| Paterson Ry. 1st M. | 1888 6 | J.-D. | $200,000 | June 1, 1908 |
| Paterson City Ry. M. | 1890 6 | F.-A. Interest at First National Bank of Paterson. | 50,000 | Aug. 1, 1907 |
| Consol. M., gold, $1,250,000 ($1,000) c | 1891 6 g, | J.-D. Trustee, Knickerbocker Trust Co. | 1,000,000 | June 1, 1931 |
| 2d gen. mort., $300,000 | 1894 6 | A.-O. Trustee, Paterson Savings Institution. | 225,000 | Oct. 1, 1914 |
| Other debt Jan. 1, 1897 | | | $100,506 | ..... |

Total *funded* debt Jan. 1, 1897, was $1,475,000; total cost of road, car houses, etc., $2,704,217.

LATEST EARNINGS—3 months, Jan. 1 to March 31. 1897....Gross, $69,051; net, $26,994. 1896....Gross, 69,122; net, 28,115

EARNINGS—For years ending December 31 earnings have been:

| *Years—* | *Gross.* | *Net.* | *Fixed Charges.* | *Bal., sur.* |
|---|---|---|---|---|
| 1896 | $319,085 | $128,556 | $106,683 | $21,873 |
| 1895 | 298,688 | 124,070 | 97,264 | $26,806 |
| 1894 | 243,921 | 88,355 | 88,597 | def.242 |

ROAD—Operates 40 miles of track; gauge 4 ft. 8½ in.; rail 58½ and 90-lb. girder. The road is equipped with Westinghouse and General Electric motors and has 75 cars.

OFFICERS—President, G. A. Hobart; Vice-President, Wm. Barbour Secretary, Albert A. Wilcox; Treasurer, Hobart Tuttle; Purchasing Agent, J. R. Anthony; Manager, M. R. McAdoo.—V. 62, p. 365.

### PATERSON CENTRAL ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—The securities, road, earnings, etc., are as follows:

| | |
|---|---|
| Stock, par $100 | $150,000 f. p. |
| Funded debt (used as collateral) | 44,000 |
| Other debts Jan. 1, 97 | 32,139 |
| Cost road and equip. | 170,004 |

ROAD—Owns about 5 miles of track, gauge 4 ft. 8½ in., laid with 45 and 58½-lb. g. rails, and has 18 cars; Westinghouse motors.

EARNINGS—For year ending Dec. 31, 1896, earnings were:

| | |
|---|---|
| From passengers | $19,081 |
| Other income | 668 |
| Operating expenses | 25,102 |
| Bal., def., for year | 5,353 |

In 1895, gross, $21,987; net, $617.

OFFICERS—President, William Barbour; Vice-President, Eugene Stevenson; Secretary, John R. Beam; Treasurer, Hobart Tuttle; General Superintendent, M. R. McAdoo; Purchasing Agent . R. Anthony, Jr.

## PEORIA, ILL.

POPULATION 1890 WAS 41,024; in 1880 WAS 29,259; AND IN 1870 WAS 22,849.

### CENTRAL RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 31, 1888. Charter amended in August, 1895, when Fort Clark Street Ry. was merged.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity* |
|---|---|---|---|---|---|
| St'k $750,000(par, $100) | ..... | ..... | ..... | $750,000 | ..... |
| 1st M., $750,000, gold, ($1,000) c* | ..... | 1895 | 5 g.A&O Interest at N.Y. Security & Tr.Co., N.Y., trustee. | 500,000 | Apr.1,1915 |

Bonds of 1895 cover the entire system, including the lines of the Fort Clark St. Ry., control of which was acquired in Aug., 1895. V. 61, p. 793.

ROAD—Owns 19 miles double-track and 3 miles single-track road; total, 41 miles of track.

EARNINGS—For 7 months from April 1 to October 31, 1895, on 41 miles, gross, $177,885; net, $76,532. For years ending March 31 earnings on 27 miles (not including Fort Clark Street Railway) were as follows: 1894-5 gross, $201,051; net, $84,665; in 1893-4 gross, $174,581; net, $51,285.

OFFICERS—President, Walter Barker; Secretary, J. N. Ward; Treasurer, E. Callender; General Manager and Purchasing Agent, J. Finley; Superintendent, P. Brady. INDEX—V. 61, p. 793, 966.

## 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.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $500,000 auth. | ..... | ..... | $293,000 | ..... |
| 1st mortgage | 1893 | 6 J-J Interest at Independence Nat. Bank, Phila. | 64,000 | July 1, 1913 |

ROAD—June 30, 1896, owned 10 miles. Rails 80-lb. T and girder.

EARNINGS—For year ending June 30, 1896, gross, $61,324; net, $31,008; interest, taxes, etc., $5,962; dividend, $24,000; balance, surplus for year, $1,046. In 1894-5, gross, $31,984; net, $16,963.

OFFICERS—President, J. S. Austin; Vice-President, E. V. Kane; Secretary, Samuel Haigh; Treasurer, W. H. Sayen.

### ELECTRIC TRACTION—

ORGANIZATION—Incorporated May 8, 1893, and acquired various lines in the city, including those indicated below. In 1895 the Union Traction Co. purchased practically all the shares of the Electric Traction Company at the rate of $85 per share for each share on which $50 had been paid and $70 per share for each share on which $30 had been paid, the Pennsylvania Co. for Insurance on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction Co. leased the road for 998 years and 3 months. See V. 61, p. 197, and also "Union Traction," this SUPPLEMENT.

| STOCK— | *Par.* | *Dividends.* | *Issued.* | *Outstand'g.* |
|---|---|---|---|---|
| Stock (part $30 pd.) | $50 | ..... | $8,297,920 | See below. |

Stock authorized, 175,000 shares of $50 each; issued, 152,396 shares of $50 paid and $22,604 shares of $30 paid, making total $8,297,920.

DIVIDENDS—To distribute surplus accruing from past operations a dividend of $1·70 per share on full paid stock (par $50) and of $1·40 on the $30 stock was declared in August, 1896.

ROAD—On June 30, 1896, operated 120·92 miles of track. Rail 90 lbs.

ANNUAL REPORT—Report for year ending June 30, 1896, with balance sheet, was given in V. 63, p. 557, under "Union Traction" showing gross, $2,496,164; net, $1,225,956; other income, $75,538; interest, rentals and taxes, $1,161,335; dividends, $175,000; balance, deficit, $34,841. In 1894-95 gross, $2,112,280. In 1893-94 gross, $1,773,679. —V. 60, p. 711, 748, 1104; V. 61, p. 152, 197, **469**, 663, 795; V. 63, p. 557.

### ELECTRIC TRACTION SYSTEM—CITIZENS PASSENGER RAILWAY—

ORGANIZATION—Incorporated March 25, 1858. Leased to Frankford & Southwark Passenger Railway Company April 1, 1892, for 999 years for the following guaranteed dividends per share per annum; 1st year, $11 50; 2d, $12; 3d & 4th, $12 50; 5th & 6th, $13; 7th and thereafter, $14. This lease was assumed by the Electric Traction Company July 1, 1893. The Union Traction now operates the road.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc* |
|---|---|---|---|---|---|
| Stock $500,000 ($50). | 11 | ..... | Q-J See text. | See text. | See text. |

Stock paid in $192,500; $20 on 8,500 shares and $16 on 1,500 shares. Road, Columbia Avenue to Mifflin St., 11 miles of track.

### 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. Leased to the Electric Traction Co. for 999 years from July 1, 1893, dividends for the several years named below being guaranteed 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 |

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|---|
| Stock, par $50 | 45 | ..... | Q-J | $1,875,000 | See text. |
| Lombard & So.St.Pass. M., ($500 & $1,000).c | 10 | 1881 | 5x J-D Subject to call since Dec. 1, 1886 Mtge. trustee, R. Est. Title Ins. & Tr. Co., Phila. | 150,000 | Dec. 1, 1901 |
| West End Pass'gr Ry., M. ($100 & $500...c | 9 | 1875 | 7 A-O Mortgage trustee, Phila. Trust S. D. & Ins. Co. | 132,100 | Oct. 1, 1905 |

Interest on all loans payable by Elec. Tr. Co., 421 Chestnut St, Phila.

ROAD—Owns 45 miles of track, acquired as follows:

| | |
|---|---|
| Frankford & Southwark Passsenger Railway | 20 miles. |
| Lombard & South Streets Passenger Railway | 19 miles. |
| Lehigh Avenue Railway | 6 miles. |

### ELECTRIC TRACTION SYSTEM—SECOND & THIRD STREET PASSENGER RAILWAY—

ORGANIZATION—Incorporated April 10, 1853. Leased Jan. 1, 1893 to 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 | See below. | $10 | $10 50 | $11 | $12 |

Dividends in 1896 and 1897 were to be $9 50 per annum, but the dividend for 1896 and for the first half of 1897 will be $9 per share instead of $9 50, the balance being applied to the payment of the debt of $27,000 incurred for paving.—V. 62, p. 785.

This lease was assumed by Electric Traction Co. July 1, 1893.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|
| Stock issued, 21,204 shares; par $50 | ..... | Text Q-J | $771,076 pd. in. | Apr., 1897, $2 25 per sh. |

OFFICERS—President, Horace T. Potts; Secretary and Treasurer, Charles D. Marlack.—V. 62, p. 785.

## FAIRMOUNT PARK TRANSPORTATION COMPANY—

ORGANIZATION—A New Jersey corporation formed in 1896. Franchise runs till 1936, with provision for renewal or purchase by city.

STOCK—Capital stock is $2,000,000; par $50. There are "no bonds of any kind."—V. 62, p. 778.

ROAD—The road runs through West Park and East Park, about 7 miles of line, and crosses the Schuylkill River on a steel bridge. Road is 7 miles long, completed in Nov., 1896. Rails are 90 lbs.

OFFICERS—President, George S. Gandy; Secretary and Treasurer, Ellsworth H. Hults; office, Bullitt Bldg., Phila. DIRECTORS—George S. Gandy, James Rawles, Albert L. Register, F. S. Dickson, J. H. W. Chestnut, John W. Henderson, all of Philadelphia; A. R. Kuser, Trenton, N. J.—V.62, p. 778.

## HESTONVILLE MANTUA & FAIRMOUNT PASSENGER RAILWAY—A trolley road.

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 trolley 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.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Last div., etc.* |
|---|---|---|---|---|
| Common stock, par $50 | .... | J-J | $1,966,100 part pd. in. | Jan. 15, '97, 2½% |
| Preferred stock, par $50 | .... | 6 J-J | 533,900 f.p. | Jan. 15, 1897, 3% |
| Fairmount Pass Ry. 1st | 1861 | 6 J-J | 124,500 | Jan. 1, 1901 |
| Hest. Man. & F. 2d M. cx | 1882 | 6 M-S | 75,000 | Mar. 1, 1902 |
| Consol. M., $1,250,000 g., $500 & $1,000. c*x | 1894 | 5g M-N | 1,050,500 | May 1, 1924 |
| *Guaranteed rental* 999 year lease— | | | | |
| Fairmount Pk. & Had'gt'n Pass. Ry. St'k, par $50. | .... | 6g F-A | 300,000 | Feb., '97, 3% |

Trustee, Girard Life Ins. An. & Tr. Co.

*Interest* is payable in Philadelphia. x Free of tax.

Common stock authorized, 39,322 shares; preferred, 10,678 shares; par value of each, $50; stock outstanding as in table.

*Dividends*—On preferred in 1895, 6 per cent; in 1896, 6 per cent; in 1897, Jan., 3 per ct. On *common*, July, 1896, 2½ p. c.; in 1897, Jan. 2½ per cent.

Consolidated mortgage for $1,250,000 was executed in 1894, of which sufficient reserved for prior liens when due, and remainder, as also preferred stock, sold to meet expense of electrical equipment.

ROAD—June 30, 1895, road owned 17·83 miles of track in Philadelphia; leased and operated 6·25 miles; total, 24·08 miles. Rail in main track 90 lbs. Trolley cars began regular trips on Race and Vine streets Jan. 28 1895

ANNUAL REPORT—For calendar year 1896, gross, $549,896; net, $255,270; fixed charges and taxes, $119,620; dividends, $65,169; balance, surplus, for year, $70,481. In 1895, gross, $522,212. Report to the State of Pennsylvania for years ending June 30 show earnings as follows:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross receipts | $576,912 | $373,690 | Interest | $48,257 | $41,520 |
| Operating exps. | 344,402 | 268,566 | Dividends | 32,034 | 16,017 |
| | | | Taxes | 29,150 | 24,113 |
| Net earns. | $232,510 | $105,134 | Balance, surpl. | 123,069 | 23,484 |

The passengers carried in 1895-96 numbered 11,142,897, against 7,560,094 in 1894-95 and 6,043,230 in 1893-94.

GENERAL BALANCE SHEET JUNE 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction | $1,332,009 | Capital stock | $833,281 |
| Equipment | 551,457 | Bonds | 1,250,000 |
| Real estate | 438,440 | Ground rents & mort. | 30,528 |
| Reserve fund | 55,042 | Loan (F. P. & H. P. Ry.) | 100,000 |
| Miscellaneous | 21,372 | F. P. & H. P. Ry. Co. | 10,704 |
| Cash | 14,908 | Profit and loss | 188,715 |
| Total | $2,413,228 | Total | $2,413,228 |

OFFICERS—President, Isaac Blum; Vice-President, Simon J. Martin; Secretary and Treasurer, W. R. Benson. Office, 4,300 Lancaster Ave. —V. 60, p. 835; V. 61, p. 469; V. 62, p. 779; V. 64, p. 180.

## HOLMESBURG TACONY & FRANKFORD ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1890. Opened Oct. 6, 1895.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock (par $50) | ..... | ..... | See text. | ..... |
| 1st mort., $400,000, gold, $1,000 and $500 c* | 1895 | 5g. M-N | $350,000 | May, 1925. |

Trustee, West Phila. Title & Trust Co.

Interest is paid at R. E. Title Ins. & Tr. Co., Philadelphia.

STOCK—Authorized, 16,000 shares of $50 each; issued, 8,000 shares of full paid ($400,000) and 8,000 shares of $5 per share paid ($40,000) to June 30, 1896, but only the $400,000 full-paid stock appeared in the balance sheet, as the balance was carried in accounts of uncompleted work. BONDS—The bonds cannot be redeemed before maturity.

ROAD—Total track owned, 9·95 miles; track leased, 1·72 miles; total track operated, 11·67 miles. Transfers to Electric Traction Company's system.

EARNINGS—From Oct. 6, 1895 (opening day), to June 30, 1896, nine months, gross, $59,567; net, $15,644; taxes, interest, etc., $22,539; balance, deficit, $6,895. 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. In October, 1895, the Union Traction Company acquired practically all the stock at $76 per share, the Pa. Co. for Ins. on Lives & Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction also leased the road for 998 years and three months. (See "Union Traction" Co., this SUPPLEMENT.)

| STOCK, ETC.— | *Date.* | *Dividends.* | *Issued.* | *Maturity.* |
|---|---|---|---|---|
| Capital stock $30 (See text.) | ..... | See text. | 200,000 shs. $30 paid in. | ..... |

To distribute surplus from past operations, in August, 1896, was declared a dividend of 4½ per cent per annum for the last four years.

EARNINGS—Earnings and balance sheet of the operating company, the People's Passenger Ry., were given in V. 63, p. 557, under "Union Traction," showing for year ending June 30, 1896, gross, $2,035,082; net, $1,084,892; other income, $23,431; interest, rentals and taxes, $800,727; dividends, $207,500; balance, deficit, $34,606. In 1894-5 gross, $1,647,776; in 1893-4 gross, $1,014,585.—V. 61, p. 663, 795.

## 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 modified in 1893; stock to receive dividends as follows: 1894, $4 50 1895, $4 75; 1896, $5; 1897, and thereafter $5 25.

| STOCK & BONDS— | *Par.* | *Date.* | *Int'st.* | *Outs'd'g.* | *Last Div., etc* |
|---|---|---|---|---|---|
| Stock | $50 | ..... | Q-J | See text. | April, 1897 |
| Fairm'nt Pk. & Del. RiverPass. Ry. M. r | 500 | 1864 | 5 J-D | $67,500 | June 1, 1904 |
| Germant'n Pass. M. r | $1,000 | 1879 | 5 A-O | 160,000 | Oct. 1, 1899 |

Interest on both loans at Guarantee Trust & Safe Deposit Co.

*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 PHILA. PASSENGER RY.—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.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|---|
| Stock, par $50 | ... | ..... | ..... $6 Q J | 10,000 shs. $15 pd in. | Apr., 1897 3% |
| 1st M. ($1,000) x Free from tax. .c | ..... | 1878 | 6x J-J15 | $100,000 | July 15, '98 |

Interest and dividends are paid at Real Estate Title Insurance & Trust Company.

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—Of the capital stock the People's Traction in July, 1893, owned 55,407 shares of common and 22,950 of preferred.

| STOCK & BONDS.— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc* |
|---|---|---|---|---|
| Common stock $25 | ..... | Text. | 60,000 shs. $740,000 | ..... |
| Preferred stock $25 | ..... | Text. | 23,000 shs. $277,402 | ..... |
| 1st mortgage c | 1875 | 7 J.-J.15 | 250,000 | Jan. 15, 1905 |
| 2d mortgage* c | 1881 | 5 J.-J.15 | 458,000 | July 15, 1911 |
| Con. M* $1,125,000 $1,000 | 1882 | 5 M.-S. | 367,000 | Mar. 1, 1912 |

car Trustee Guarantee Trust & Safe Deposit Co.

*Interest* on the first mortgage 5s and 7s is payable at the office of the Real Estate Title & Trust Co.

Common stock authorized, 60,000 shares: preferred, authorized 30,000 shares, of which June 30, 1896, 7,000 shares were in treasury.

ROAD—Company operates 83·66 miles of track, of which 6·4 miles owned and 77·26 miles leased and operated; 5·38 miles operated by horses.

ANNUAL REPORT—Report to State of Pennsylvania for year ending June 30, 1896, was in V. 63, p. 557, under "Union Traction." See also "People's Traction" above.

| *Year ending June 30—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| Receipts from passengers | $2,035,082 | $1,647,776 | $1,014,585 |
| Receipts from other sources | 23,431 | 12,900 | 29,574 |
| Total receipts | $2,058,513 | $1,660,676 | $1,044,159 |

—V. 61, p. 469; V. 63, p. 557.

## PHILADELPHIA & BRISTOL PASSENGER RAILWAY—

ORGANIZATION - Chartered January 3, 1896.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock $250,000 (par $50) | .... | ..... | $250,000 | ..... |
| 1st M., $250,000 g. ($1,000). c* | 1896 | 5 g. J-D | abt. 200,000 | Jan. 15, '26 |

Interest at Security Trust Co., Philadelphia, trustee.

ROAD—Philadelphia to Croydon Station, 7 miles, opened in April, 1897. Injunction has prevented completion to Bristol. Connec with Homesburg Tacony & Frankford Electric Ry. The road for part of a through electric line from Bristol to Philadelphia.—V. p. 230.

## PHILADELPHIA TRACTION—A trolley road.

ORGANIZATION—Incorporated August 21, 1883, and secured control of an extensive system of roads in Philadelphia, Pa., which it held either by lease or ownership of securities. not in fee. Under the lease to the Union Traction Company dated October 1, 1895, all its leases and the securities owned were assigned to the Union Company, which assumes all liabilities for rentals. etc.

CONSOLIDATION—Leased to Union Traction Co. for 999 years from Oct. 1, 1895. The lease provides for dividends of $4 (8 per cent) per annum on each $50 share, payable in gold coin, free of taxes. The collateral trust 4s are "assumed" by the Union Traction. See V. 61, p. 663, for

extracts from lease. Philadelphia Traction stockholders were allowed to 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 SUPPLEMENT.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last div. &c. |
|---|---|---|---|---|
| Capital stock (par $50). | .... | 8 A.-O. | $20,000,000 | Apl. 1,'97, 4% |
| Col. trust gold bonds } Sub. to call at 105c { | 1887 | 4 g. F.-A.15 | 1,018,000 | Aug.15, 1917 |
| Open accts. July 1, '96. | .... | ..... | $3,835,963 | ..... |

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. These bonds and floating debt are "assumed" by the Union Traction Co. under the lease.

| DIVIDENDS— | 1885, | '86, | '87, | '88, | '89, | '90 to '93, | '94, | 95' | '96, | '97, |
|---|---|---|---|---|---|---|---|---|---|---|
| Per cent | 2 | 3 | 6 | 5 | 4 | 6 | 8 | (!) | 8 | Apl., 4% |

In June, 1895, 4 per cent. Under the lease dividends of 8 per cent are guaranteed. V. 61, p. 663.

STOCK—The total authorized stock is $30,000,000.

ROAD—The system now assigned to the Union Traction Co. aggregated 210 miles, consisting of the following "Passenger Railways:"

| | Miles. | | Miles. |
|---|---|---|---|
| Union Passenger Ry. | 52·00 | Phila. City Pass. Ry. | 9·45 |
| West Phila. Pass. Ry. | 27·25 | 17th & 19th Streets. | 8·84 |
| Ridge Ave. Pass. Ry. | 15·25 | 22d & Allegheny. | 8·25 |
| Phila. & Darby Pass. Ry. | 14·80 | Morris & Tasker. | 7·30 |
| 13th & 15th Streets | 13·10 | Catharine & Bainbridge sts. | 5·10 |
| Phila. & Gray's Ferry | 10·20 | Other lines | 18·86 |
| Continental Pass. Ry. | 9·80 | | |
| Empire Pass. Ry. | 9·80 | Total of all | 210·00 |

ANNUAL REPORT.—Report for year ending June 30, 1896, with balance sheet, was in V. 63, p. 557, under "Union Traction."

INDEX.—V. 61, p. **151**, 152, 197, 569, 663; V. 63, p. 311, *557*.

## 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, and since Oct. 1, 1895, operated by the Union Traction Company; in Sept., 1895, term of lease was increased from 99 to 999 years and stock from $150,000 to $400,000. Rental is $24,000 yearly, besides interest on bonds and taxes.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'd'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | .... | ..... | 6% M-S | $400,000 | Mar., 1897 |
| 1st M. $150,000 ($1,000) c | .... | 1890 | 5 x A-O | 150,000 | Apr. 1, 1920 |
| Open acct. July 1, 1896. | .... | ..... | ..... | 234,698 | ..... |

Interest at People's B'k; trustee, Penn. Co. for Insurance of Lives, etc.

*Dividends*—Dividend of 6 per cent have been paid.

ROAD—The road aggregates 11·36 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 share per annum, interest, taxes and operating expenses, and assigned to Philadelphia Traction Company June 30, 1884. Operated by Union Traction Company since October 1, 1895. Stocks owned, per balance sheet July 1, 1896, $600,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | ..... | ..... | $6 J-J | 20,000 shs., $29 paid in. | Jan., 1897 |
| 1st mortgage, ($500 and $1,000) c. | ..... | 1879 | 6% J-J | $310,000 | July 1, 1909 |

Interest at People's Bank.

Due lessee for additions July 1, 1896, $672,568.

Bonds are subject to drawings of $20,000 per annum. Original issue $350,000; $20,000 paid each in Dec., 1895 and 1896. Trustee, Land Title & Trust Co.

ROAD—Owned July 1, 1896, 10·07 miles of track. See V. 61, p. 793.

## PHILADELPHIA TRACTION SYSTEM—EMPIRE PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 10, 1869. Leased Dec. 26, 1873, to Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Street Passenger Railway Company for 999 years. Transferred Oct. 1, 1895, along with all right to dividends on 6,100 shares of its stock [then held by the Union Passenger Railway Co. as trustee and lessee], by lease of Philadelphia Traction to the Union Traction Co.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'n'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | .... | ..... | ..... | $600,000 | ..... |
| 1st M., $300,000 (500) c. | .... | 1870 | 7 J-J | 200,000 | July, 1900 |

Interest at People's Bank, Philadelphia, Pa.

Due lessee Co. for additions July 1, 1896, $705,715.

EARNINGS—For year ending June 30, 1896, gross, $497,870. In 1895-6 paid dividend of 10 p. c. ROAD—Owns 10·25 miles of track.

## PHILADELPHIA TRACTION SYSTEM—PHILADELPHIA CITY PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Incorporated April 9, 1859. Leased to West Philadelphia 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. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to the Union Traction Co.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock | $50 | ..... | $7½ J-J | 20,000 shs., $23 75 paid | Jan., 1897 |
| 1st mort., ext'd..c. | 500 | 1861 | 5% J-J | $200,000 | Jan. 1, 1910 |
| Debentures.....r. | 500,&c. | ..... | 5%M-S | 100,000 | ..... |

ROAD—Owns 11·7 miles of track.

## PHILADELPHIA TRACTION SYSTEM—PHILADELPHIA & DARBY RAILWAY—A trolley road.

ORGANIZATION—Incorporated May 2, 1881. Leased to the Philadelphia City Passenger Railway Company for 999 years from Jan. 1, 1870, for $8,000 per annum and interest on bonds. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to Union Traction Co.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | ..... | ..... | 4 J-J | $200,000 | Jan., '97, 2% |
| 1st mortgage.....c | ..... | ..... | 4 M-N | 100,000 | May 1, 1927 |

Interest at People's Bank, Philadelphia, Pa.

ROAD—Owns 14·80 miles track.

## PHILADELPHIA TRACTION SYSTEM—PHILADEL. & GRAY'S FERRY PASS. 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. Operated by Union Traction Company since October 1, 1895.

| STOCK & BONDS— | Mls. | Date. | Int. | Outstand'g. | Last Div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | .... | ..... | $3½ J-J | 12,350 shs. $25 paid. | Jan., 1897 |

*Dividends* at 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 to September, 1895, and $12 per share thereafter. Operated by Union Traction Company since October 1, 1895.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, $750,000 Par $50 | .... | ..... | $12 Q-J | 15,000 shrs. $28 paid. | Apr. 1,'97, $3 |

On account of some old debts dividends for 1896 were continued at $10 per share instead of the $12 as noted above. In 1897 dividends were increased to $12 per share.

ROAD—Owns 15·25 miles of track.

## PHILADELPHIA TRACTION SYSTEM—SEVENTEENTH & NINETEENTH STREETS PASSENGER RAILWAY.—

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. Transferred under lease of Philadelphia Traction Co., October 1, 1895, to the Union Traction Company; all rights of the Philadelphia Traction Co. to dividends on the 10,000 shares of the 17th & 19th Streets road, which were then held by the Union Passenger Railway Co. as trustee and lessee, being also transferred to the Union Company.

| STOCK & BONDS— | Mls. | Date. | Int. | Outstand'g. | Last Div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | .... | ..... | 3% J-J | 10,000 shs. $25 paid. | Jan., 1897. |
| 1st M. ($500)...c Extended..... | .... | 1876 | 5% J-J | $100,000 | July 1, 1919 |

Interest at People's Bank, Philadelphia, Pa.

Due lessee for additions July 1, 1896, $554,289.

ROAD—Owns 8·84 miles of track.

## PHILADELPHIA TRACTION SYSTEM—THIRTEENTH & FIFTEENTH STS. PASS. RY.—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 Jan., 1897, $10 per share; 1897 to Jan., 1900, $11 per share, and from Jan., 1900, $12 per share. Lease transferred to Union Traction October 1, 1895.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | ..... | ..... | text J-J | 20,000 shs. $16 75 pd. | Jan., 1897 |
| 1st M. ($500).....c | ..... | 1876 | 7% A-O | $100,000 | Oct. 1, 1903 |
| Consols ($500,000). guar. p. & i.....c. | ..... | 1894 | 5% J-J | $400,000 | Jan. 1, 1934 |
| Real estate mtges.. | ..... | ..... | ..... | 90,000 | ..... |

Dividend in July, 1895, $5 per share; the January, 1896, dividend was not paid owing to payment of city's claim for paving. V. 61, p. 1155. In July, 1896, paid $4 per share; in 1897, Jan., $5 per share in full for last half of 1896.

Interest and dividends are payable at office of the Fidelity Insurance Trust & Safe Deposit Co., the trustee of both mortgages.

The consols are guaranteed principal and interest by the Philadelphia Traction Company, and the coupons are payable tax free.

ROAD—Owns 15 miles of track. V. 61, p. 1155.

## 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 Company was assigned to the Philadelphia Traction Co. and since Oct. 1, 1895, operated by the Union Traction Co. The Union Passenger Railway Co. October 1, 1895, was still holding as lessee and trustee 6,100 shares Empire Passenger Railway stock and 10,000 shares of 17th & 19th Streets Passenger Railway.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 *Dividends* paid at 423 Walnut St. | ..... | ..... | $9·50 pr. sh. | 30,000 shs., $30 paid in. | Jan., 1897 |
| 1st mortgage ($100 and $500).....c. | ..... | 1881 | 5x A-O | $500,000 | Mar. 31, 1911 |
| 2d mortgage ($100 and $500).....c. | ..... | 1884 | 5x A-O | 250,000 | Mar. 31, 1910 |

$20,000 redeemable yearly. Int. on both loans at People's Bank, Phila., Pa

Due lessee company for additions July 1, 1896, $6,685,460.

ROAD—Owns 56 miles of track.

## 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 $150,000, or 20 per cent on stock, and interest, taxes, etc. Operation transferred Oct. 1, 1895, to Union Traction Co.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, par $50 | ..... | ..... | $10 J-J | $750,000 | Jan., 1897 |
| 1st mort. ($1,000), gold.....c | ..... | 1876 | 6 A-O | 246,000 | April 1, 1906 |
| 2d mort. ($1,000)..c Free from tax. | ..... | 1886 | 5 M-N | 750,000 | May 1, 1926 |

Mort. trustee, Girard Life In. An. & Tr. Co., Phila.

Mortgage trustee, Pennsylvania Co. for the Ins. of Life & Gr. of Annuities, Philadelphia, Pa.

Interest on both loans payable at People's Bank, Philadelphia, Pa.

ROAD—Owns 27·25 miles of track. Due lessee for additions to July 1, 1896, $2,434,535.

## PHILADELPHIA & WEST CHESTER TRACTION—

ORGANIZATION—Chartered in 1895. This company proposed to absorb the Delaware County & Philadelpnia, Castle Rock & West Chester Passenger Railway Company, and to construct an electric line to West Chester.—V. 60, p. 837. Capital stock, $329,700; par $50.

ROAD—Owns 12¼ miles of track, laid with 60 lb. rails, 19 electric motor cars and 4 others.

OFFICERS—President, John N. M. Shimer; Secretary, D. G. Baird; Treasurer, Jones Wister.- V. 60, p. 837.

## ROXBOROUGH CHESTNUT HILL & NORRISTOWN RY.—A trolley road.

ORGANIZATION—Operates 16 miles of track. In June, 1896, filed a mortgage for $450,000 to the Real Estate Title Insurance & Trust Co., Philadelphia, securing 5 per cent gold bonds, due in 1926, of which $396,000 were outstanding June 30, 1896. Capital stock, $198,400. For year ending June 30, 1896, gross, $69,612; net, $18,118; deductions from income, $1,545; balance, surplus for year, $16,573. President, G. M Brill. V. 62, p. 1042.

## UNION TRACTION.—A trolley road.

ORGANIZATION—Chartered September 13, 1895, and acquired practically all the shares of the Electric Traction and People's Traction Companies in place of which it issued its collateral trust certificates secured by the shares placed in trust, and in July, 1896, also leased these properties for 998 years and 3 months from July 1, 1896. Has also leased the Philadelphia Traction at 8 per cent on its capital stock and has "assumed" its 4 per cent collateral trust bonds. V. 61, p. 663. 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, 283, 663.

| STOCK & BONDS— | Date. | Int. or Dividends. | Outstanding. | Maturity or last dividend. |
|---|---|---|---|---|
| Stock, $30,000,000, par $50 | ..... | ..... | $5,986,095 | ..... |
| Trust Co. certificates gold, guar. p. & i. by Union Tr. | 1895 | 4 g, A-O Interest at Pa. Co. for Ins. on Lives & Granting Annuities, trustee. | 29,724,876 | red. aft. Oct. 1, '45 |

STOCK—The stock authorized is $30,000,000; par, $50. Issued 598,609 shares, on which the first instalment of $5 per share was due the 31st of October, 1895, and a second instalment of $5 per share was payable Mar. 2, 1896, and $2·50 per share on March 1, 1897.

TRUST CERTIFICATES—The trust certificates are not the direct obligations of the Union Traction Co., but were issued by the Pa. Co. for Ins. on Lives & Granting Annuities to pay for the shares of the Electric and People's Traction companies purchased, and are secured by a deposit with the Trust Co. of all the shares of the stock of the Electric Traction Company and the People's Traction Company thus purchased. See description of certificates in V. 64, p. 135. They are guaranteed, principal and interest, by the Union Traction Co. and are redeemable at the option of that Co. on and after Oct. 1, 1945

The capitalization of the Union Traction system and the fixed charges (estimated) for first fiscal year ending September 30, 1896, follow:

| CAPITALIZATION. | | FIXED CHARGES. | |
|---|---|---|---|
| *Constituent Companies—* | | Guaranteed rentals.. | $2,135,000 |
| Capital stock..... | $57,891,200 | Guaranteed interest. | 580,000 |
| Funded debt..... | 11,675,600 | Rent, Ph. Traction... | 1,600,000 |
| *Union Traction Co.—* | | Interest, coll. tr. 4s.. | 1,189,000 |
| Capital stock ..... | 30,000,000 | Taxes, all companies. | 600,000 |
| Collateral trust 4s... | 29,735,000 | | |
| | $129,301,800 | | $6,104,400 |
| Less stocks in trust.. | 21,000,000 | Less rent & int. rec... | 215,000 |
| Total net capital'n. | $108,301,800 | Total net charges.. | $5,889,400 |

ROAD—On June 30, 1896, operated 448 miles of track.

EARNINGS—Report for the 9 *months* ending June 30, 1896, was given at length in V. 63, p. 1060. The earnings and expenses of all the lines now included in the new Union Traction Company for the year ending June 30, 1896, were shown in V. 63, p. 557, as follows:

| | Electric Traction. | People's Pass. Ry. | Philadelphia Traction Co. | Total of all. |
|---|---|---|---|---|
| Gross earnings.... | $2,496,164 | $2,035,082 | $5,678,780 | $10,210,026 |
| Net earnings..... | 1,225,956 | 950,190 | 2,670,854 | 4,847,009 |
| Other income..... | 75,538 | 23,431 | ..... | ..... |
| Total net..... | $1,301,494 | $973,621 | ..... | ..... |
| Int., rentals & taxes | 1,16[illegible],335 | 800,727 | ..... | ..... |
| Dividends..... | 175,000 | 207,500 | ..... | ..... |
| Balance, deficit | $34,841 | $34,606 | ..... | ..... |

The earnings and expenses of all lines for the late fiscal year, it is stated, were made up on a somewhat different basis from that employed in previous years, so that the following comparison is not more than approximate:

COMBINED EARNINGS OF ALL COMPANIES.

| | 1896. | 1895. | 1894. | 1893. |
|---|---|---|---|---|
| Receipts from passengers and mail..... | $10,210,026 | $9,236,874 | $7,805,498 | $8,043,215 |

OFFICERS—President, John Lowber Welsh; Vice-President and Gen. Manager, John D. Parsons; Secretary and Treasurer Charles O. Kruger.

DIRECTORS—John Lowber Welsh, Caleb S. Fox, William H. Shelmardine, P. A. B. Widener, William L. Elkins, Thomas Dolan, George D. Widener, James McManes, Jeremiah J. Sullivan, Alfred Smith and Alexander M. Fox.—V. 62, p. 321, 1042; V. 63, p. 311, **457, 557, 1060**; V. 64, p. 135, 182, 236.

# 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

| STOCKS & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock ($300,000) $100... | .... | ..... | ..... | $300,000 | ..... |
| 1st M., $200,000, gold, $1,000 | 14 | 1893 | 6 g M-N Interest at Chase National Bank, N. Y. City. | 200,000 | 1908 |

Mortgage trustee is the cashier of the Chase National Bank.

ROAD—On Jan. 1, 1896, owned 14 miles of trolley track in Piqua and extending also to Troy, Ohio. Siding about 1½ miles. Rails 35 to 48 lb. girder and 45 lb. girder. President, W. P. Orr; Vice-President and Manager, A. M. Orr; Secretary and Treasurer, L. M. Flesh.

# PITTSBURG, KANSAS.

POPULATION IN 1890 WAS 6,697. IN 1880 was 624.

## PITTSBURG FRONTENAC & SUBURBAN ELECTRIC RY.—

ORGANIZATION—Chartered July 9, 1894. The population of the district served by the road is said to be over 21,000. Company also owns an electric-light plant in Pittsburg, Kan. In Nov., 1896, the Pittsburg Weir City & Columbus RR. (capital stock $200,000) was chartered by President Simons and others to extend the line southward.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $100,000 (par $100). | .... | ..... | $100,000 | ..... |
| 1st mort., $125,000, gold redeemable in 10 years | 1896 | 6 g. J-J Int. at R. E. Title Ins. & Tr., Phila., trustee. | 125,000 | Jan. 1, 1911 |

The first mortgage covers all the railway, property, franchises, electric-light plant and real estate.

EARNINGS—Jan. 1 to Mar. 31, 3 months, gross, $7,773; net, $4,950 in 1897, against gross, $4,058, and net $1,809, in 1896. From Nov. 1, 1895, to Oct. 30, 1896 (12 months), gross, $15,842; net, $7,310.

ROAD—In January, 1897, operated 12¼ miles of track. Line will be 16 miles long from Pittsburg to Frontenac, Litchfield, Medway, Cornell and Yale. President, Robert Simons; Secretary, Samuel Barrett; Treasurer, Lucius M. Bedell.

# PITTSBURG, PA.

POPULATION 1890 WAS 238,617; IN 1880 WAS 156,389 AND IN 1870 WAS 86,076.

## ALLEGHENY TRACTION—

ORGANIZATION—Incorporated July 23, 1889. April 1, 1896, this company was leased to the Fort Pitt Traction Company for 950 years at a guaranteed dividend of 5 per cent per annum.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock, $500,000, par $50. | .... | ..... | 5 p. c. | $500,000 | See text. |
| Guaranteed bonds— Millvale Etna & Sharpsburg 1st M. $750,000, g. | .... | 1893 | 5g. M-N Trustee, Pittsburg Trust Co., Pittsburg. | 750,000 | Nov. 1, 1923 |

ROAD—Including Millvale Etna & Sharpsburg, 18½ miles of road. INDEX—V. 62, p. 184.

## CENTRAL TRACTION.—Cable and trolley

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 3 p. c. per annum on par value of $1,500,000 stock, see V. 61, p. 1154—and in May, 1896, stockholders were offered privilege of exchanging their stock for receipts, which were redeemed at $30 per share on Oct. 1, 1896, in Consolidated Traction Co. preferred stock at par. In June, 1896, 26,000 shares of Central Traction stock (out of 30,000) had been so exchanged.—V. 62, p. 1087.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|---|
| Stock—par $50, see text. | ..... | .... | ..... | 30,000 shares $30 paid up. | See text. |
| 1st M. $375,000 cable line $500 | 6 | 1889 | 5 J-J Interest at Union Trust Co., Pittsburg. | $375,000 | July 1, 1929 |
| *Bonds of Central Passenger Ry. controlled.* | | | | | |
| 1st M. $250,000, $1,000.. | 4 | 1894 | 6 A-O Interest at Union Trust Co., trustee, Pittsburg. | 125,000 | Oct. 1, 1924 |

*Dividends*—Feb. 1, 1892, $2 50 in stock; in 1896, Feb., 2 p. c. in cash.

ROAD—In July, 1896, was operating 8·5 miles of road, of which it owned cable line 5 miles and controlled by ownership of capital stock trolley road owned by the Central Passenger Railway, 3½ miles.

ANNUAL REPORT—For year ending June 30, 1896, gross, $131,954; net, $15,111; interest and taxes, $24,534; dividends, $30,000; balance, deficit for year, $39,423. In 1894-95 gross, $171,065. —V. 60, p. 930; V. 61, p. *153*, 794, 1154; V. 62, p. 948, 1087.

## CITIZENS' TRACTION—A cable and trolley road.

ORGANIZATION—Incorporated July 6, 1887. 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

LEASE—In 1895 leased from Nov. 1, 1895, to Fort Pitt Traction Company for 950 years at 6 per cent per annum on $3,000,000 capital stock. In addition the lessee agreed to pay a floating debt of $175,000, and at maturity a mortgage debt of $1,620,000. V. 61, p. 661.

| STOCKS & BONDS— | Date. | Interest. | Outstanding. | Last Div. etc. |
|---|---|---|---|---|
| Stock ($50) fully paid.. | ..... | 6 M.-N. | $3,000,000 f.p. | See text. |
| 1st mortgage ($1,000) Not subject to call. Trustee, Fidelity Title & Trust Co., Pittsburg. | 1887 | 5 A.-O. | 1,250,000 | Oct. 1, 1927 |
| Purchase money mortgs ..... | | ..... | 120,000 | ..... |
| *Bonds of lines whose stocks are owned.* | | | | |
| Penn St. Pass. Ry. 1st M. | 1892 | 5 J.-D. | $250,000 | June 1, 1922 |
| Transv'rse Pass Ry. 1st M. | 1891 | 6 M.-N. | 49,500 | 1901 |
| No. Side Pass. Ry. 1st M. | 1892 | 6 F.-A. | 125,000 | 1902 |

*Interest* and dividends payable at N. Holmes & Sons, Pittsburg, Pa.

Dividends—In 1892, 6 p. c.; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, 5 p. c. Under the lease dividends are 6 p. c.

ROAD.—In 1896 owned and operated 30·5 miles of track (on 15 miles of street) of which 12·2 cable, 8 electric and 8·5 horse.

ANNUAL REPORT.—For the year ending June 30, 1896, gross, $680,703; net, $323,088; other income, $4,680; interest, $99,611; taxes $49,259; dividends, $150,000. For the years ending October 31:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns... | $685,382 | $643,059 | Interest paid. | $99,612 | $121,105 |
| Op. expenses. | 357,625 | 336,008 | Taxes, etc..... | 49,259 | |
| Net earnings.. | 327,757 | 307,051 | Dividends..... | 150,000 | 150,000 |

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; V. 61, p. 112, 516, 661.

## CONSOLIDATED TRACTION—Trolley road.

ORGANIZATION—Chartered July 15, 1895, The company has purchased the entire capital stock of the Fort Pitt Traction. Co., which operates its own and the lines of the Citizens' and the Allegheny Traction companies, and has acquired the control of the Central Pittsburg and Duquesne Traction companies. On April 2, 1896 assumed management of these six companies, with capital of $13,500,000 and a bonded debt of about $6,377,000. See V. 62, p. 1087.

The financial arrangements of the company are in the hands of a strong syndicate represented by Whitney & Stephenson of Pittsburg. Drexel & Co. of Philadelphia, with others, underwrote the sale of the preferred stock. See V. 63, p. 559.

| STOCK— | *Par.* | *Interest.* | *Outstanding.* | *Dividend.* |
|---|---|---|---|---|
| Common stock..... | $50 | ..... | $15,000,000 | ..... |
| Pf. stock, 6 p. c. cum. | 50 | 6 M & N | 15,000,000 | My4,'97 3% |

The preferred stock carries cumulative dividends of 6 per cent per annum, and has the right to participate equally with the common stock when that has received 6 per cent. First dividend on preferred was paid May, 1897. V. 63, p. 601.

COMPANIES CONTROLLED—The companies acquired are shown in the following table, as also the amounts of their stocks and the amount of cash or preferred stock (at Drexel & Co.'s option) of the new company which is offered in exchange therefor, both per $50 share of old stock and for the entire issue. For manner in which the exchange may be made see the statement for each company; also V. 62, p. 948.

| *Company.* | *Miles.* | *Old stock.* | *New pref. or cash.* |
|---|---|---|---|
| Duquesne Traction..... | 33 | $3,000,000 | $37, or $2,220,000 |
| Pittsburg Traction..... | 12½ | 2,500,000 | 70, or 3,500,000 |
| Central Traction..... | 8½ | 1,500,000 | 30, or 900,000 |
| Fort Pitt Traction ..... | 10 | 3,000,000 | 40, or 2,400,000 |
| Citizens' Traction..... | 30 | 3,000,000 | Leased to Ft. Pitt. |
| Allegheny Traction..... | 18 | 500,000 | Not exchangeable. |

ROAD—Controls about 112 miles of track in all; in May, 1896, operated 97 miles, of which 27 cable, 64 electric and 6 horse.

EARNINGS AND CHARGES—In May, 1896, earnings were about $6,500 a day gross, each old road being run by itself as the new power-house and equipment were not ready. It was stated officially that "the lines now operated by the Consolidated Traction Co. are earning the dividend on the preferred stock."

OFFICERS—President, C. L. Magee; Secretary, James A. McDevitt; Treasurer, George I. Whitney. *Directors*—C. L. Magee, Joshua Rhodes, T. H. Given, George I. Whitney, Emmet C. Gibson.—V. 63, p. 559, 601.

## DUQUESNE INCLINED PLANE.—

ROAD—Said to operate 1,586 feet of track. President, S. Severance.

## DUQUESNE TRACTION—A trolley road.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 4 per cent on the $3,000,000 stock, but dividends for a year and a-half to be withheld for payment of floating debt of $180,000. In May, 1896, stockholders were allowed to exchange their stock for receipts, redeemed Oct. 1, 1896, at $37 per share in 6 per cent preferred stock of Consolidated Traction Company at par. In June 1896, 51,000 shares out of 60,000 had been so exchanged. See V. 62, p. 1087.

| STOCK & BONDS.— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock ($50) fully paid | ..... | Text. | $3,000,000 | See text. |
| | Div. payable at Fidel. Title & Trust Co, Pitts'h | | | |
| 1st mortgage .....c.* | 1890 | 5 J.-J. | 1,500,000 | July 1, 1930 |

*Dividends* were 5 per cent, J&J, but in 1893 and 1894 none paid; Feb., 1895, paid 2 p. c.; Aug., 2 p. c.; in 1896, Feb., none.

ROAD—On June 30, 1896, controlled 11 companies, with a capital aggregating $249,700 and having 33 3/16 miles of road.

EARNINGS—For years ending June 30 earnings have been as follows:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross ..... | $449,893 | $392,932 | Int., taxes, etc.. | $125,633 | $75,221 |
| Net ..... | 212,312 | 116,579 | Surp. for year.. | 103,699 | 47,223 |
| Other income... | 17,020 | 5,865 | Dividends..... | 60,000 | 60,000 |

—V. 60, p. 930; V. 61, p. *153*, 794, 1154; V. 62, p. 948, 1087.

## FEDERAL STREET & PLEASANT VALLEY RAILWAY—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 and Troy Hill companies) were taken in by consolidation in April, 1892, and their stocks wiped out. The franchise is perpetual.

The North Side Traction Co. (which see below) on July 20, 1896 leased the Federal Street & Pleasant Valley for 960 years, assuming its funded debt of $1,250,000 and its floating debt of $175,000, and agreeing to pay as rental all taxes, rentals, etc., and also $70,000 yearly in cash, payable January 15 and July 15, equal to 5 per cent on the $1,400,000 stock. The North Side Company is understood to have purchased a majority of the stock and to be offering its own stock in exchange for the balance—V. 63, p. 31, 76, 189.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., &c.* |
|---|---|---|---|---|
| Stock (par $25) full paid.... | ..... | J-J | $1,400,000 | Jan.'97, 2½% |
| Consol. mort., $1,250.000, | 1892 | 5g.J-J | 325,000 | May 1, 1942 |
| gold, $1,000.....c.* | Int. at Fidelity Title & Tr. Co., Pittsburg. | | | |
| *Underlying mortgages—* | | | | |
| Observatory Hill 1st M..... | 1887 | 5 J-J | 125,000 | July 1, 1907 |
| Federal St. & Pl. Val. 1st M. | ..... | 6 J-J | 75,000 | July 1, 1903 |
| Jack's Run mortgage..... | ..... | 5 J-J | 50,000 | 1913 |
| Fed. St. & Pl. Val. mort..... | 1889 | 5 J-J | 300,000 | July 1, 1919 |
| Allegheny & Bellevue 1st M. | 1890 | 5 J-J | 100,000 | Nov. 1, 1920 |
| Allegheny St. 1st mortgage. | ..... | 5 | 75,000 | ..... |
| Perry St. 1st mortgage..... | 1890 | 5 J-J | 100,000 | Nov. 1, 1920 |
| Troy Hill 1st mortgage..... | 1890 | 5 J-J | 100,000 | Nov. 1, 1920 |
| Mortgage car house..... | ..... | ..... | 15,000 | ..... |
| Loans and bills payable July 1,'95 | | ..... | 64,207 | ..... |

*Dividends*—Dividends are payable at Farmers' Dep. Bank; in January, 1895, 2 per cent; in 1896, none; in 1897, Jan., 2½ p. c.

*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 are subject to call before maturity.

ROAD—In June, 1896, operated 33·9 miles of track (including sidings) on about 17 miles of street.; rails 45, 56 and 66 pounds.

ANNUAL REPORT—For year ending June 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns.. | $443,083 | 393,231 | Interest..... | $66,900 | $66,325 |
| Net earnings... | 148,350 | 88,374 | Rent, taxes, etc.. | 13,101 | (?) |
| Other income.. | 40 | 13,455 | Bal. for year.. | sur.68,390 | (?) |

OFFICERS—President, D. F. Henry; Vice-President, R. H. King, Secretary, Wm. H. Graham; Treasurer, R. F. Ramsey; Purchasing Agent, D. M. Bryar.—V. 62, p. 989, 1179; V. 63, p. 31, 76, 189.

## FORT PITT TRACTION—A trolley road.

ORGANIZATION—Chartered in 1895 under perpetual franchise. A consolidation of the Ft. Pitt Street Passenger Ry., Highland Park Ry., etc., 10 miles in all. In October, 1895, leased the Citizens' Traction Co. for 950 years, guaranteeing 6 per cent yearly on $3,000,000 stock and Allegheny Traction Co. for same period at 5 per cent on the stock

The capital stock of the Ft. Pitt Traction Co. is owned by the Consolidated Traction, which see.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $3,000,000, par $50.. | ..... | ..... | $3,000,000 | ..... |
| 1st M., $1,000,000 ($1,000). | 1895 | 5 J.-D. | 938,000 | 1925 |
| | Int. at Pittsburg Trust, Pittsburg, Pa. | | | |

ROAD—Controls 58 miles of track, including 48 miles leased. —V. 61, p. 517, 661, 1154.

## McKEESPORT DUQUESNE & WILMERDING 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. In February, 1896, control was said to have been acquired in the interest of the Second Avenue Traction Company of Pittsburg.

In April, 1897, application was made for a receiver. (V. 64, p. 707.) It is understood, however, no action will be taken until June 1, when the first mortgage interest becomes due.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock $350,000, p.$50 | ..... | ..... | ..... | $350,000 f.p. | ..... |
| 1st mort., $350,000, | 18 | 1895 | 6g. J-D | 350,000 | 1925 |
| sinking fund, gold.. | Subject to call at 105 after 1905. | | | | |

ROAD—In August, 1895, had in operation 18 miles of track on 12 miles of street.—V. 62, p. 279, 415; V. 64, p. 707.

## NORTH SIDE TRACTION—

ORGANIZATION—Organized in 1896 by parties interested in the Second Avenue Traction and United Traction companies to lease the Federal Street & Pleasant Valley Ry.

In January, 1897, Second Avenue Traction stockholders voted to lease that road to North Side Traction for 999 years at a rental of 5 per cent on the money invested. V. 64, p. 235. The transfer of the F. S. & Pleasant Valley is a practical sale of the road, made, owing to the law under which the present charter was secured, in the nature of a lease for a term of 950 years on a guaranteed annual rental of 5 per cent, payable Jan. 15 and July 15, 1897, and each succeeding year, to the Pittsburg Trust Co. of Pittsburg. The lease provides that the present stockholders can change their stock for stock in the North Side Traction Co. or can retain their present stock with a guarantee of 5 per cent as a dividend. The North Side Traction will be controlled by the United Traction Co.—V. 63, p. 31, 76, 189, 794, 881, 1064; V. 64, p. 235, 664.

## PITTSBURG ALLEGHENY & MANCHESTER TRACTION—

ORGANIZATION—Incorporated Dec. 14, 1889, and July 25, 1890. leased Pittsburg Allegheny & Manchester Passenger Railway [5 miles of road, stock $350,000, no bonds] for 999 years and Pittsburg Union Passenger Railway [stock paid in $82,775, bonds $100,000 as below] for 985 years—see V. 64, p. 1001

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|
| Stock, $3,000,000 ($50) f. p. | ..... | ..... | $2,994,839 | Aug. 1,'95, 2% |
| | Dividends are payable at company's office | | | |
| General mort. ($1,500,000). | 1890 | 5 A-O | $1,400,000 | Oct. 1, 1930 |
| | Interest at Fidelity Title & Trust Co., Pittsburg, trustee. | | | |
| New mortgage, $250,000.. | 1897 | 5 p. c. | Text | ..... |
| *Guaranteed—* | | | | |
| Pittsb. Un. Pas. Ry., 1st M. | ..... | 5 A-O | 100,000 | Oct. 1, 1901 |

*Dividends*—In 1892, 1¼ per cent; 1893, 5 per cent; 1894, 2½; 1895 February, paid 2½ per cent; August, 2 per cent; in 1896, Feb, none.

Of the mortgage for $250.000 made in May, 1897, only about $150,000 bonds, it is said, will be issued at once, to retire the floating debt which bears 6 per cent, and in May, 1897, as reported, amounted to $162,000.

ROAD—Operates 20 miles of track in cities of Pittsburg and Allegheny. Rails 70 lbs. per yard.

ANNUAL REPORT—For years ending Oct. 31 earnings have been:

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross..... | $465,959 | $450,714 | Op. expenses.. | $381,119 | $336,414 |
| Other income. | 8,015 | 5,827 | Balance, net.. | 92,855 | 120,127 |

Bills payable Oct. 31, 1896, $186,686.

OFFICERS—President, George B. Hill; Vice-President, Joshua Rhodes, Secretary, A. M. Neeper; Treasurer, W. Montgomery; General Manager and Purch. Agent, G. F. Greenwood.—V. 63, p. 30, 76, 794, 881, 1064; V. 64, p. 664, 1001.

## 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 & Allentown Traction Co. (See suit regarding interest paid on B. K. & A. bonds.—V. 62, p. 989.) It has been proposed to lease the Pittsburg & Birmingham Traction to the Second Ave. Traction Syndicate. See V. 63, p. 794.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g | Last div., &c. |
|---|---|---|---|---|
| Stock ($50) | .. | Text. | $3,000,000 | Jan 27, 1896 |
| 1st mort., gold, 5s... ($1,000) c* | 1889 | 5 g. M.-N. Trustee, Fidelity Trust, Etc., Co. of Philadelphia. | 1,500,000 | Nov. 1, 1929 |
| Bonds, $12,000, paid yearly | 1890 | 5 A-O | 144,000 | 1900 |
| *Guaranteed bonds—* | | | | |
| Pitts & Birm. Pass Ry.. | .... | 5 J-J | $75,000 | ..... |
| Pitts. & Ormsby | 1891 | 5 A-O | 19,000 | 1896-1901 |
| Birm. Knox. & A. 1st M. gold, interest guar.. | 1891 | 6 g. M-S Trustee, Fidelity Ins. Tr. & S. Dep. Co., Phila. | 500,000 | Sept. 1, 1931 |
| Ross Street mort | .... | .... ..... | 30,000 | ..... |
| Knoxv. & Arlington St. | 1895 | .... ..... | 100,000 | ..... |
| Knox. Fair H. & Mt. L. | 1895 | 6 ..... | 175,000 | ..... |

DIVIDENDS—For year 1892-93 paid 2 p. c.; in 1896, January, ½ p. c.

ROAD—Operated in 1896 20·35 miles of track, laid with 90 lb. rails. The controlled lines include: Birmingham Knoxville & Allentown Traction, 1·4 miles of horse and 1,600 feet of cable track; Knoxville Fair Haven & Mt. Lebanon Ry., 5½ miles double-tracked; also Pittsburg Incline Ry., which see below.

ANNUAL REPORT—For the year ending June 30, 1896, carried 7,549,306 passengers, against 6,200,000 in 1895.—See V. 63, p. 267.

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $412,288 | $384,561 | Rentals, etc. | $36,794 | $18,117 |
| Exp. & taxes | 224,423 | 234,735 | Bond interest | 109,700 | 109,700 |
| Net | $187,865 | $149,826 | Bal., sur. for y'ar. | $41,371 | $22,009 |

GENERAL BALANCE SHEET JUNE 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Property and railway | $2,898,030 | Stock | $3,000,000 |
| Improvement | 1,638,888 | Bonds and mortgages | 1,500,000 |
| Stock of oth. compan'e | 703,550 | Guaranteed bonds | 519,000 |
| Horses | 700 | Debenture bonds | 147,000 |
| Accounts receivable | 170,149 | Accounts payable | 56,919 |
| Cash | 14,159 | Interest, etc., accrued | 38,430 |
| | | Loans | 75,000 |
| | | Profit and loss, surplus | 94,127 |
| Total | $5,425,476 | Total | $5,425,476 |

OFFICERS—President, Harry Moore; Vice-President, A. C. Wettengel, Secret'y and Treas., A. S. Petrie.—V. 62, p. 282, 989; V. 63, p. 267, 794.

## PITTSBURG & BIRMINGHAM TRACTION SYSTEM—PITTSBURG INCLINE PLANE—

ORGANIZATION—Leased December 1, 1891, for 999 years to Pittsburg & Birmingham Traction Co., at rental equal to interest on bonds and 10 p. c. on $150,000 stock, free of tax, but dividends have been 9 p. c. yearly, balance being carried to surplus.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, par $100, full paid | ..... | Q-F | $150,000 | ..... |
| 1st M., $1,000 each c* | 1889 | 6 J-J | 150,000 | July 1, 1929 |
| 2nd mortgage | 1890 | 6 J-J Subject to call on any June 1 after 1894. Int. at Fidelity Ins., etc., Co., Phila., trustee. | 100,000 | June 1, 1910 |

ROAD—Road extends from Forty Hill, Pittsburg on Bradford Street to Washington Avenue, on top of hill.

## PITTSBURG & CASTLE SHANNON RAILROAD—A steam and incline plane road.

ORGANIZATION—Chartered Sept. 21, 1891. Besides operating the railroad this company transports and sells coal from its own mines.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | .... | ..... | ..... | $481,400 | ..... |
| 1st M., $500 and $1,000 | .... | 1888 | 6 F-A | 200,000 | Aug. 1, 1908 |
| Purchase-money mort | .... | 1891 | None | 21,012 | 1898 & 1901 |
| Mortgage, $50,000 | .... | 1896 | ..... | (!) | ..... |
| Bills payable Dec. 31, '95. | .... | ..... | ..... | 32,398 | ..... |

In 1896 bonds for $50,000 were authorized for introducing electricity as motive power.

ROAD—Operates road of 40-inch gauge from Pittsburg to Arlington, Pa., 6½ miles, incl. two inclines of 1,375 and 2,112 feet respectively.

ANNUAL REPORT—For the years ending December 31 earnings from both railroad and coal business were:

| | Gross. | Net. | Interest. | Balance. |
|---|---|---|---|---|
| 1896 | $111,773 | $14,647 | $14,182 | sur. $465 |
| 1895 | 135,282 | 16,167 | 15,438 | sur. 729 |
| 1894 | *99,025 | 14,514 | 14,638 | def. 124 |

* Decrease due to reduction in coal business owing to a strike.

Passengers carried in 1896, 1,084,483; in 1895, 852,050.

OFFICERS—President, James M. Bailey; Sec. and Treas., E. J. Reamer.

## PITTSBURG TRACTION—A trolley road. Cable abandoned in August, 1896.

ORGANIZATION—Incorporated April 14, 1887.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 7 per cent on the $2,500,000 stock (see V. 61, p. 1154); but 1½ years' dividends to be used to pay floating debt of $250,000. In May, 1896, stockholders were offered receipts for their stock which were redeemed at $70 per share on Oct. 1, 1896, in preferred stock of Consol. Traction Co. In June, 1896, 39,000 shares out of 50,000 had been so exchanged. See V. 62, p. 948.

| STOCK & BONDS.— | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|
| Stock, $2,500,000 (par $50) | .... | text F.-A. | Text. | Aug., 1895 |
| 1st mort. 5s c* | 1887 | 5 A.-O. | $750,000 | Oct. 1, 1927 |
| P.O. & E.L. b'ds. ass'd | .... | 6 p. c. | 7,000 | Feb. 1, 1901 |
| *Guaranteed bonds—* | | | | |
| Bloomfield St. Ry., 1st | 1893 | 5 F.-A. | 250,000 | Aug. 1, 1923 |
| Loans June 30, 1896 | .... | .... | 389,083 | ..... |

*Stock*—Issued 50,000 shares, on which $38 each has been paid.

DIVIDENDS—At company's office, Pittsburg. Dividends of 6 per cent have been paid; in 1895, 6 p. c.; in 1896, none—see above.

ROAD.—Owns 12·67 miles of track.

ANNUAL REPORT—Fiscal year ends June 30.

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross | $467,933 | $441,452 | Op. exp. & tax. | $263,662 | $262,921 |
| Other income. | (!) | 7,994 | Balance, net.. | 204,271 | 186,525 |

In 1895-96 interest charges were $89,867; dividends, $75,000.

OFFICERS.—President, George W. Elkins; Secretary and Treasurer J. G. Traggardh; General Manager and Purchasing Agent, W. L. Elkins.—V. 60, p. 930; V. 61, p. 153, 794, 1154; V. 62, p. 1087.

## PITTSBURG TRACTION SYSTEM—BLOOMFIELD STREET RAILWAY—

ORGANIZATION—Chartered in 1893. The stock is owned by the Pittsburg Traction Company, which is guarantor of bonds.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock (par $50) | .... | ..... | ..... | $250,000 f. p. | ..... |
| M. $250,000, cur'y. c* | .... | 1893 | 5 F-A | 250,000 | Aug. 1, 1923 |

Interest at Pittsburg Trust Co., trustee. Owns about 3 miles of track.

## PITTSBURG & WEST END PASSENGER RAILWAY—A trolley and horse road.

ORGANIZATION—Chartered Mar. 26, 1879. Franchise is for 99 years In August, 1896, it was reported this road would form part of the system of the new United Traction Co.—which see.

| STOCK & BONDS— | Mls. | Date. | Int. | Outstanding. | Last Div., etc. |
|---|---|---|---|---|---|
| Stock, $1,500,000, par $50 | .... | .... | J-D | $1,500,000 f. p. | See text. |
| 1st M., currency | 16 | 1892 | 5 J-J | 500,000 | July 1, 1922 |

Interest is payable at the office of the City Savings Bank, Pittsburg. The bonds are not subject to call. Mortgage trustee is the Fidelity Title & Trust Co. of Pittsburg.

*Dividends*—In 1892, June, $3 50 in scrip; Dec. 31, $2 50 cash; in 1893 2 p. c.; in 1894 2 p. c.; during year ending June 30, 1896, 3 p. c.

ROAD—Owns 16 miles of track on 8 miles of street. Rail, 80-lb. girder. Owns 26 electric motor cars. Operates Pittsburg Crafton & Mansfield, 17 miles (see below) and Pittsburg Neville Island & Coraopolis Passenger Ry., 9½ miles. The latter has outstanding $100,000 of first mortgage 6s.

ANNUAL REPORT—For the year ending June 30, 1896, gross, $193,223; net, $105,834; interest charges, $28,205; dividends, $45,000; balance, sur., $32,629. For the year ending Dec. 31 earnings were:

| | 1894. | 1893. | | 1894. | 1893. |
|---|---|---|---|---|---|
| Gross earn'gs. | $161,279 | $147,486 | Taxes | $10,001 | $9,844 |
| Net earnings | 48,138 | 34,016 | Dividends (2%) | 30,000 | 30,000 |
| Other income | 14 | ..... | Balance, surplus for year | 18,138 | 4,017 |
| Interest paid | 28,182 | 23,595 | | | |

BALANCE SHEET—The balance sheet June 30, 1896, was as follows:

| *Assets—* | | *Liabilities—* | |
|---|---|---|---|
| Plant | $1,401,291 | Capital stock | $1,500,000 |
| Construction | 541,444 | Funded debt | 500,000 |
| Equipment | 164,756 | Loans | 50,000 |
| Cash | 8,686 | Profit and loss | 65,677 |
| Total | $2,115,677 | Total | $2,115,677 |

OFFICERS—President, Jno. C. Reilly; Vice-President, Thomas S. Bigelowe; Secretary, Wm. V. Callery; Treas. and Gen. Man. W. J. Burns.

INDEX—V. 61, p. 612.

## PITTSBURG & WEST END PASSENGER SYSTEM—PITTSBURG CRAFTON & MANSFIELD ST. RY—

ORGANIZATION—An extension of the Pitts. & West End Passenger Ry

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'd'g | Maturity. |
|---|---|---|---|---|---|
| Stock, $500,000, par $50 | .. | ..... | ..... | $500,000 | ..... |
| 1st M., $250,000, cur., $15,000 p. m. | ..... | 1894 | 5 J-J | 250,000 | July 1, 1924 |

Int. at Pittsburg Tr. Co., Trustee, Pittsburg, Pa.

The first 5s for $250,000 are guaranteed by the Pittsburg & West End Passenger Ry., principal and interest. They are tax free.

ROAD—Owns 17 miles of track on 5 miles of road.

## ST. CLAIR INCLINE PLANE—A cable road.

ORGANIZATION—Chartered Sept. 9, 1885. Road completed in 1889. Stock, $150,000 f. p.; 1st mortgage, $1,000 each; 6s, M-N, $75,000, due Nov. 7, 1909. Profit and loss deficit Jan. 1, 1895, $1,427; bills payable $1,750. Interest at Thomas Mellon & Sons' Bank. Dividends—In January, 1893, 2½ per cent. Road is four-tenths of a mile long. For year ending June 30, 1896, gross, $15,687; net, $7,671; int. and taxes, $5,784; "other expenses," $2,250; bal., deficit for year, $363. In 1894-95, gross $13,749; net, $3,266. Pres. and Supt., W. S. Hughes.

## (THE) SECOND AVENUE TRACTION—A trolley road.

ORGANIZATION—"Practically a consolidation," effected about Dec. 1, 1894, of three important street railway companies, viz.:

*Second Avenue Traction.*

*Second Avenue Passenger Railway* leased for 999 years.

*Glenwood & Dravosburg Passenger Railway* Company.

*McKeesport & Reynoldtown Passenger Railway* Company was acquired in July, 1895, by The Second Avenue Traction, and none of its bonds are outstanding.

Control of the McKeesport Duquesne & Wilmerding Ry. was obtained in February, 1896.

In January, 1897, the stockholders voted to lease the Second Avenue Traction to the North Side Traction for 999 years at a rental of 5 per cent on the money invested.—V. 64, p. 235.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Stock, common, par $50 | .... | .... | $4,000,000 f. p. | .... |
| Do. preferred, par $50 | .... | .... | 1,000,000 f. p. | .... |
| Mort. $2,500,000, gold. c* | 1894 | 5 g. J-D | 2,000,000 | Dec. 1, 1934 |

Not subj. to call ($1,000). Trustee, Maryland Trust Co. Balto., Md. Interest at Brown Bros. & Co., N. Y., or A. Brown & Sons, Balto.

| *Divisional, etc., bonds—* | | | | | |
|---|---|---|---|---|---|
| 2d Ave. Passenger 1st M | 1882 | 6 | J-J | 30,000 | July, 1902 |
| General mortgage | 1889 | 5 | J-J | 120,000 | July 1, 1909 |
| 2d Ave. Traction Co. M | 1893 | 5 | J-J | 300,000 | July 1, 1933 |
| Braddock & Turtle Cr'k 1st. | 1891 | 6 | A-O | 50,000 | April 1, 1911 |

Floating debt Oct. 1, 1896, $166,542.

*Stock*—Common, authorized $4,000,000, and preferred $1,000,000

*Dividends*—During fiscal year ending June 30, 1896, company paid dividends amounting to $50,000.

*Bonds*—The 2d Avenue Traction mortgage is for $2,500,000, of which $500,000 reserved to retire prior liens at maturity. 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 mortgage 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 Co.

ROAD—The company has 57·43 miles of track, and also 5 miles between Turtle Creek and Wilmerding. Its line extends from the Exposition Building in Pittsburg past the Post Office, etc., and via 2d Avenue to Braddock, Brinton and Turtle Creek; forking at Glenwood, it also extends to Dravosburg, Reynoldtown and McKeesport, also to Home stead and Birmingham. Rails 90 lbs. to the yard. Owns 91 electric motor cars and 14 others.

EARNINGS—From Jan. 1 to Dec. 31, 12 months, gross, $502,821 in 1896; $357,010 in 1895. Fiscal year ends June 30. In 1895-96 gross, $475,667; net $243,221.

OFFICERS—President, James D. Callery; Secretary, J. H. Callahan; Treasurer, John W. Taylor; Office, Glenwood, Pittsburg, Pa.

INDEX—V. 62, p. 279, 415, 989, 1179; V. 63, p. 30, 76, 269, 792, 794; V. 64, p. 235.

### 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 gold 6 per cent bonds, due 1913, for $500,000 are outstanding; interest payable M. & S. President, General Manager and Purchasing Agent, Thomas A. Noble; Secretary, C. E. Succop.

### UNITED TRACTION CO.—

ORGANIZATION—Formed in 1896 by the directors and stockholders of the Second Avenue Traction Co. to operate all the roads at present owned and controlled by the Second Avenue syndicate. Unofficially it is reported that the system will include the Second Avenue Traction Co., the Pittsburg & West End Passenger Ry. Co., the Pittsburg Neville Island & Coraopolis Traction Co. and the North Side Traction Co. (operating the Federal Street & Pleasant Valley Traction Co.) If the McKeesport Duquesne & Wilmerding be included, the system may then embrace about 160 miles of track, on which are bonds aggregating about $5,000,000. The United Traction Co., it is proposed, shall issue $10,000,000 of common and $10,000,000 of preferred stock. Alexander Brown & Sons, of Baltimore, represent the syndicate which is carrying out the deal. V. 63, p. 189, 269.

## 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 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. | $100,000 f. p. | See below. |
| 1st mortgage..... | 1890 | 5 J-J | 35,000 | Jan. 1, 1910 |
| | Int. is payable at Internat'l Tr. Co., Boston. | | | |
| Real estate mortgages. | ..... | 6 p. c. | 7,000 | On demand. |
| Unf'd debt Sept. 30,'96. | ..... | ..... | 24,000 | ..... |

*Dividends* of 7 per cent per annum were paid in year 1892-93; in 1893-94, 6 p. c.; in 1894-95, 9 p. c.; in 1895-96, 6 p. c.

ROAD—Operates 8·75 miles of track, extending from Plymouth to Kingston; sidings, etc., ·43.

EARNINGS—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings.. | $32,667 | $29,721 | Dividends paid... | $6,000 | $6,600 |
| Net ..... | 9,119 | 7,324 | Balance for year. | 791 | df.1,692 |
| Other income.... | 2,269 | 3,295 | Total sur.Sept.30 | 2,191 | 1,399 |
| Int., taxes, etc... | 4,597 | 5,711 | | | |

OFFICERS—President, A. L. Gordon; Treasurer, Henry W. Barnes, Plymouth, Mass.; Supt., Benj. F. Sherburne; Clerk of Corporation, C. E. Barnes, Plymouth.

## 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.

Population in 1894 by State census, 18,140.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock $100,000 ($100).... | ..... | ..... | ..... | $100,000 | ..... |
| 1st mort.,$200,000 | 9 | 1893 | 6 g. M-S | 120,000 | Mar. 1, 1913 |
| gold, $1,000..... | | Subject to call at 105 after Mar. 1, 1903 | | | |
| | Int. at Hanover National Bank, N. Y. City. | | | | |

*Bonds*—The mortgage trustee is the Union Trust Company of Detroit. In January, 1897, $80,000 of the bonds were still reserved for additions and extensions at not exceeding 60 per cent of actual cost.

ROAD—Operates 10½ miles of track on 9½ miles of road.

ANNUAL REPORT—For fiscal year ending December 31 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings.. | $52,489 | $52,848 | Taxes..... | $616 | $795 |
| Net earnings.... | 14,498 | 18,077 | Insurance..... | 2,011 | abt2,200 |

OFFICERS—President, W. Canham; Secretary, F. J. Dixon; Treasurer W. L. Jenks; Superintendent, H. A. Dixon.

## PORTLAND, ME.

POPULATION 1890 WAS 36,425; IN 1880 WAS 33,810; AND IN 1870 WAS 31,413.

### PORTLAND RAILROAD.—

ORGANIZATION—Chartered March 19 1863, under laws of Maine. At a meeting Jan. 21, 1895, the stockhol.ers 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.* | *Maturity.* |
|---|---|---|---|---|---|
| St'ck auth.$500,000,$100 | .... | | See below. | $300,000 | Feb., 1897 |
| 1st mortgage, $500,000 g | 16½ | 1893 | 4½ g. M-N | 500,000 | May 1, 1913 |

The bonds cover all the property, equipment and franchises.

*Dividends*—In year 1892-93, 4 per cent; in 1894, Aug., 3 p. c.; in 1895, Feb., 3 p. c.. Aug., 3 p. c.; in 1896, Feb., 3 p. c.; Aug., 3 p. c.

ROAD—Owns 25 miles of track in Portland, Deering and Westbrook.

ANNUAL REPORT—For the years ending June 30 as below:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns... | $247,566 | $212,060 | Taxes ..... | $4,489 | $4,544 |
| Net earnings. | 62,620 | 46,021 | Dividends..... | 18,000 | 18,000 |
| Other income. | 3,859 | 8,160 | Surplus, year..... | 23,133 | 23,014 |
| Interest..... | 20,856 | 8,623 | Total surplus..... | 15,043 | ..... |

OFFICERS—President, Wm. R. Wood; Secretary, Treasurer and Purchasing Agent, E. A. Newman. Office, Portland, Me.

### PORTLAND & CAPE ELIZABETH RY.—A trolley road.

ORGANIZATION—This company and the Cape Elizabeth Street Ry. while distinct corporations, are operated as and are practically one. They were organized in 1894-95. Line runs from Monument Square in Portland over the Portland Bridge into South Portland, with terminals at Simonton Cove and Rigby Park. Company owns large pleasure resort property at Simonton Cove.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | ..... | $450,000 | ..... |
| 1st M. $400,000 g. ($1,000) | 1895 | 5 g. M-N | 300,000 | Nov. 1, 1915 |

Interest at American Loan & Trust Co., Boston, trustee.

ROAD—Operates 9·75 miles of road with 11·28 miles of track.

EARNINGS—Dec. 7, 1895, to June 30, 1896 (6¾ months) gross, $25,-145; net, $10,495.

OFFICERS—President, J. S. Winslow; Vice-President, Thomas S. Krutz, Mills Building, N. Y

## 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 companies.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstandg.* | *Maturity.* |
|---|---|---|---|---|
| St'k, auth. $1,000,000 ($100). | ..... | ..... | $753,300 | ..... |
| Willamette Bridge Ry., 1st mortgage, $100 each..... | 1889 | 6 M-S | 100,000 | Sept. 1, 1919 |
| | Interest at Am. Loan & Trust, Boston. | | | |
| Way. & Wood. El. Ry., 1st M., gold, subject to call at 104. | 1891 | 6g. A-O | 110,000 | Apr. 1, 1921 |
| City & Sub. consol. M., not subj. to call, $100 each, g.. | 1891 | 6g. M-S | 740,000 | Sept. 1, 1916 |
| | 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, 1897,) $50,000 for other purposes. Mortgage trustee is the Security Savings & Trust Co., Portland.

ROAD.—Operates 50 miles of track, including thirteen different lines, of which eleven start from the corner of Third and Yamhill streets. Runs to Mt. Tabor and St. Johns. About 8 miles are operated by steam and 42 miles by trolley. Rails 30 and 40 b. T and girder; 37 electric cars and 2 passenger coaches hauled by steam motors.

OFFICERS.—President, Henry Failing; Vice-President, T. Woodward; Sec. and Treas., C. F. Swigert; General Manager, H. C. Campbell.

INDEX—V. 62, p. 86.

### 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..... | ..... | ..... | $100,000 | ..... |
| 1st M., $100,000, gold, $100 and $1,000..... | 1891 | 6 J-J | 100,000 | July 1, 1911 |
| | 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 m.; steam, 6 m. Rails 35 and 50-lb. T

OFFICERS—President, E. T. Johnson; Vice-President, Treasurer, Gen. Manager and Purchasing Agent, T. A. Wood; Secretary, W. Hosea Wood,

### CONSOLIDATED STREET RAILWAY—SEE PORTLAND RAILWAY.

### EAST SIDE RAILWAY—A trolley and steam road.

ORGANIZATION—Chartered in July, 1892. The company went into receiver's hands before the first coupon on its bonds matured.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity* |
|---|---|---|---|---|---|
| Stock, $250,000..... | .... | .... | .... | $250,000 | ..... |
| 1st mortgage..... $300,000 gold..... | .... | 1893 | 6 g. M-S | 300,000 | Mar. 1, 1923 |
| | Trustee Secu. Sav. & Tr. Co., Portland, O. | | | | |

ROAD—Operates 23 miles of road on the east side of the river, including the line to Oregon City (falls of Willamette River), 15 miles, which was completed March 1, 1893, and to Gladstone and Gladstone Park. 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 RAILWAY—An electric road.

ORGANIZATION—A reorganization in 1896 of the Consolidated Street Ry., sold in foreclosure Jan. 8, 1896. The Metropolitan Ry. was not included in the reorganization—see V. 62, p. 86.

| STOCK & BONDS.— | Date. | Interest. | Outstanding. | Last Div., etc. |
|---|---|---|---|---|
| Stock, com., $700,000 | ..... | ..... | $700,000 | ..... |
| Pref., 5 p.c., $100,000 | ..... | 5 J-J | 100,000 | ..... |
| Mult'mah St. Ry. 1st M.g. | 1890 | 6g. J-D | 148,000 | June 1, 1910 |
| Port. & Vancouver Ry. | 1889 | 6 ..... | 100,000 | ..... |
| Port. Ry. 1st con. M., g. c* subj. to call Jan. 1, 1906 | 1896 | 5g. J-J | 552,000 | Jan. 1, 1916 |

Interest at Mercantile Trust, N. Y., trustee.

Portland Railway first consol. mortgage is for $2,500,000 ($250, $500 and $1,000) of which bonds for $248,000 are reserved to take up at maturity the Multnomah and the Port. & Vancouver bonds, $497,000 issued in reorganization, $55,000 for betterment, balance authorized as required at $20,000 per mile for new road. Consols have a sinking fund of 5 p. c. per annum after 1905, and are redeemable at par on and after Jan. 1, 1906. The mileage covered by present mortgage debt is 25 miles. The Portland Ry. is not responsible for interest on the Metropolitan Ry. 1st mortgage 6s, of which $145,000 are outstanding but were not included in the reorganization.

ROAD—Owns 25 miles of track; operates also the Metropolitan Ry., 7 miles; total, 32 miles, included in earnings.

EARNINGS—Fiscal year ends December 31. Earnings include Metropolitan Ry., which for 1895 showed a deficit under operating expenses.

| | 1895. | 1894. | 1893. |
|---|---|---|---|
| Gross earnings | $167,822 | $170,977 | $248,432 |
| Net earnings | 38,800 | 41,688 | 85,053 |

OFFICERS—President, O. F. Paxton; Vice-President, J. V. Beach; Secretary and Treasurer, J. F. Batchelder.

## PORTSMOUTH, VA.

POPULATION 1890 WAS 13,268; IN 1880 WAS 11,390.

PORTSMOUTH STREET RAILWAY—Being hanged to an electric line.—V. 62, p. 86.

ORGANIZATION—Chartered in 1887. Municipal franchises expire in Dec., 1918. In March, 1895, the road was sold to Major John Finney nd Gen. J. K. Siegfried of Pottsville, who propose to put in trolley nd o build extensions to Port Norfolk and West Norfolk.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock authorized $200,000 | ..... | ..... | $50,000 | ..... |
| 1st mortgage $50,000 | ..... | 6 | 50,000 | (!) |
| Mortgage, $500,000, ($500 and $1,000) | 1896 | ..... | May, '96, none Jan., 1926 | |

Mercantile Trust Co., N. Y., trustee. Trustee, Union Trust Co., Phila.

In January, 1896, an issue of $500,000 bonds was authorized for changing the motive power, etc., but to May no bonds had been issued.

LATEST EARNINGS—From Jan. 1 to August 31, 1895 (8 months), gross, $23,508, against $19,330 in 1894.

ROAD—Owns 7 miles of track on 4·7 miles of road. Rails 30 to 57 lb. President, J. K. Siegfried, Pottsville, Pa. V. 62, p. 86, 234.

## 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. (9 miles track), guaranteeing the interest on the $100,000 of bonds of that road. Estimated will give service to a population of 50,000.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $50, full paid | ..... | ..... | ..... | $650,000 | ..... |
| 1st M., $500,000 gold. $500 and $1,000. c* | ..... | 1895 | 6 g. M-N | 500,000 | Feb. 1, 1925 |

Int. at Real Estate Trust Co., Phila., trustee.

Sinking fund first mortgage is $5,000 per annum, beginning February 1, 1900. Bills and accounts payable June 30, 1895, $114,227.

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.

EARNINGS—Year ending June 30, 1896, gross, $94,638; net, $21,621; interest and rentals, $43,843; bal., def., for year, $22,222. In 1894 5, gross, $67,105; operating expenses, $74,364.

OFFICERS—President, Richard H. Koch; Vice-President, F. H. Street; Sec. and Treas., Jesse Newlin Office, 635 Drexel Building, Philadelphia.

SCHUYLKILL ELECTRIC SYSTEM.—POTTSVILLE & READING RAILWAY.—A trolley road.

ORGANIZATION—In 1894 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 | 8 miles. |
| 1st M., 6 p. c., gold. c* | 100,000 | Sidings | 1 " |
| Dated 1895, F-A, Due 1925. | | Total track | 9 " |
| Trustee, Real Estate Tr. Co., Phila. | | Rails | 78 and 60 lb. |

TAMAQUA & POTTSVILLE ELECTRIC RAILROAD—A trolley road.

| | | | |
|---|---|---|---|
| Stock ($50) | $300,000 f. p. | Main line | 14 miles |
| 1st mort., 6 p. c. c* | 250,000 | Sidings | 2 " |
| Dated 1895, J-J, due 1925. | | Total track | 16 " |
| Trustee, Columbia Ave Savings Fund, Philadelphia. | | Rails | 60 and 70 lb. |

## 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| St'k, $750,000, par $100 | ..... | ..... | ..... | $750,000 f.p. | ..... |
| 1st M. gold $1,000 s. f. no option c* | 20 | 1894 | 5 g. J-J | 196,000 | July 1, 1924 |
| Mtge on real estate | ..... | ..... | ..... | 12,000 | ..... |
| Loans June 30, 1896. | ..... | ..... | ..... | 150,000 | ..... |

Trustee, Cent. Trust Co., N. Y. Int. in N. Y. City.

*Bonds*—The bonds are limited to $25,000 per mile of completed trolley road, $10,000 of this being issuable when track is laid and r maining $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." Sinking fund, beginning Jan. 1, 1897, equal to 1 per cent of the "bonds issued hereunder"; bonds purchased at not exceeding 110.

ROAD—Owns about 15·10 miles of road; second track, 1·14 m.; sidings, ·59 m.; total, 16·79 miles of track.

LATEST EARNINGS—4 months, Jan. 1 to April 30. 1897.....Gross, $22,042; net, $7,252. 1896.....Gross, 22,587; net, 6,104.

EARNINGS—Year ending June 30, 1896, gross, $91,813; net, $33,457; other income, $479; interest, taxes, etc., $39,297; bal., deficit for year, $5.361. Total profit and loss, surplus, June 30, 1896, $6,357.

OFFICERS—President, J. W. Hinkley, 489-493 Main Street, Poughkeepsie, 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.

ORGANIZATION—Controls by ownership of stock and bonds 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 250,000, 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. The securities by which this ownership is held are deposited to secure the bonds below described. The United Traction & Electric Co. was chartered in New Jersey to build and equip railroads, sell bonds, mortgages, etc.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $8,000,000 | ..... |
| United Tr. & Elec. Co., Prov. & Paw. issue 1st (coll.) M. $1,000, g | 1893 | 5 g. M.-S. | 8,247,000 | Mar. 1, 1933 |

*Interest* payable at Central Tr., N. Y., Trustee.

*Bonds*—Total issue limited to $8,000,000, with provisions for increasing the issue by not over $1,000,000 for actual cost of new track (including equipment) within 18 miles of the City Hall of Providence, R. I., and additional to 104 miles of track, but at a rate not exceeding $12,000 per mile of such new track. Under this provision $247,000 of bonds were issued in 1895 against new mileage. The bonds are secured by mortgage on all the mortgage bonds and all the stock of the Union Ry Co. of Providence and all the stock of the Pawtucket Street Ry. 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 82½ miles of track. During 1894 this road was equipped with electricity, and 21½ miles were built, making a total of 104 miles. In August, 1896, there were completed and in operation 129·7 miles, which include 7·3 miles of the Pawtuxet Valley Electric Street Railway.

SECURITIES PLEDGED.—These in February, 1896, included all 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 Ry.

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 large increase in the earnings anticipated has been fully realized.

LATEST EARNINGS—Jan 1 to Mar. 31, 3 months, gross, $378,499 in 1897; $387,595 in 1896.

| 6 mos. end. Dec. 31— | Gross. | Net. | Charges. | Bal., sur |
|---|---|---|---|---|
| 1896 | $895,386 | $341,869 | $206,175 | $135,694 |
| 1895 | 892,695 | 347,955 | 200,000 | 147,955 |
| *For years ending June 30—* | | | | |
| 1895-96 | $1,720,784 | $659,425 | $412,350 | $247,075 |
| 1894-95 | 1,532,375 | 634,939 | 400,000 | 234,939 |

Net is the result after deducting taxes, repairs, damages, etc.

OFFICERS—President, Nelson W. Aldrich; Vice-Pres., John E. Searles; Treasurer, F. P. Olcott of Central Trust Co., New York.—V. 61, p. 663.

## PUEBLO, COL.

POPULATION IN 1890 WAS 24,558; IN 1880 WAS 3,217; AND IN 1870 WAS 666.

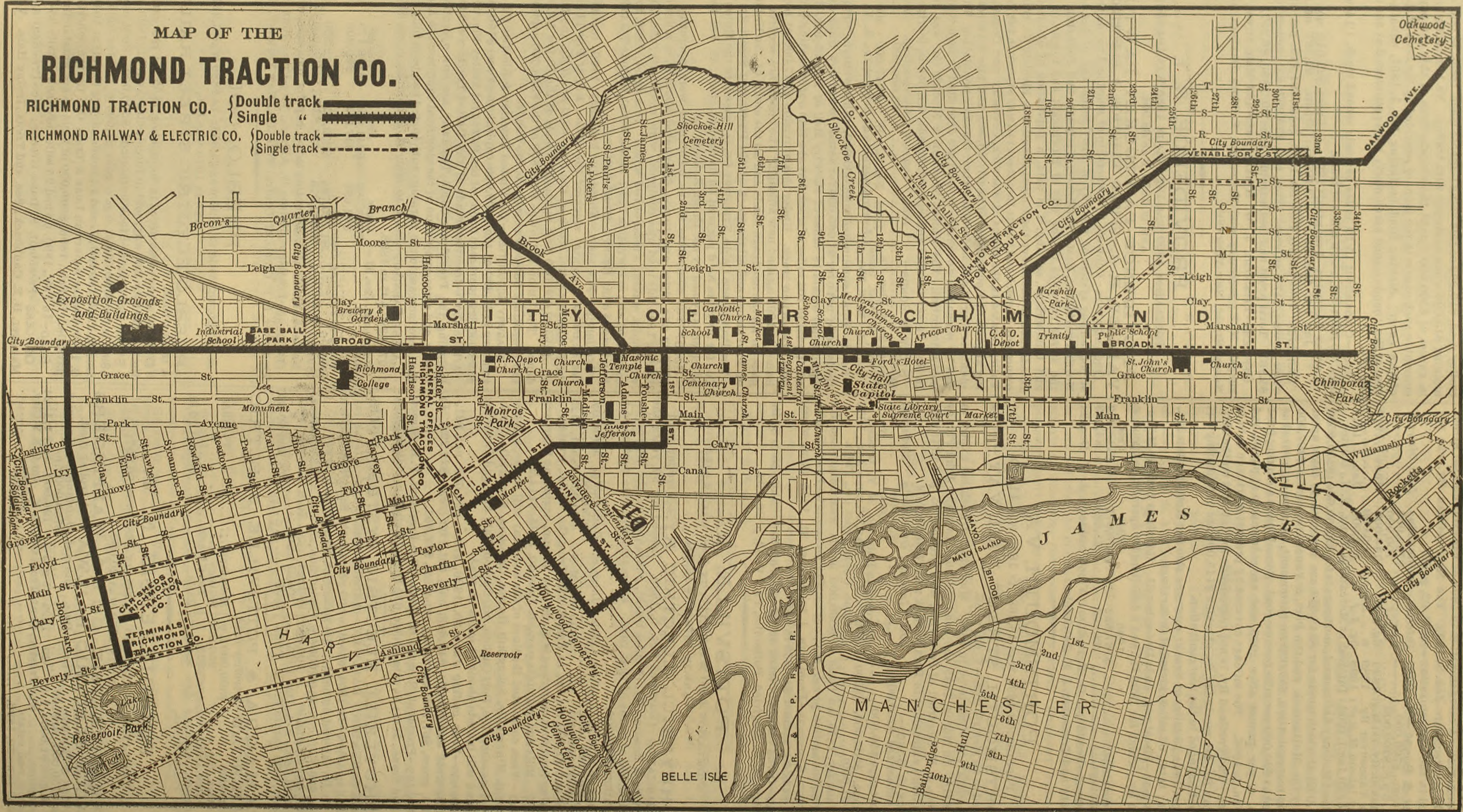
PUEBLO ELECTRIC STREET RAILWAY—A trolley road.

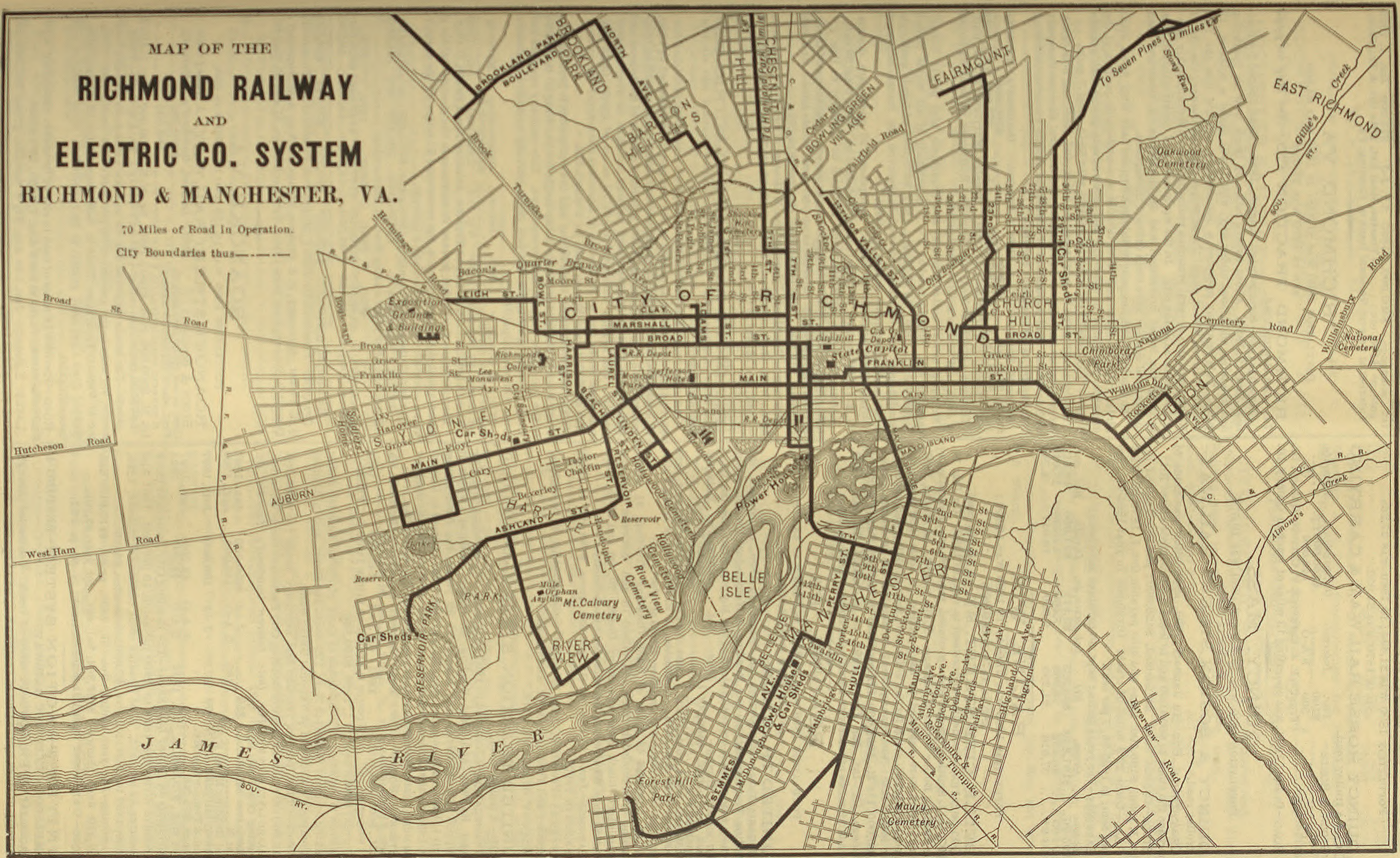
ORGANIZATION—Chartered in September, 1895. A reorganization of the Pueblo City Railway, sold in foreclosure Aug. 31, 1895.

STOCK AND BONDS—Stock authorized, $500,000. First mortgage (of 1895) is for $750,000 of 5 p. c. gold $1,000 c* sinking fund bonds due Dec. 2, 1925; interest, J. and J.; bonds subject to call at 104 after Dec. 2, 1900; trustee American Loan & Trust Co., Boston, where interest is payable. In Feb., 1896, $500,000 of bonds were outstanding.

ROAD—In Feb., 1895, owned 25 miles of track. Rails 35-lb. T.

OFFICERS—President, S. Dana Greene; Vice-President and General Manager, H. E. Chubbuck; Sec. and Treas., Irving Hale. -V. 61, p. 472


MAP OF THE
RICHMOND TRACTION CO.
RICHMOND TRACTION CO. {Double track / Single "
RICHMOND RAILWAY & ELECTRIC CO. {Double track / Single track
CITY OF RICHMOND
JAMES RIVER
MANCHESTER
BELLE ISLE
MAYO ISLAND
MAYO BRIDGE
Exposition Grounds and Buildings
Industrial School
BASE BALL PARK
Richmond College
Lee Monument
Monroe Park
Shockoe Hill Cemetery
Oakwood Cemetery
Chimborazo Park
Marshall Park
Hollywood Cemetery
Reservoir Park
Reservoir
Lake
State Capitol
City Hall
State Library & Supreme Court
Ford's Hotel
Medical College
Monumental Church
African Church
C. & O. Depot
R.R. Depot
Masonic Temple
Hotel Jefferson
St. John's Church
Trinity
Public School
Centenary Church
Catholic Church
Brewery & Gardens
Market
GENERAL OFFICES RICHMOND TRACTION CO.
CAR SHEDS RICHMOND TRACTION CO.
TERMINALS RICHMOND TRACTION CO.
RICHMOND TRACTION CO. POWER HOUSE
Soldier's Home
HARVIE
BROAD ST.
CARY ST.
Main St.
Franklin St.
Grace St.
Marshall St.
Clay St.
Leigh St.
Canal St.
Broad Ave.
Brook Ave.
Williamsburg Ave.
Oakwood Ave.
Venable or Q St.
Bacon's Quarter Branch
Shockoe Creek
City Boundary
Rocketts
Belvidere St.
Pine St.
Penitentiary
Ashland
Boulevard
Kensington
R. & P. R. R.


MAP OF THE
RICHMOND RAILWAY
AND
ELECTRIC CO. SYSTEM
RICHMOND & MANCHESTER, VA.
70 Miles of Road In Operation.
City Boundaries thus
CITY OF RICHMOND
MANCHESTER
SYDNEY
HARVIE
FULTON
EAST RICHMOND
FAIRMOUNT
CHURCH HILL
BROOKLAND PARK
BARTON HEIGHTS
BOWLING GREEN VILLAGE
AUBURN
BELLE ISLE
RIVER VIEW
Mt. Calvary Cemetery
Oakwood Cemetery
Maury Cemetery
National Cemetery
Hollywood Cemetery
Riverview Cemetery
Shockoe Hill Cemetery
Forest Hill Park
Chimborazo Park
Reservoir Park
Exposition Grounds & Buildings
Richmond College
Lee Monument
State Capitol
Jefferson Hotel
Power House
McDonough Power House & Car Sheds
Car Sheds
JAMES RIVER
MAIN
BROAD
MARSHALL
CLAY
LEIGH ST.
FRANKLIN
CARY
ASHLAND ST.
SEMMES
HULL
PERRY ST.
BELLEVUE AVE.
West Ham Road
Hutcheson Road
Broad St. Road
Brook Turnpike
To Seven Pines 9 miles
Gillie's Creek
Almond's Creek
Riverview Road
Manchester Turnpike

## 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— | Par. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock | $100 | ..... | $160,000 f.p. | ..... |
| 1st mortgage | 500 | 5 A-O | 140,000 | (?) |
| | Trust's, E. J. Parker, J. F. Carrott, Quincy, Ill. | | | |

ROAD—In Jan., 1896, was operating 13 miles of track in Quincy, Ill.

## QUINCY, MASS.

POPULATION 1890 WAS 16,723; IN 1880 WAS 10,570; AND IN 1870 WAS 7,442.

### QUINCY & BOSTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—In January, 1896, application was made to increase the stock to $600,000 and to lease the Braintree Street RR.

STOCK—Capital stock authorized, $420,000; par $100; issued (to Oct. 1, 1896), $406,400; loans and bills payable Oct. 1, 1896, $27,110.

ROAD—Owns 22·3 miles of track. Dividends in year 1894-95 were 6 per cent; in 1895-96, 7 per cent.

EARNINGS—For years ending Sept. 30 earnings have been:

| Year— | Gross. | Net. | Int., taxes, &c. | Divids. | Bal., sur. |
|---|---|---|---|---|---|
| 1895-96 | $101,830 | $35,523 | $5,911 | $21,000 | $8,612 |
| 1894-95 | 86,452 | 36,906 | 7,460 | 12,435 | 17,011 |
| 1893-94 | 57,616 | 21,295 | 9,500 | 10,017 | 1,748 |

## RACINE, WIS.

POPULATION 1890 WAS 21,014; IN 1880 WAS 16,031; AND IN 1870 WAS 9,880.

### BELLE CITY STREET RY.—A trolley road.

ORGANIZATION—Franchise understood to run till 1982. On Jan. 16, 1897, H. J. Smith of Racine was appointed receiver on application of the Sterling Boiler Works of Chicago. V. 64, p. 180. In March, 1897, bondholders were reported to have agreed to scale their bonds and accept preferred stock for the difference, thus avoiding the necessity for foreclosure; the management to remain as heretofore. Stock $200,000, 1st M., $300,000, Illinois Trust & Savings Bank (Trustee), Chicago, Ill. Int. due Jan. 1, 1897, is in default. In Jan., 1896, owned 12 miles of road with 15 miles of track. -V. 64, p. 610.

## READING, PA.

POPULATION 1890 WAS 58,661 IN 1880 WAS 43,278; AND IN 1870 WAS 33,930.

### UNITED TRACTION—

ORGANIZATION—Incorporated in December, 1895, to control the Reading Traction (leased) and Reading & Womelsdorf Electric (stock owned) roads. Also owns the stock of the Metropolitan Electric Co.

| STOCK AND BONDS— | Date. | Int. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock authorized, $400,000 (par, $50) | ..... | ..... | $200,000 full pd. 200,000 ½ pd. | ..... |
| 1st M., coll. trust, gold, $150,000 (par $100 & $1,000) | 1896 | 5g J-J | 150,000 | Jan.1,1926 |
| | Trustee, R. E. Title, Ins. & Trust, Phila. | | | |

Interest is payable at Co.'s office, Reading, Pa.

ROAD Operates 48 miles of track (Reading Traction, 31 miles; Reading & Womelsdorf Elec., 14 miles) in and between Reading, Womelsdorf, Black Bear and Stony Creek. 70, 90 and 93-lb. rails. Owns 81 cars, 63 of which are operated by electricity.

EARNINGS—Jan. 1 to Dec. 31 (12 months), gross, $189,493 in 1896; $188,396 in 1895.

OFFICERS—President, John A. Rigg; Vice-President, R. N. Carson; ecretary and Treasurer, M. C. Aulenbach.

INDEX—V. 61, p. 1014, 1118.

### UNITED TRACTION SYSTEM—READING TRACTION—A trolley road.

ORGANIZATION—Chartered in 1893 to operate the Reading City Passenger Railway and East Reading Passenger Railway, which it equipped with electricity and leased for 99 years, the former from April 1, 1893, and the latter from May 1, 1893. Road leased in December, 1895, to the United Traction at a rental of $10,000 annually for first three years, $20,000 for next two and $30,000 thereafter.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Stock | $1,000,000 au. | ..... | ..... | $1,000,000 | ..... |
| 1st M., $600,000, gold, Not subject to call | ... | 1893 | 6g. J-J | 445,000 | 1933 |
| | Trustee is Provident Life & Trust Co., Phila. | | | | |

Current liabilities July 1, 1896, $199,860.

*Interest* is payable in Philadelphia at Bank of North America and at 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.

| LEASED LINES SECUR'S. | Par. | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|---|
| Reading City Pass. Ry. | | | | | |
| Stock (see below) | $50 | ..... | J-J | $350,000 | Jan., 1897 |
| 1st M. | ..... | 1889 | 5 A-O | 112,000 | Apr., 1909 |
| East Reading Elect. Ry. | | | | | |
| Stock, full paid | 50 | ..... | J-J | 100,000 | Jan., 1897 |
| Read. & Temple Elec. Ry. | | | | | |
| Stock, $75,000 | .... | ..... | (?) A-O | 43,200 | Apr., 1897 |
| 1st mtg., $75,000 | .... | 1894 | 5 A-O | 43,500 | 1924 |

*Dividends on Leased Line Stocks*—The Reading City Passenger stock to receive dividends, 1896 to 1900 inclusive, 10 per cent; 1901 and hereafter, 12 per cent. East Reading stock receives dividends: 1896, $6,500; 1897 to 1900 inclusive, $7,000; thereafter, $8,000.

EARNINGS—For year ending Dec. 31, 1896, gross, $415,015; net, $169,070; fixed charges, $163,804; bal., sur., for year, $5,266.

ROAD—Owned and leased 31 miles of track. V. 64, p. 177.

### UNITED TRACTION SYSTEM—READING & WOMELSDORF ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Owns 14 miles of track. Controlled through ownership of stock by the United Traction Co., which operates the road

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $500,000 | ..... |
| 1st mortgage, $400,000, gold, c* ($100, etc.) | 1895 | 5 g. J-J | 313,000 | Jan. 1, 1925 |
| | Trustee, Real Est. Title Ins. & Tr., Phila | | | |

Interest at Second National Bank of Reading, Pa.

## RICHMOND, VA.

POPULATION 1890 WAS 81,338; IN 1880 WAS 63,600 AND IN 1870 WAS 51,038.

### RICHMOND TRACTION CO.—*(See Map on page 74.)*—An electric road.

ORGANIZATION—Incorporated August, 1895. Road opened for business June 19, 1896. About twelve miles of track now in operation and five miles additional under way, which will make a total of 17 miles. This company operates a double-track electric line the full length of Broad Street, one of the principal thoroughfares of the city of Richmond; also several branches radiating into different thickly populated sections of the city. In the equipment and construction of this railway the latest inventions and developments of electrical and mechanical science have been utilized throughout.

The tracks of the company within the city are laid with 95-lb. steel girder rails, on white oak cross-ties for a considerable portion of the distance, embedded in concrete, and along streets paved with granite blocks. The lines in the suburbs are laid with 60-lb. steel T rails.

The company owns its power house, brick and steel car house, etc Its generators and motors are made by the General Electric Company of New York. The population of Richmond and its suburbs, including Manchester, is estimated at 115,000.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000 ($100) | ..... | ..... | $300,000 | ..... |
| 1st M., $500,000, g., c* ($1,000) (Subj. to call 105 after July 1, 1900.) | 1895 | 5 g. J-J | 375,000 | N'v 1, 1925 |
| | Trustee, Maryland Tr. Co., Balt. | | | |

Interest payable at Maryland Trust Co., Baltimore, or banking house of John L. Williams & Sons, Richmond.

Mortgage covers entire property and franchises, also power house, car barn, etc. Sinking fund of 1¼ p. c. annually of all bonds issued begins July 1, 1900. In February, 1897, $375,000 of bonds were outstanding and the balance unissued is reserved for future improvements and betterments and extensions.

ROAD—Total track is 17 miles. Equipment 26 open cars, double "G. E. 1,000" motors, 10 open trailers and 22 close l cars; total 58 cars.

EARNINGS—Gross earnings, June 19 (date of opening) to Dec. 1896 (6⅓ months), $62,162. Operating expenses, insurance and taxes, $37,387; net, $24,775; interest same period on bonds issued and outstanding, $12,500. Surplus over all charges, $12,275.

OFFICERS—President John Skelton Williams; Vice Pres't and Gen. Man., W. M. Habliston; Sec., Everett Waddey; Treas., R. L. Williams. —V. 61, p. 472, 831, 1179.

### RICHMOND RAILWAY & ELECTRIC CO.—*(See Map on page 75.)* Operates an electric railroad and electric-lighting plant.

ORGANIZATION—The following description has been furnished the SUPPLEMENT by the fiscal agents of the company: "Organized in 1890 by consolidation of three street railway and three electric-lighting companies. The company occupies the principal streets of Richmond and Manchester, thus furnishing street railway facilities to over 100,000 people. The system embraces about 70 miles of track, including suburban roads, and by its system of transfers passengers are carried over all the city and branch lines for a single fare."

"The construction of the railway and the equipment is first-class in every respect, the power houses being ample for handling all the traffic of the two cities, present and prospective. This company supplies the entire electric lighting for the two cities, having exclusive contracts with both municipalities."

| STOCK & BONDS.— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Capital stock ($100) | ..... | ..... | $2,000,000 f.p. | ..... |
| 1st mortg., $2,000,000 $1,000, gold | 1890 | 5 g. J.-J. | 2,000,000 | July, 1920 |
| | Int. at Trustee, Atlantic Trust Co., N. Y. City. | | | |

The mortgage, it is stated, covers in addition to the electric-lightin g plant about 50 miles of track, the remaining 20 miles of the system being controlled in the company s interest.

LATEST EARNINGS—8 months, January 1 to August 31. 1896. gross, $304,468; net, $126,499; 1895. gross, 295,859; net, 124,855

EARNINGS—For years ending Dec. 31 the earnings were:

| | 1895. | 1894. | 1893. | 1892. | 1891. |
|---|---|---|---|---|---|
| Net earnings | $193,397 | $190,403 | $167,558 | $145,046 | $126,530 |
| Interest charges | 93,125 | 87,550 | 78,300 | 65,300 | 59,700 |
| Balance, surp. | $100,272 | $102,853 | $89,258 | $79,746 | $66,830 |

OFFICERS—President, Dr. John P. Munn; Vice-President and Treasurer, G. E. Fisher; Secretary, F. J. Craigie, Richmond, Va.; Asst. Secretary, Donald B. Toucey, New York City. New York office, 37 and 39 Wall St.

## ROANOKE, VA.

POPULATION 1890 WAS 16,159 AND IN 1880 WAS 669,

### ROANOKE STREET RAILWAY.—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Com. stock ($500,000 auth'd) | ..... | ..... | $300,000 | ..... |
| Pref. stock ($150,000 auth.) 6 per cent cumulative | ..... | ..... | 150,000 | ..... |
| 1st M. $500,000, gold, $100 and $500, not subj. to call. c* | 1892 | 6g. M-N | 300,000 | May 1, 1922 |
| | Int. at Fidelity I. Tr. & S. D. Co., Phila. | | | |

*Bonds*—The bonds unissued can be sold for extensions and improvements, but only to the amount of 90 per cent of the sworn cost. Trustee is Fidelity Insurance Trust & Safe Deposit Co. of Philadelphia. Sinking fund 1 per cent yearly, to be invested in these bonds at not exceeding 110.

ROAD—Operates 14 miles of road in city of Roanoke, extending also 8 miles to Salem, Va.; total track Aug. 7, 1895, 22½ miles.

LATEST EARNINGS—Jan. 1 to Aug. 31, 8 months, gross, $27,590 in 1896; $23,979 in 1895.

OFFICERS—President (Nov., '96), H. S. Front; 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 RAILROAD—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, 8¾ 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 receipts exceed $55,000 one-quarter of such excess.

| STOCKS & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Capital stock ($100)..... | .... | .... | $5,000,000 | ..... |
| Roch. C'y & B. 2d M., now 1st M. ($500)..... | 1882 | 6 J-J | 500,000 | Jan. 1, 1902 |
| Roch. C'y & B. 3d M., now 2d M. ($500)..... | 1889 | 6 A-O | 175,000 | Apr. 1, 1919 |
| | | Interest at Central Bank, Rochester. | | |
| Rochester Ry. Consol. M $3,000,000($1,000)g.c* | 1890 | 5 g. A-O | 2,200,000 | Apr. 1, 1930 |
| | | *Interest* payable in N. Y., Phila. (Solicitors' Loan & Trust Co.) and Rochester. | | |
| 2d M., $1,500,000, g. ($1,000 each).....c* | 1893 | 5 g J-D | 750,000 | Dec. 1, 1933 |
| | | *Interest* is payable at Security Tr. Co., Roch. | | |
| Debentures, gold..... ($500 each.)..... | 1891 | 6 g. M-S | 600,000 | Mch. 1, 1911 |
| | | Subject to call after Mar. 1, 1901. | | |

*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 retire the $600,000 of debentures.

| ROAD.—*Owned* J'ne 30,'95. | *Miles.* | *Road leased—* | *Miles.* |
|---|---|---|---|
| Main line, trolley..... | 44½ | Rochester Electric..... | 4⅝ |
| Second track..... | 32½ | do do 2d track... | 4⅛ |
| Sidings ..... | 1¾ | | |
| | | Total operated June 30,'95.. | 87½ |

Weight of rails, 40 to 100 pounds.

LATEST EARNINGS—For six months ending Dec. 31.

| *6 mos.* | *Gross.* | *Net.* | *Oth. inc.* | *Int. & taxes.* | *Bal., sur.* |
|---|---|---|---|---|---|
| 1896..... | $419,844 | $137,639 | $4,012 | $155,937 | def.$14,286 |
| 1895..... | 452,521 | 190,114 | 5,038 | 147,173 | sur. 47,979 |

Loans and bills payable Dec. 31, 1896, $218,787.

ANNUAL REPORT. For years ending June 30 report for 1895-96, with balance sheet, was in V. 63, p. 503.

| *Y'rend. June* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $880,117 | $821,725 | Int. on bonds | $299,290 | $242,956 |
| Net ..... | 306,009 | 329,788 | Taxes..... | | 49,631 |
| Other income... | 9,279 | 18,945 | Rentals..... | | 16,000 |
| Net income .. | $315,288 | $348,733 | Bal., sur..... | $15,998 | $40,146 |

GENERAL BALANCE SHEET SEPT. 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Cost of road..... Cost of equipment.... | $9,897,857 | Capital stock..... | $5,000,000 |
| | | Funded debt..... .. | 4,407,000 |
| Stocks of other comp's. | 172,000 | Bills payable..... | 175,515 |
| Supplies on hand..... | 21,827 | Open accounts, etc..... | 41,308 |
| Cash..... ..... | 4,051 | Profit and loss, surplus. | 518,143 |
| Open accounts, etc..... | 46,231 | | |
| Total..... | $10,141,966 | Total..... | $10,141,966 |

OFFICERS.—President (May, 1897), Frederick Cook; Vice-President, Benjamin Graham; Secretary, Chas. A. Williams; Treasurer, Frederic P. Allen.

INDEX—V. 63, p. 503, 965, 970; V. 64, p. 470.

## 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..... | ..... | ..... | $200,000 | ..... |
| 1st mortgage..... | 1890 | 6 M-N | 125,000 | May 1, 1910 |
| 2d mortgage..... | 1893 | 7 M-N | 75,000 | May 1, 1898 |

Trustee of both mortgages 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; Treasurer, W. F. Woodruff; Gen. Man. and Purch. Agent, T. M. Ellis.

### ROCKFORD TRACTION.—A trolley road.

ORGANIZATION—Incorporated in 1895, and succeeded to the property f the West End Street Railway. Capital stock is $300,000; par $100. Has 11·2 miles of track on 11·2 miles of streets in Rockford, Ill.

President, John Farson, of Chicago.—V. 62, p. 94.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|
| Stock ($100) ($300,000 auth.) | ..... | ..... | $250,000 | ..... |
| 1 st M. ($250,000)..... | 1892 | 5 J-J | 250,000 | May 1, 1922 |
| | | Interest at Nat. Exchange Bank, Boston. | | |
| Loans & bills pay. July 1,'96. | ..... | ..... | 40,000 | ..... |

ROAD Operates about 16½ miles of track from Thomaston through Rockland and Rockport to Camden.

EARNINGS—For years ending June 30 earnings have been:

| *Years ending June* 30. | *Gross* | *Oper. exp.* | *Net.* | *Bal. aft. int.* |
|---|---|---|---|---|
| 1896..... | $67,288 | $42,127 | $25,161 | $10,833 |
| 1895..... | 63,111 | 43,111 | 19,999 | 5,435 |
| 1894..... ..... | 63,639 | 46,185 | 17,454 | 3,097 |
| 1893..... | 48,117 | 27,154 | 20,963 | 14,152 |

OFFICERS—President, G. E. Macomber; Secretary, H. M. Heath; Treasurer, A. D. Bird; Superintendent and Purchasing Agent, T. Hawken, Rockland, Me.

## 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. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000, par $100.. | .... | ..... | $57,000 f.p. | ..... |
| 1st mortg., $100,000, gold $1,000, not subj. to call. | 1894 | g. A-O | 85,000 | Oct. 1, 1914 |
| | | Int. at Am. Sec. & Tr. Co., Washington, D. C. | | |

*Bonds*—On April 1, 1897, $15,000 of bonds and $3,000 stock were in the treasury.

ROAD—Owns 6⅕ miles of track (of which 1⅕ built in 1897, funds being contributed by bondholders), laid with 35 and 45-lb. T rails.

EARNINGS—4 months, Jan. 1 to April 30. 1897.....Gross, $5,949; net, $855. 1896.....Gross, 5,967; net, 1,223.

For year ending Dec. 31, 1896, gross, $21,083; net, $4,689; charges, $4,250; balance, surplus, for year, $439. In 1895, gross, $20,415; net, $3,836.

OFFICERS—President, Seymour Cunningham; 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 year 1894-5 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.

| | 1896. | 1895. | 1894. |
|---|---|---|---|
| Gross..... | $6,000 | $6,890 | $5,558 |
| Net....(Loss) | 512 | 163 | 268 |
| Charges... | None | None | 7,747 |
| Balance.... | df.512 | 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—In 1894 rebuilt the line as a trolley road and newly equipped it throughout. Stock authorized, $150,000; issued, $125,000 1st mortgage, 1894, 6s, M. & S., authorized, $100,000; issued, $81,600.

Operates 8 miles of road on 8 miles of street.

President, J. W. Cramton; Secretary, S. M. Wilson; Treasurer, N. K. Chaffee; Superintendent, M. McKeogh.

## SACRAMENTO, CAL.

POPULATION 1890 WAS 26,386; IN 1880 WAS 21,420; AND IN 1870 WAS 16,283.

### SACRAMENTO ELECTRIC GAS & RAILWAY.—

ORGANIZATION—Incorporated April 4, 1896. A consolidation of the Sacramento Electric Power & Light and the Folsom Water Power Co.

The water power is obtained from Folsom, 24 miles from Sacramento; the water besides supplying power will also be used for irrigation, logging, etc. The old company began supplying gas to Sacramento on Dec. 1, 1895. The company also owns granite quarries. The total cost of the property (including the railway, hydraulic works, lighting plants, parks, etc.), was to April 30, 1896, $2,685,166.

| STOCK & BONDS— | *Miles.* | *Date.* | *Interest.* | *Outst'd'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stk., $2,500,000 ($100) | .... | ..... | ..... | $2,100,000 | ..... |
| Central El. Ry. 1st M., $400,000, g., $1,000 & $500....c* | 16 | 1892 | 6g. J-D | 265,000 | June 1, 1912 |
| | | | ($25,000 due y'rly) to June 1, 1921 | | |
| S. E. G. & Ry. 1st M., $2,000,000($1,000).c* | .... | 1896 | 6g. M-N | 1,650,000 | July 1, 1926 |
| | | | Trustee, California S. D. & Tr. Co., San Fran. | | |

*Interest* payable by Guaranty Trust, N. Y., or by trustee at San Francisco.

STOCK—Stock for $400,000 is reserved for future acquisitions.

BONDS—Of the $2,000,000 bonds authorized, $1,650,000 (of which $265,000 will retire the Central Electric Ry. firsts) represent the cost of the old Electric L. & P. Co. and the Folsom Water Power Co., and $350,000 are reserved for future extensions, etc. It is understood that all the old bonds have been retired except the $265,000 Central Electric firsts.

ROAD—The railway system extends 16½ miles with 24½ miles of single track. It covers the entire city and has valuable franchises running 50 years and giving practical control of transportation in the city. Two parks, East Park on the east and Oak Park on the south, are owned.

ESTIMATED EARNINGS—On business actually in force and definitely contracted for, earnings are *estimated* to be as follows (see statement in editorial on Water Power Companies in SUPPLEMENT for November 1896; also statement in CHRONICLE of Nov. 28, 1896):

| | *Per annum.* |
|---|---|
| From electric lights, current, etc., gross..... | $93,966 |
| Operating expenses..... | 24,000 |
| Net from electric plants..... | $69,966 |
| From street railway on basis of business in 1895, *net*..... | 82,047 |
| Total net earnings..... | $152,013 |

OFFICERS—President, Albert Gallatin; Secretary, Joshua Barke General Manager, Horatio P. Livermore, San Francisco, Cal.—V. 61, p. 153; V. 62, p. 411; V. 63, p. 190.

## SAGINAW, MICH.

POPULATION 1890 WAS 46,169; IN 1880 WAS 29,541; AND IN 1870 WAS 20,685.

### INTER URBAN RAILWAY—A trolley road.

ORGANIZATION—Commenced operations August 1, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $200,000 ($100) | .... | ..... | $200,000 | ..... |
| 1st M., g., $300,000 ($1,000)..... c* | 1896 | 6 g. M-N | 300,000 | May 1, 1916 |

Trustee, Union Trust Co., Detroit, Mich. Interest payable at Hanover National Bank, New York City.

Mortgage covers roadbed, rolling stock, all equipment, etc., about five miles of private right-of-way and bridge across the Saginaw River, which cost $60,000.

ROAD—Owns 11 miles of road and operates under contract 3 miles.

OFFICERS—President, Isaac Bearinger; Secretary and Treasurer, Frank E. Snow. V. 63, p. 794.

### 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 Ry., 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.

*Default—Receivership*—Interest due May 1, 1897, was not paid and Homer Loring was appointed receiver of the Union and the Consolidated on May 22.—see V. 64, p. 954.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $450,000.... | .... | .... | ..... | $300,000 | ..... |
| 1st mort. $325,000 gold, no option.. | .... | 1891 | 6 g. M-N | 325,000 | May 1, 1911 |

Boston Safe Dep. & Tr. Co., trustee, Boston.

On Jan. 1, 1896, the funded and unfunded debt amounted to $400,797.

A second mortgage on this property secures guaranty of Saginaw Consolidated Street Railway bonds.

In May, 1897, a chattel mortgage for $42,500 was filed to Union Trust Co. of Detroit o secure notes outstanding.

ROAD—Operates 30 miles of track, including the Consolidated St. Ry.

OPERATIONS—In year 1895, gross, $122,509; net, $14,064.

OFFICERS—President, F. E. Snow; Secretary, L. T. Durand; Treasurer, F. Woodruff.—V. 64, p. 954.

### UNION STREET RAILWAY SYSTEM—SAGINAW CONSOLIDATED STREET RY.—A trolley road.

ORGANIZATION—Organized in 1894 with a franchise for thirty years. Owns a park of 65 acres. The Consolidated Road is operated under lease by the Union Street Railway.

*Default—Receivership*—Interest due Feb. 1, 1897, was not paid and Homer Loring was appointed receiver May 22.

*Committee*—Charles E. Eddy, Gardner T. Sanford and S. D. Loring; depositary, Boston Safe Dep. & Tr., Boston. A majority of the bonds have been deposited, and action for a receiver has been brought.—V. 64, p. 954.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | .... | ..... | ..... | (?) | ..... |
| Saginaw Cons. St. Ry. 1st M. $225,000, c*, gold, gu. No option. | .... | 1894 | 6 g. F-A | $225,000 | Nov. 12, 1914 |

Boston Safe Deposit & Trust Co., Trustee, Boston. Bonds $1,000 each.

*Bonds*—The bonds are guaranteed, principal and interest, by the Union Street Railway Company, and the guaranty is secured by a second mortgage on that property.—V. 64, p. 954.

## ST. JOSEPH, MICH.

POPULATION 1890 WAS 4,826; in 1880 WAS 3,550; AND IN 1870 WAS 2,994.

### ST. JOSEPH & BENTON HARBOR ELECTRIC RAILWAY & LIGHT CO.—

ORGANIZATION—In May, 1896, Charles D. Stuart was appointed receiver. Stock, $100,000. First mortgage gold 6s, J&J, $200,000, due July 1, 1912. Illinois Trust & Savings Bank is the mortgage trustee, Chicago, Ill. Operates 5½ miles of track on 3½ miles of street. For year ending Dec. 31, 1895, gross, $27,885; def. under operating $620.

## ST. JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

### ST. JOSEPH RAILWAY LIGHT HEAT & POWER.—

ORGANIZATION—Incorporated in 1895 to succeed to the property of the St. Joseph Traction & Lighting Company, sold in foreclosure Aug. 21, and purchased for the bondholders for $300,000. The new company has an authorized capital stock of $3,500,000, of which $2,000,000 is preferred, and assumes $100,000 Wyatt Park bonds.

ROAD—Owns in all 33 miles of track.

OFFICERS—President, E. H. Harriman, New York City; Secretary and Treasurer, H. A. Schenck; General Manager, W. T. Van Brunt.

INDEX—V. 60, p. 749; V. 61, p. 326, 926.

## ST. LOUIS, MO.

POPULATION 1890 WAS 451,770; IN 1880 WAS 350,518; AND IN 1870 WAS 310,864.

### FOURTH STREET & ARSENAL RY.—A trolley road.

ORGANIZATION—Opened in June, 1896, and cars run until Oct. 20, with power obtained from Laclede Electric Power Co. Price to be paid for power disputed by railroad company and power shut off. On March 7, 1897, Charles Green was appointed receiver of this road and also of the People's Railway.—V. 64, p. 518.

REORGANIZATION—*First Committee*—James Campbell, Nathan Frank and Stephen D. Thompson. *Second Committee*—August Gehner, Albert Arnstein and H. H. Wernse.

A plan of reorganization proposed by President Green provides for an issue of $2,000,000 5 per cent 40-year bonds to be dated July 1 1897. Bondholders to turn in their old bonds and receive principal and unpaid interest in new bonds.

Franchise for 50 years from 1893 free from any revenue to the city

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last Div'd, etc. |
|---|---|---|---|---|
| Stock $300,000 ($50 & $100) ..... | ..... | ..... | $150,000 | ..... |
| 1st M., Subject to call in '98.. | 1888 | 6 J-J | 50,000 | 1898-1903 |
| Mort, gold, $300,000..... | 1896 | 6 g. M-S | 150,000 | 1916 |

Trustee, Union Trust Co., St. Louis.

Interest is in default on 1st mtge. of 1888; no interest ever paid on bonds of 1896. Floating debt said to be $75,000.

ROAD—Owns 4½ miles of track and leases (for 40 years) trackage over People's Ry., 2 miles, at annual rental of $6,000.

OFFICERS—President and Receiver, Charles Green; Secretary, Charles J. Maguire—V. 64, p. 518, 611.

### JEFFERSON AVENUE RAILWAY CO.—An electric road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock $400,000 ($100)... | ..... | ..... | $112,000 | Dec., 1888, 2% |
| 1st mortgage..... | ..... | 6 | 100,000 | ..... |
| Mortgage $400,000..... | 1895 | 5 M-N | 400,000 | 1905 |

ROAD—Operates 6 miles of track.

OPERATIONS—Following is the number of passengers carried:

| | 1st quar. | 2d quar. | 3d quar. | 4th quar. | Total year |
|---|---|---|---|---|---|
| 1897..... | 392,057 | ..... | ..... | ..... | ..... |
| 1896..... | 402,139 | 509,924 | 507,865 | 445,582 | 1,865,510 |
| 1895..... | 258,064 | 306,575 | 317,471 | 276,824 | 1,158,934 |

OFFICERS—President, P. C. Maffit; Secretary, W. D. Henry; Supt., W. T. Conklin.

### LINDELL RAILWAY—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 *Compton Heights Union Depot & Merchants' Terminal Ry.*, the Taylor Avenue.

CONSOLIDATION OF ST. LOUIS ROADS.—In April, 1897, parties connected with the Lindell Railway acquired control of the Missouri RR. (26 miles) and also, it is said, purchased the Midland Electric Ry. (running six miles into the country), and the Clayton & Delmar RR. (with right of way to Clayton). Arrangements for control of the National Railway System (about 70 miles) were also reported pending.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Divid'ds, etc. |
|---|---|---|---|---|
| Capital stock ($100) authorized, $2,500,000..... | .... | Q-J | $2,400,000 | Apr., '97, 1¼% |
| 1st M., $1,500,000....c*&r gold, $1,000 each..... | 1891 | 5 g. F-A | 1,500,000 | Aug. 1, 1911 |

*Interest* payable in New York and St. Louis.

*Guaranteed* (p. & i.) *endorsed.*

| | | | | |
|---|---|---|---|---|
| Compton H. U. D. & M. T. 1st mort., gold.....c* | 1893 | 6 g. J-J | 1,000,000 | July 1, 1913 |
| Taylor Ave. RR. 1st M., g. | 1893 | 6 g. J-J | 500,000 | July 1, 1913 |

*Interest* payable in New York and St. Louis.

In July, 1896, capital stock for $100,000 was in company's treasury as also $1,000,000 stock of Compton H'gts and $500,000 Taylor Co. Ry.

*Mortgage Trustee* is the Mercantile Trust Co. of New York.

DIVIDENDS—In 1895 paid 5 p.c.; in 1896, 5 p.c.; in 1897, Jan., 1¼ p.c.; April, 1¼ p. c.

ROAD.—Operates 60·10 miles single track in St. Louis and vicinity, including the *Compton Heights Union Depot & Merchants' Terminal Ry.*, 12·10 miles in length, and the *Taylor Avenue* road, 9·20 miles.

EARNINGS.—The following gives the number of passengers carried:

| Year— | Passengers. | Quarters. | 1897. | 1896. | 1895. |
|---|---|---|---|---|---|
| 1896..... | 21,535,251 | 4th | ..... | 5,167,531 | 5,155,435 |
| 1895..... | 20,237,599 | 3d | ..... | 5,674,597 | 5,489,968 |
| 1894..... | 17,425,971 | 2d | ..... | 5,933,858 | 5,271,751 |
| 1893..... | 14,270,478 | 1st | 4,509,499 | 4,759,265 | 4,320,445 |

OFFICERS—President, Edwards Whitaker; Vice-President, C. D. McLure; Secretary and Treasurer, James Adkins.—V. 64, p. 800.

### MISSOURI RAILROAD—Cable and electric.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., &c. |
|---|---|---|---|---|
| Stk ($2,400,000) ($100) | ..... | Q.-J. | $2,300,000 | Apr., '97, 1½% |
| 1st mtg., $1,000,000.c* | 1896 | 5 M.-S. | 700,000 | 1901-1916 |

Subject to call in 1901 at 105.

| | | | | |
|---|---|---|---|---|
| For Park, Laclede Av. & 4th St. bonds..... | ..... | 7 p. c. | 92,000 | 1900 |

The 5-20 sixes of 1887 for $500,000 were retired in 1896 and $1,000,000 new 5s authorized.

*Dividends* 1894 and 1895, 8 p. c. each; in 1896, 7 p. c.; in 1897, Jan., 1½ p. c; April, 1½ p. c.

ROAD—In May, 1895, controlled about 25·82 miles, including Missouri RR. (cable), 18·98; Forest Park & Laclede (Elec.), leased, 6·84.

OPERATIONS—The following gives the number of passengers carried:

| | 1st quar. | 2d quar. | 3d quar. | 4th quar. | Total Year. |
|---|---|---|---|---|---|
| 1897..... | 3,520,588 | ..... | ..... | ..... | ..... |
| 1896..... | 3,662,449 | 4,288,723 | 3,578,599 | 3,889,970 | 15,419,741 |
| 1895..... | 3,503,693 | 4,009,503 | 3,810,118 | 3,980,153 | 15,303,407 |

OFFICERS—(*April*, 1897)—President, Edwards Whitaker; Vice-President, C. D. McLure.—V. 64, p. 800.

### NATIONAL RAILWAY CO.—

ORGANIZATION—Organized in 1889 under the laws of Illinois. It controls the following street railroads of St. Louis, Mo.: Northern Central, Cass Avenue & Fair Grounds, Union Railroad, Citizens' Cable Baden & St. Louis, Southwestern Electric and the St. Louis Railroad.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|
| Stock, $2,500,000..... | ..... | 6 q.-J. 10 | $2,479,500 | Apl. 6, '97, 1½% |
| *Guaranteed bonds—* | | | | |
| Cass Ave. & Fair Gds. 1st M. ($2,000,000). | 1892 | 5 J-J | 1,901,000 | July 1, 1912. |

Trustee, Northern Trust Co., Chicago.

DIVIDENDS—Dividends in 1896, 6 per cent; in 1897, Jan., 1½ per ct; in April, 1½ per cent.

ROAD—In 1894 operated 70 miles of street railway in St. Louis.

ANNUAL REPORT Report for the year ending Dec. 31, 1896, was given in V. 64, p. 284, showing earnings as follows for the properties controlled, and the proportion due National Ry. Co.

| *Years ending Dec. 31—* | 1896. | 1895. | 1894. |
|---|---|---|---|
| *Entire System—* | | | |
| Gross earnings | $1,522,273 | $1,403,957 | $1,353,136 |
| Net earnings | 628,755 | 582,642 | 576,554 |
| Fixed charges, interest and taxes | 377,413 | 366,587 | 334,487 |
| Surplus of system | 251,342 | 216,055 | 242,067 |
| *National Railway—* | | | |
| Nat. Ry., proportion of surp | 209,092 | 179,141 | 196,859 |
| Other income | 19,565 | 19,565 | ..... |
| | $228,657 | $198,706 | $196,859 |
| Dividends National Railway | 148,770 | 148,770 | 154,000 |
| | $79,887 | $49,936 | $42,859 |

OFFICERS—President, D. G. Hamilton; Secretary, E. A. Lancaster. Office, 3,820 Easton Ave.—V. 60, p. **300**; V. 61, p. 611; V. 62, p. **274**; V. 64, p. **284**.

NATIONAL RAILWAY SYSTEM—BADEN & ST. LOUIS RAILROAD—A trolley road.

ORGANIZATION—Controlled by St. Louis RR. Co.

| STOCK & BONDS— | *Par.* | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|---|
| Stock | ..... | $50 | ..... | ..... | $50,000 | ..... |
| 1st mortgage gold | .... | 1893 | 5g. J-J | 250,000 | July 1, 1913 |

Trustee, Northern Trust Co., Chicago, Ill.

ROAD—Owns 6·7 miles of track.

OPERATIONS—Now included in St. Louis RR. reports.

NATIONAL RAILWAY SYSTEM—CASS AVENUE FAIR GROUNDS RAILWAY—A trolley road.

ORGANIZATION.—Incorporated in 1874 and now controlled by the National Railway Company of Chicago, Ill.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock ($100) | ..... | ..... | $2,500,000 | ..... |
| 1st mortgage, $2,000,000, gold, $1,000, sink. fund, guar. p. & l. (end.) c* | 1892 | 5 g. J-J | 1,901,000 | July 1, 1912 |

Subject to call at 102 on any July 1st. Interest at No. Trust Co., trustee, Chicago.

The *bonds* carry the unconditional guaranty as to principal and interest of the National Railway Company of Chicago. They cover all 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. Louis Cable Railroad. Sinking fund $10,000 yearly.

ROAD—34·47 miles of track, including lines *owned in fee*—15·40 miles; lines *controlled*—Northern Central 8·75 miles, Union Ry., 10·32 miles.

OPERATIONS.—Following is the number of passengers carried, including the Northern Central and Union lines:

| | *1st quar.* | *2d quar.* | *3d quar.* | *4th quar.* | *Tot. for year.* |
|---|---|---|---|---|---|
| 1897 | 2,110,910 | ..... | ..... | ..... | ..... |
| 1896 | 2,232,600 | 2,507,429 | 2,421,434 | 2,385,533 | 9,546,996 |
| 1895 | 2,140,495 | 2,411,629 | 2,469,637 | 2,489,851 | 9,511,612 |

NATIONAL RAILWAY SYSTEM.—CITIZENS RAILROAD—An electric road.

ORGANIZATION—Controlled by the National Railway Company.

| 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 | July 1, 1907 |

Int. at Amer. Exch. Nat. Bank, N. Y. City.

The mortgage trustees are Charles Parsons and Thomas E. Tutt.

*Dividends*—In October, 1893, paid 4 per cent.

ROAD—Operates 16·36 miles of track.

OPERATIONS—Following is the number of passengers by quarters:

| | *1st q'ter.* | *2d q'ter* | *3d q'ter.* | *4th q'ter.* | *Tot. for year.* |
|---|---|---|---|---|---|
| 1897 | 1,968,350 | ..... | ..... | ..... | ..... |
| 1896 | 1,920,579 | 2,263,603 | 2,163,296 | 2,192,210 | 8,539,688 |
| 1895 | 1,670,461 | 1,987,603 | 1,825,037 | 1,887,697 | 7,370,798 |

NATIONAL RAILWAY SYSTEM—ST. LOUIS RAILROAD—A cable and trolley road.

ORGANIZATION—Controlled by the National Railway Co.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc.* |
|---|---|---|---|---|
| Stock ($100) | .... | J-J | $2,000,000 | Jan., '97, 2½% |
| 1st M., cur. ($1,000 each) | 1890 | 5 M-N | 2,000,000 | May 1, 1910 |

Subject to call May 1, 1900

*Dividends*—In '94 aggregated 7 p. c.; '95, Jan., 3½ p.c.; July, 2½ p. c.; in 1896, July, 2½ p. c.; in 1897, Jan., 2½ p. c.

ROAD—Owns 14·67 miles of track (cable) and 4·95 miles of trolley road. Also controls Baden & St. Louis RR., 6·7 miles.

OPERATIONS—Following is the number of passengers carried during each of the quarters of the calendar years, including since sometime in 1895 the Baden & St. Louis RR. and the Southwestern Electric Ry.

| | *1st quar.* | *2d quar.* | *3d quar.* | *4th quar.* | *Tot. for year.* |
|---|---|---|---|---|---|
| 1897 | 2,587,798 | ..... | ..... | ..... | ..... |
| 1896 | 2,773,598 | 3,358,589 | 3,087,137 | 2,906,127 | 12,125,451 |
| 1895 | 2,248,348 | 2,624,519 | 3,012,457 | 3,023,241 | 10,908,565 |

NATIONAL RAILWAY SYSTEM—SOUTHWESTERN RAILWAY—A trolley road.

ORGANIZATION—Commenced operations Sept. 1, 1895. Capital stock, $100,000. Reported no bonds issued to May, 1897.

ROAD—Line is 11·19 miles long.

Power is obtained from the power-house of the Cass Avenue & Fair Grounds Railway. Operations included in St. Louis RR. reports.

PEOPLE'S RAILWAY.—A cable road.

RECEIVERSHIP—On March 7, 1897, Charles Green was appointed receiver of this road and also of Fourth Street & Arsenal Railway.—V. 64, p. 518.

REORGANIZATION Foreclosure sale has been ordered for June 29, 1897. See Fourth Street & Arsenal Railway.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last Div'd, etc* |
|---|---|---|---|---|
| Stock ($1,000,000) ($50) | ..... | ..... | $300,000 | Dec. 1889, 50c. |
| 1st mortgage | 1882 | 6 J-D | 125,000 | 1892-1902 |
| 2nd mortgage | 1886 | 7 M-N | 75,000 | 1902 |
| Consol. mort. ($1,000,000) | 1889 | 6 J-J | 800,000 | 1899-1904 |

Subject to call after 1892. Subject to call in 1899.

Interest due July, 1896, and since on consols is in default

*Bonds*—Consols for $200,000 reserved to take up outstanding bonds.

ROAD—Operates 10 miles of cable road.

OPERATIONS—Following is the number of passengers carried during each of the quarters of the calendar year:

| | *1st quar.* | *2d quar.* | *3d quar.* | *4th quar.* | *Tot. year.* |
|---|---|---|---|---|---|
| 1897 | 815,854 | ..... | ..... | ..... | ..... |
| 1896 | 874,753 | 1,149,350 | 954,510 | 904,323 | 3,882,939 |
| 1895 | 883,961 | 1,035,999 | 1,024,575 | 958,827 | 3,903,362 |

OFFICERS—President, Chas. Green; Vice-President and General Manager, J. Mahoney; Secretary and Treasurer, D. J. Mahoney; Office 1801 Park Avenue; V. 64, p. 181, 514, 611.

ST. LOUIS COUNTY STREET RAILWAY.

ORGANIZATION—Operates 3 miles of track with horses. Stock, $50,000. President, M. B. Greensfelder.

ST. LOUIS & EAST ST. LOUIS ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in July, 1889.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock | ..... | ..... | $250,000 | ..... |
| 1st M. currency | 1890 | 6 J-J | 75,000 | Jan. 1, 1905 |

Interest payable at office of the mortgage trustee, St. Louis Trust Co., St. Louis, Mo.

ROAD—Operates 2 miles of track and 1 mile of road.

OFFICERS—President, D. R. Powell; Vice-President, C. C. Carroll; Secretary, D. T. Breck.

ST. LOUIS & KIRKWOOD RAILROAD—A trolley road.

ORGANIZATION—Organized in 1894. Road completed March 1, 1896. Connects at Forest Park with Lindell Railway. In May, 1897, a reorganization of the management took place and the directors given below were elected. It was expected that Receiver G. A. Wurdeman would soon be discharged.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock (par, $100) | ..... | ..... | $300,000 | ..... |
| 1st mort., gold, $300,000 ($1,000 each) | 1895 | 6g. J-J | 300,000 | July 1, 1915 |
| Highlands Scenic RR. mtg., $150,000 | 1896 | ..... | (?) | ..... |

St. Louis Trust Co. is Trustee. Interest due Jan. 1, 1897, in default.

ROAD—Owns 10½ miles track in St. Louis County (none in the city).

For an extension to Sunset Hill, Meramec Highlands, and for new cars, there were sold July 1, 1896, $50,000 St. L. & K. bonds.—V. 64, p. 331.

DIRECTORS—(*Elected May*, 1897).—J. D. Houseman, Jr., E. W. Rannells, G. D. Dana, J. T. McCausland and Albert N. Edwards.

ST. LOUIS & MERAMEC RIVER RAILROAD—A trolley road.

ORGANIZATION—Organized in 1894, and in 1896 obtained all the rights and franchises of the Manchester Road Electric Ry.

| STOCK AND BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $1,000,000 | .... | .... | .... | See text. | ..... |
| 1st M., $1,000,000, gold ($1,000), guar. p. & i., by St. L. & Sub., end c* | 1896 | 6 g. M-N | $1,000,000 | May 8, 1916 |

Interest at Mississippi Valley Trust Company, St. Louis, trustee.

Stock is all held in treasury of St. Louis & Suburban Ry., which company guarantees the bonds.

ROAD—Owns from Sarah Street, on St. Louis & Suburban, to Jackson Road, 10·96 miles. Rails, 73-lb. girder and 60-lb. T. The St. Louis & Suburban will furnish power as well as carry the country passengers 3½ miles over its own road to down-town terminus of other lines. President, J. B. Case; Secretary, R. Lehman.

ST. LOUIS & SUBURBAN RY.—A trolley road.

ORGANIZATION—Incorporated Sept. 11, 1884. This company is a reorganization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890. Operates the Midland Street Ry.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity, etc.* |
|---|---|---|---|---|
| Stock ($100) | ..... | ..... | $2,500,000 | ..... |
| St. L. Cable & Western Ry 1st M | 1884 | 6 M.-N. | 600,000 | 1914 |
| St. Louis & Suburban 1st M. ($2,000,000) g. $1,000 | 1891 | 5 g. F.-A. | 1,400,000 | Feb. 1, 1921 |
| Income bonds | 1891 | 5 .... | 300,000 | ..... |

*Interest* at Farmers' Loan & Tr. Co., N. Y. city. *Interest* payable in Boston by the trustee, the American Loan & Tr. Co.

ROAD—Operates 18·14 miles of track in St. Louis and 10·5 in suburbs.

OPERATIONS—Following is the number of passengers carried during each quarter of the calendar years:

| | *1st quar.* | *2d quar.* | *3d quar.* | *4th quar.* | *Tot. for year* |
|---|---|---|---|---|---|
| 1897 | 2,454,224 | ..... | ..... | ..... | ..... |
| 1896 | 1,834,347 | 2,567,155 | 2,796,249 | 2,694,861 | 9,892,652 |
| 1895 | 1,689,134 | 2,043,498 | 2,096,614 | 1,974,500 | 7,803,746 |

The table below gives the number of trips and passengers:

| | *Trips.* | *Passengers.* | | *Trips.* | *Passengers.* |
|---|---|---|---|---|---|
| 1895 | ..... | 7,803,746 | 1893 | 127,998 | 8,030,182 |
| 1894 | 118,445 | 7,754,752 | 1886 | 141,134 | 3,505,997 |

OFFICERS—President, C. H. Turner; Secretary and Treasurer, R Lehmann.

SOUTHERN ELECTRIC RAILWAY.

ORGANIZATION—Chartered April 16, 1884. In April, 1897, control was obtained by St. Louis men.—V. 64, p. 800.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div'nd.* |
|---|---|---|---|---|
| Preferred stock (par $100) | ..... | J-J | $1,000,000 | Jan. 2, '96, 3 |
| Common stock (par $100) | ..... | ..... | 500,000 | ..... |
| 1st mortgage | 1884 | 6 M-N | 200,000 | 1904 |
| Consol. mort. ($500,000) | 1889 | 6 M-N | 300,000 | 1909 |
| Mort. of 1896, $200,000 ($1,000), gold c | 1896 | 5 g. F-A | See text. | Aug. 1, 1916 |

Int. pay'le at Louisville, Ky., and St. L., Mo.

Mortgage trustees, Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo.

In April, 1896, the directors authorized issue of $200,000 bonds for improvements, but in September these bonds had not been sold but were out as collateral for a floating debt of about $100,000. In August the company sold $80,000 of new preferred stock at par with

a bonus of 50 p. c. in common stock.

*Dividends*—On preferred, in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, January, 3 p. c.

ROAD—Operates 16·75 miles of track in St. Louis; extension to Jefferson Barracks (opened May 20, 1896), 6 miles; total, 22·75 miles.

OPERATIONS—The following gives the passengers carried:

| | 1st quar. | 2d quar. | 3d quar. | 4th quar. | Tot. year. |
|---|---|---|---|---|---|
| 1897 | 1,426,195 | ..... | ..... | ..... | ..... |
| 1896 | 1,184,099 | 1,446,769 | 1,475,482 | 1,354,193 | 5,460,543 |
| 1895 | 999,802 | 1,177,284 | 1,210,403 | 1,248,671 | 4,636,160 |

OFFICERS (April, 1897).—President, Chas. F. Orthwein; Vice-President, C. H. Spencer; Secretary and Treasurer, Joseph S. Minary. V. 64, p. 800.

UNION DEPOT RAILROAD—An electric road.

ORGANIZATION—Incorporated in 1876. Controls the Mound City Railroad, Benton-Bellefontaine Railway Company and the Grand Avenue Railway. The last named was opened March, 1895, along Grand Avenue to Meramec and Virginia aves, and had $100,000 stock outstanding—no bonds.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock (100) | ..... | Text. | $4,000,000 | Jan.,'95, 3 p. c. |
| Mound City RR. Co. | 1890 | 6 g. J-J | 300,000 | Oct. 1, 1910 Subject to call Oct. 1, 1900 |
| Union Depot Railroad 1st consol. mortgage, gold | 1890 | 6 g. A-O | 1,091,000 | Oct. 1, 1910 Subject to call Oct. 1, 1900 |
| Cons. mort. ($3,500,000) gold | 1893 | 6 g. J-D | 2,237,000 | June 1, 1918 |

*Interest* on 6s of 1893 is payable at Mississippi Valley Tr., St. Louis.

*Trustee* of mortgage of 1893 is the Mississippi Valley Trust Co.; of all other loans the St. Louis Trust Co.

Benton-Bellefontaine 1st M. 6s for $500,000 were called for payment May 1, 1897; consols of 1893 were reserved for these bonds.

DIVIDENDS.—In December, 1893, paid 8 per cent; in 1894, 3 per cent, in 1895, 3 per cent.

ROAD.—The company's mileage, as reported to the city in April, 1895, aggregated 76·01 miles as below. Other statements make it between 80 and 90 miles, probably owing to duplications of mileage used by two or more divisions in common.

| *Lines owned—* | | *Lines controlled—* | |
|---|---|---|---|
| Union Depot Ry. (Electric) | 39·19 | Benton Bellefontaine Ry | 13·70 |
| *Trackage* over lines of other companies, about | 8·00 | Mound City RR | 7·12 |
| | | Grand Ave. Ry | 8·00 |

OPERATIONS—The following gives the number of passengers carried during each quarter:

| | 1st Quar. | 2d Quar. | 3d Quar. | 4th Quar. | Total year. |
|---|---|---|---|---|---|
| 1897 | 5,322,079 | ..... | ..... | ..... | ..... |
| 1896 | 5,334,264 | 6,132,814 | 6,320,872 | 5,984,395 | 23,772,345 |
| 1895 | 4,346,610 | 5,804,575 | 6,034,209 | 5,738,864 | 21,924,258 |
| 1894 | 3,826,986 | 4,787,032 | 5,039,491 | 4,890,769 | 18,544,278 |

In year 1894 made 633,964 trips; in 1893 made 795,845 trips.

OFFICERS.—President, John Scullin; Secretary, James H. Roach.—V 64, p. 713.

## ST. PAUL, MINN.

POPULATION 1890 WAS 133,156; IN 1880 WAS 41,473; AND IN 1870 WAS 20,030.

ST. PAUL CITY RAILWAY—See Twin City Rapid Transit Co., under Minneapolis, Minn.

ST. PAUL & SUBURBAN RY.—A trolley road.

ORGANIZATION, ETC.—This company was to be successor, after foreclosure, to the St. Paul & White Bear RR.; 11·5 miles of track.

## 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 1895 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. In 1895 population was said to be 48,076.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $1,000,000 ($50) | ..... | ..... | $650,000 | ..... |
| 1st M., s. f., gold ($1,000) ($1,500,000) c* | 1893 | 6 g J-J | 650,000 | 1913 Subject to call after Jan. 1, 1903. |

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. Trustee is Guaranty Trust Co. of New York.

*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 extensions, 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 Jan., 1896, $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—The company operates 42 miles of track.

| | Miles. | | Miles. |
|---|---|---|---|
| Single track | 29 | Total track operated | 42 |
| Second track | 13 | Weight of rails, 30 to 40 and 72 lbs. | |

OFFICERS—President, A. W. McCune; Vice-President, R. C. Chambers; Secretary and Treasurer, Joseph S. Wells; Superintendent and Purchasing Agent, W. P. Read.

SALT LAKE RAPID TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1890.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $500,000 (par $100) | ..... | ..... | $356,000 | ..... |
| 1st mortgage | 1890 | 6 F-A | 350,000 | Feb. 1, 1910 |
| Other indebtedness | ..... | ..... | 70,000 | ..... |

*Interest* at office of American Loan & Trust Company (mortgage trustee), Boston.

ROAD—Operates 32 miles of track on 26 miles of street.

EARNINGS—For year ending Dec. 31, 1895, gross, $89,420; net, $26,097. In 1894 gross, $110,538; net, $2[illegible],410.

OFFICERS—President and General Manager, J. S. Cameron; Secretary C. B. Jack; Treasurer, G. S. Gannett; Superintendent and Purchasin Agent, F. McBroom.

WEST SIDE RAPID TRANSIT—An electric and steam road.

ROAD, ETC.—Said to operate 12 miles of track. Stock, $300,000. 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.

ALAMO HEIGHTS RAILROAD—A trolley road.

ORGANIZATION, ETC.—Successor to San Antonio Rapid Transit, sold in foreclosure in May, 1895. On Feb. 27, 1897, W. H. Hume was appointed receiver. Capital stock is $62,000 (par, $100.) There are $50,000 of 6 per cent bonds. The Franklin Trust Co. of Brooklyn is trustee of the mortgage. Operates 5½ miles of track on 5 miles of street.

OFFICERS—President, C. J. Harwood; Secretary, B. W. Randall; Treasurer, Sidney K. Buchanan.

CITIZENS ELECTRIC POWER & STREET RAILWAY.

ROAD, ETC.—Operate 13 miles of track. Capital stock, $300,000 first mortgage, $300,000. President, W. J. Clark.

SAN ANTONIO STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in May, 1874, and in 1890 absorbed the Prospect Hill Street Railway.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $1,000,000 | ..... | ..... | $200,000 | ..... |
| 1st mort. $1,000 each | 1885 | 7-A 15 | 200,000 | 1905 Interest payable at Atlantic Trust Co., New York City, and San Antonio. |
| Con. mort., $600,000 c* | 1890 | 6 M-N | 400,000 | May 1, 1920 Subj. to call $20,000 yearly from May 1, 1897 |

ROAD—In May, 1896, 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 CO.—A trolley road.

ROAD, ETC.—Said to operate 5·8 miles of track upon 4·8 miles of street. Stock, $100,000; bonds, $16,000. President and General Manager, G. W. Russ; Secretary, J. N. Groesbeck; Treasurer, T. W Smith; Superintendent and Purchasing Agent, F. M. Dowden.

## SAN DIEGO, CAL.

POPULATION IN 1890 WAS 16,159; IN 1880 WAS 2,637; IN 1870 WAS 2,300.

CITIZENS' TRACTION CO.—A trolley road.

ORGANIZATION, ETC.—Incorporated in 1896. Successor to San Diego Cable Ry. sold in foreclosure.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000 | ..... | ..... | $100,000 | ..... |
| 1st mortgage, $80,000 ($500) | 1896 | 6 J-D | 80,000 | June 1, 1911 Int. at First Nat. Bank of San Diego, Cal. |

Mortgage trustee, Union Savings Bank & Trust Co., Cincinnati, O.

ROAD—Line is 5 miles long.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100) | ..... | Monthly. | 10,000 shares. $60 paid in. | ..... |
| 1st mortgage, gold | 1890 | 5g. J-J | $900,000 | Jan. 1, 1915 |

*Dividends* have been 50 cents monthly.

ROAD—Was operating May 1, 1896, 11½ miles of track on 5½ miles of street.

OFFICERS—President, J. B. Stetson; Vice-President, A. Borel; Secretary, 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 cable road.

ORGANIZATION—Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | 10,000 shares, $37·50 paid in | See text. |
| 1st mortgage gold | 1891 | 5g A-O | $671,000 | Oct. 1, 1921 |

*Dividends* have been irregular. In 1895 $3 per share; in 1896 $2·50 per share was paid in five dividends of 50 cents each.

ROAD—On Jan. 1, 1897, owned 4 miles of double-track cable road laid with 72 lb. steel rails.

OFFICERS—President, C. F. Crocker; Vice-President, A. Grant; Secretary and General Manager, J. L. Willcutt; Treasurer, N. T. Smith Purchas'g Agt., R. P. Schwerin. Office, 532 Market St., San Francisco

## MARKET STREET RAILWAY—

ORGANIZATION—Formed by consolidation of a number of companies including those whose bonds are in the table below. The Metropolitan Ry. has also been merged. (See V. 61, p. 750.) Persons identified with the Southern Pacific Ry. Co. are largely interested in this company.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | Q-J 10 | $18,750,000 | Apr.,'97,60c. |
| Market St. Cable Ry., 1st M., $1,000 gold.....c | 1883 | 6g. J-J | 3,000,000 | Jan. 1, 1913 |
| Omnibus Cable Co. 1st M | 1888 | 6 A-O | 2,000,000 | Apr. 2, 1918 |
| 2d mortgage..... | 1893 | 6 M-N | 15,000 | May 1, 1923 |
| Park & Cliff House 1st M | 1887 | 6 J-J | 350,000 | Jan. 1, 1913 |
| Powell Street 1st M.... | 1887 | 6 M-S | 700,000 | Mar. 1, 1912 |
| Park & Ocean 1st M... | 1884 | 6 J-J | 250,000 | Jan. 1, 1914 |
| Ferries & Cliff H. 1st M | 1889 | 6 M-S | 650,000 | Mar. 1, 1914 |
| Market Str. Ry. consol.. M. for $17,500,000 g. | 1894 | 5g. M-S | 3,143,000 | Sept. 1, 1924 |

*Interest* is payable at Treasurer's office, San Francisco.

DIVIDENDS of 60 cents per share are paid quarterly.

ROAD—Company on May 1, 1896, owned track as follows:

| *Roads owned in fee—* | *Miles.* | *Roads owned in fee—* | *Miles.* |
|---|---|---|---|
| Main line & brchs. (horse)... | 31·86 | Main line & brchs. (steam).. | 19·74 |
| do. do. (trolley). | 74·98 | Total single track..... | 189·63 |
| do. do. (cable)... | 63·05 | Rails 37 to 74½ lbs. to yard. | |

EARNINGS—For year ending December 31, 1896, on 158 miles, gross, $3,259,989; net, $1,201,967. In 1895, on same mileage, gross, $3,125,451; net, $1,091,398. In 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.

INDEX—V. 61, p. 750.

## PRESIDIO & FERRIES RAILROAD—An animal, steam and cable road.

ORGANIZATION—Chartered Jan. 6, 1882. Annual meeting the fourth Friday in January.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100)..... | ..... | ..... | 10,000 shares. $55 paid in. | ..... |
| 1st mort., $250,000... | ..... | (?) | $150,000 | ..... |

ROAD—In May, 1896, was operating 11½ miles of road as follows: Cable, 7½ miles; horse, 2 miles; steam, 2 miles; total track, 11½ miles.

OFFICERS—President, G. A. Newhall; Secretary, John B. Leighton; Office, corner Union and Sharp streets, San Francisco.

## SUTRO RAILROAD CO.—A trolley road.

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.

| STOCK— | Par. | Authorized. | Outstanding. |
|---|---|---|---|
| Stock..... | $10 | $400,000 | See below. |

There are to be no bonds.

ROAD.—The road, which is 5 miles long, was opened Jan 27, 1896.

OFFICERS—President, Adolph Sutro; Secretary, Theodore Krauss; Treasurer, American Bank & Trust Co.; Supt., E. M. Van Frank.

## SAN FRANCISCO & SAN MATEO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION, ETC.—Successor in May, 1896, to S. F. & San M. Ry., sold in foreclosure. The corporation is a close one, there being only five stockholders, and it is said to be "doubtful if any bonds will be issued." Extensive improvements and additions are proposed in 1897.

ROAD—Owns 21 miles of track.

OFFICERS—President, A. B. Spreckles; Vice-President and General Manager, John A. Buck; Secretary, W. Clayton; Superintendent and Purchasing Agent, S. B. McLenegan. V. 62, p. 684.

## SUTTER STREET RAILWAY—A cable road.

ORGANIZATION—Chartered Dec. 22, 1887. Annual meeting the second Monday in June.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100)..... | .... | Q-M 15 | 20,000 shares. Full paid. | June 15, 1896 |
| 1st M., g., $1,000 each | 1888 | 5 M-N | $900,000 | May 1, 1918 |

Trustee is California Title, Ins. & Trust Co. of San Francisco.

Subject to call at par $50,000 yearly, beginning May 1, 1908. 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 1893, 5 p. c.; in 1894, 5 p. c.; in 1895, 4 p. c.; in 1896. Mar., 1 p. c.; June, 1 p. c.

ROAD—In Nov., 1896, the company owned track as follows:

| | *Miles.* | | *Miles.* |
|---|---|---|---|
| Cable road (iron and cement) | 5·75 | Horse road..... | ·68 |
| do second track.... | 5·75 | | |
| Rails 43 lb. T. | | 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.

## SARATOGA TRACTION—Trolley.

ORGANIZATION, ETC.—Formed in May, 1897, as successor of the Union Electric Ry. sold in foreclosure in 1895. The Saratoga Lake RR. was formed at the same time and immediately leased to the Traction Co.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $50,000..... | ..... | ..... | $50,000 | ..... |
| 1st M., $130 000 gold.. | 1897 | 5 g. J-J | 130,000 | 1926 |

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.

For years ending June 30 earnings of old company were as follows:

| | 1895. | 1894. | | 1895. | 1894 |
|---|---|---|---|---|---|
| Gross earnings. | $24,499 | $20,700 | Taxes..... | $776 | $488 |
| Net earnings.... | 3,336 | 12,915 | Balance.....def. | 5,166 | sur. 9,241 |
| Interest paid... | 7,726 | 3,186 | Total surplus... | 12,757 | 17,923 |

DIRECTORS—Robert B. Smith of Hackensack, N. J.; Charles G. Farwell of Boston; Alfred B. Thacher, C. Herckenrath, W. S. Jenks Charles H. Davis and S. R. Bertron of New York City; Theodore F. Hamilton of Saratoga, and others.

# SAVANNAH, GA.

POPULATION 1890 WAS 43,189; IN 1880 WAS 30,709; AND IN 1870 WAS 28,235.

## CITY & SUBURBAN RR.—A steam and trolley road.

ORGANIZATION—Incorporated in April, 1882.

Col. John Screven was appointed temporary receiver April 19, 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 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, was left to be adjudicated at regular term of Court; to May, 1897, nothing had been settled. Interest on bonds has been regularly paid. Fares were restored from 3 cents to 5 cents in April, 1897.

Consolidation of the City & Suburban and the Savannah Traction is pending.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | ..... | $50,000 | ..... |
| 1st mortgage..... | 1882 | 7 M-N | 200,000 | Jan. 1, 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.

OFFICERS—President, James H. Johnston; Vice-President, Henry Parsons; Secretary, E. J. Thomas; Treasurer, E. F. Schmitt. Directors (elected February, 1896), J. H. Johnston, Henry Parsons, E. J. Thomas, J. N. Harriman, Luke Carson, C. S. Hardee, J. B. Squires.—V. 60, p. 748, 835, 873; V. 64, p. 755.

## SAVANNAH TRACTION CO.—A trolley road.

ORGANIZATION.—Successor to the Savannah Electric Ry. sold in foreclosure Jan. 5, 1897. V. 64, p. 85. 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. Fare restored from 3 cents to 5 cents in April, 1897.

It is not yet known what securities the new company will issue.

REORGANIZATION, LOAN, ETC.—In May, 1897, it was reported that a title deed to the property had been given to George Parsons of New-York as security for a loan of $125,000. Consolidation with the City & Suburban, in which company Mr. Parsons is interested, is pending.

ROAD—Said to operate 35 miles of track.

RECEIVERS' REPORT—See report to June 30, 1896, in V. 63, p. 267, showing surplus earnings to that date of $7,904; fares are now on a 3-cent basis. From January 7, 1895, to February 29, 1896 (13¾ months), gross, $95,412; net, $12,104; taxes, ins., etc., $7,439; bal., surplus, $4,665. In 1894-5, same period, gross, $102,102; net, $7,831; taxes, ins., etc., $7,679; bal., surplus, $152.

President, Herman Myers. INDEX—(Sav. Elec. also) V. 63, p. 155, 190, 267, 1011; V. 64, p. 85, 182, 755.

## SAVANNAH THUNDERBOLT & ISLE OF HOPE RAILWAY—A trolley road.

ORGANIZATION—Controlled in same interest as the City & Suburban.

ROAD—9½ 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.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, par $100..... | ..... | ..... | $300,000 | ..... |
| 1st M., $300,000, gold, $1,000.....c | 1895 | 5g. J-J | 222,993 | Jan. 1, 1925 |

Interest at Merc. Trust Co., N. Y., trustee.

Bills payable June 30, 1896, $12,500; stock issued and returned to treasury, $100,067.

Firsts of 1895 are secured in part by $79,700 stock of Schenectady Illuminating Co. deposited as collateral. Interest paid free of taxes.

ROAD—Single track main line Brandywine to Bellevue 4·22 miles; second track and sidings, ·7 mile total of all track June 30, 1896, 4·87 miles. Rails, 65 and 90 lbs.

LATEST EARNINGS—Present company took charge in February, 1895. Earnings for year ending June 30, 1896, gross, $32,958; deficit under operating expenses, $2,477; other income, $19,163; interest, taxes, etc., $12,634; balance, surplus, $4,052.

OFFICERS—President, William Henry White; Vice-President and Manager, George W. Jones; Secretary, W. P. Esselstyn; Treasurer, J. P. Ord. The new directors are P. F. Kobbe, William Henry White, A. G. MacAndrew, George W. Hebard, Lewis L. Clark and Charles A. Lieb, of New York City; Joseph P. Ord, George W. Jones and John Kruesi, of Schenectady.—V. 60, p. 303; V. 63, p. 716.

## SCRANTON, PA.

POPULATION 1890 WAS 75,215; IN 1880 WAS 45,850; AND IN 1870 WAS 35,092.

### SCRANTON RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1896, and on Jan. 1, 1897, assumed all the assets and liabilities of the Scranton Traction Co. (capital $2,000,000), whose stockholders were offered exchange, share for share, in the stock of the new company.—V. 63, p. 1064; V. 64, p. 85.

The following companies have been merged with the Railway Co.: People's Street Ry., Scranton Passenger Ry., Scranton Suburban Ry., and Valley Passenger Ry. The Scranton Railway retains the special charter of the old People's St. Ry. of Luzerne County, granted in 1865. The 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.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($6,000,000).. | $50 | .... | ..... | $2,500,000 | ..... |
| Scranton Trac. 1st M., $1,000,000, gold, no option. c* | 1,000 | 1892 | 6 g. M-N | 1,000,000 | Nov. 1, 1932 |
| | Interest x at E. W. Clark & Co., Philadelphia. | | | | |
| Scran. Pas. Ry. 1st M. | 1,000 | 1890 | 6 M-N | 100,000 | May 1, 1920 |
| Scranton Sub. 1st M., g., gu., p.&i. c* | 500&c | 1890 | 6g. M-N | 200,000 | 1909 |
| | Trustee, Farmers' L. & T. Co., N. Y. | | | | |
| Peop's St. Ry. 1st M. g. | 1,000 | 1888 | 6g. F-A | 200,000 | Aug. 1, 1918 |
| Do gen. M., gold .... | 1891 | | 6g. J-D | 100,000 | Dec. 1, 1921 |
| Scranton Ry. M., $2,500,000, gold.... | 1897 | | 5g. J-J | 900,000 | Nov. 1, 1932 |
| | Trustee, Continental Trust, N. Y. City. | | | | |

x Free of United States and Pennsylvania State taxes.

STOCK—Authorized stock of Scranton Railway Co. is $6,000,000.—V. 63, p. 1064.

*Bonds*—The bonds of 1892 cover all the property of old Traction Co., including its stock in the People's Street Railway Co. (this stock being deposited with the trustee of the mortgage). Trustee of Traction Co.'s mortgage is Fidelity Ins. Trust & Safe Dep. Co. of Phila.

Of the $2,500,000 Scranton Ry. mortgage 5s of 1897, $1,600,000 are reserved to retire prior bonds at maturity.

ROAD—Owns and operates all the street roads of Scranton, having an aggregate mileage as follows:

| *Owned—* | *Miles.* | *Leased—* | *Miles.* |
|---|---|---|---|
| People's Street Railway | 25 | Scranton & Pittston | 12 |
| Valley Passenger Railway | 8½ | Scranton & Carbondale | 5 |
| | | Lackawanna Val. Trac | 4 |
| Total owned | 33½ | Total operated | 54½ |

EARNINGS—Operations of the lines now composing the Scranton Railway, not including the suburban lines, have been as follows:

| | | |
|---|---|---|
| 4 months Jan. 1 to April 30. | 1897 | Gross, $105,397; net, $47,964 |
| | 1896 | Gross, 101,740; net, 47,084 |

For the year ending Dec. 31, 1896:

| | | | |
|---|---|---|---|
| Gross | $353,814 | Fixed charges | $132,234 |
| Operating expenses | 185,940 | Taxes, &c. | |
| Net | $167,874 | Balance, surp. for year | $35,640 |

The following shows growth of company's business:

| | | | |
|---|---|---|---|
| Gross earn'gs 1895 | $299,322 | Gross earnings 1892 | $190,531 |
| " " 1894 | 253,687 | " " 1891 | 161,541 |
| " " 1893 | 228,462 | " " 1890 | 158,031 |

OFFICERS—*Scranton Railway*—President. C. M. Clark; Vice-President, J. P. Ilsley; Secretary and Treasurer, C. Ford Stevens, Bullitt Building, Phila.; General Manager, Frank Silliman, Jr., Scranton, Pa. *Transfer Agents of Stock*—E. W. Clark & Co., Phila. *Registrar of Stock*—Provident Life & Trust Co., Phila.

DIRECTORS—C. M. Clark, J. P. Ilsley, E. W. Clark, Jr., C. Ford Stevens, Frank Silliman, Jr., Timothy Burke and Horace E. Hand.—V. 63, p. 1064; V. 64, p. 85.

### SCRANTON TRACTION—This company formerly controlled all the street railways in Scranton and suburbs, but was succeeded on Jan. 1, 1897, by the Scranton Railway—which see above. Capital stock was $2,000,000; funded debt, $1,000,000.

### SCRANTON RAILWAY SYSTEM—SCRANTON & CARBONDALE TRACTION—A trolley road.

ORGANIZATION—Incorporated in February, 1893. The Scranton Railway Company leases this company for fifty years and operates the road and furnishes the power. Surplus earnings over interest charges and taxes are divided, one-third to Scranton Railway Co. and two-thirds to Scranton & Carbondale Co.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | .... | .... | ..... | $500,000 | ..... |
| 1st mortgage, gold, $1,000 ..... c&r x Free of State tax. | 5 | 1893 | 6 g. J-J | 150,000 | Jan. 1, 1923 |
| | Interest x at Union Tr. Co., Phila., and Lackawanna Tr. & Safe Dep. Co., trus., Scranton, Pa. | | | | |

*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 Railway Company's road to Carbondale.

ANNUAL REPORT—Fiscal year ends June 30. Earnings have been as follows:

| | Gross. | Net. | Charges. | Bal., sur |
|---|---|---|---|---|
| 1895-96 | $39,376 | $21,380 | $9,914 | $11,466 |
| 1894-95 | 34,216 | 18,047 | 9,866 | 8,181 |

OFFICERS—President, George A. Fletcher; Secretary, Percy S. Bickmore; Treasurer, George L. Mitchell.

### SCRANTON RAILWAY SYSTEM—SCRANTON & PITTSTON TRACTION.—A trolley road.

ORGANIZATION—Chartered Sept., 1893, and on Oct. 5, 1893, leased for 50 years to Scranton Railway Company. 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|---|
| Stock (par $100) | .... | ..... | ..... | $1,050,000 | ..... |
| Mort. $525,000, g., $1,000 & $500 c* gu. by Scran. Tr. | 15 | 1893 | 6g. A-O | 294,500 | Oct. 1, 1923 |
| | Interest (x) at Union Trust (Trustee), Phila. Nos 1 to 400 $1,000 each and Nos. 401 to 650 $500. | | | | |

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. In August, 1896, $296,500 of bonds were outstanding and guar. by Scranton Trac. (now Railway) Co. Sink. fund $5,000 yearly after Oct. 1, 1896, for redemption of bonds at maturity.

ROAD—Operates 12 miles of track, uniting Scranton with Greenwood, Moosic and Taylorville, Avoca, Pittston and Readham.

LEASE—Under its lease the Scranton Railway Company 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 Railway and three fourths to Scranton & Pittston Traction.

EARNINGS—July 1 to March 31, 1897, 9 months, gross, $49,786; net, $20,615. OFFICERS—President, L. A. Watres; Secretary and Treasurer C. H. Mullin.—V. 63, p. 515.

### CITIZENS' STREET RAILWAY OF LACKAWANNA COUNTY—To be a trolley road.

ORGANIZATION, ETC.—Chartered in June, 1896, to build a road about 30 miles long "to and around Scranton." Capital stock, $200,000.

## SEATTLE, WASH.

POPULATION 1890 WAS 42,837; AND IN 1880 WAS 3,533.

### FRONT STREET CABLE RY.—

ORGANIZATION, ETC.—This road is in the hands of O. D. Colvin as receiver. Line runs from First (formerly Front) St. and King St., up First and then Second Avenues; 3 miles of double track. In 1896 carried 798,996 passengers, and gross receipts were $38,017.

### GRANT STREET ELECTRIC RAILWAY—

ORGANIZATION.—Chartered in 1891. Capital stock, $125,000. Bonds $125,000. Operates 5½ miles of track. In year 1896 carried 417,080 passengers. 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), issued $60,000; 1st mort. $50,000, gold, 1891, 6 g., J. & J., due Jan. 1, 1912, are outstanding only as collateral for an indebtedness of about $17,000. Owns 4·86 miles of track.

### MADISON STREET CABLE RAILWAY—

ORGANIZATION.—Chartered in 1889. Controls the South Seattle Cable Railway. Capital stock, $750,000. Bonds, $450,000 of 6 p. c. firsts, dated 1890, due 1910; interest, A. & O. Operate 7¼ miles of track upon 3·6 miles of street. In year 1896 carried 1,160,355 passengers. President, H. G Struve.

### SEATTLE CITY RAILWAY—A cable road.

REORGANIZATION—In May, 1897, road was still in receiver's hands, and no reorganization plan had been prepared. Bondholders' committee is Winthrop Smith and J. W. Longstreth of Philadelphia and Albert Stone of Boston.

| STOCK AND BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | ..... | ..... | ..... | $600,000 | ..... |
| 1st M., $600,000, g... | 5 | 1890 | 6 g. A-O | 443,000 | Oct. 1, 1910 |

Interest due Oct., 1893, and since is in default; Central Trust Co. mortgage trustee.

ROAD—Owns about 5 miles of cable road on 5 miles of street in Seattle, known as the Yesler Avenue and Jackson Street lines. Substructure has been practically rebuilt during the receivership.

RECEIVER is W. A. Underwood, 40 Wall St., New York.—V. 62, p. 950

### SEATTLE TRACTION CO.—A trolley road.

ORGANIZATION—A reorganization of the Seattle Consolidated St Ry. sold in foreclosure Dec. 1, 1896.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock $1,000,000 ($100).. | .... | ..... | $350,000 | ..... |
| 1st M. g., subj call at 105 ($500 & $1,000); int. is pref. c* | 1897 | 6g. A-O | 143,000 | Jan. 2, 1927 |
| 1st M. g. incomes to Oct. 1, '99 ($500 & $1,000), subj. to call at 105 c* | 1897 | 6g. A-O | 457,000 | Jan. 2, 1927 |
| 2d M. g. incomes, non-cum. ($1,000), A & B subj. to call at par c* | 1897 | 6g. A-O | 342,000 | Jan. 3, 1927 |

Interest is payable at Illinois Trust & Savings Bank, Chicago, trustees of both mortgages.

The first mortgage is for $1,000,000; bonds (Nos. 1 to 150 incl., $500 each) for $75,000 have interest preferred over all other bonds until Jan. 2, 1907; (Nos. 151 to 218 incl., $1,000 each) $68,000 have interest preferred to Oct. 1, 1899, subject to the $75,000 above mentioned; (Nos. 219 to 318 incl., $500 each, and 319 to 725 incl., $1,000 each) $457,000 bear interest absolutely after Oct. 1, 1899. Of the second mortgage bonds, series A (Nos. 1 to 42), $42,000 are preferred over series B as to principal and interest.

ROAD—Owns 13·72 miles of track and leases 4·68 miles. In year 1896 carried 1,345,852 passengers.

Treasurer, Allen B. Forbes, 204 Dearborn St., Chicago.

INDEX—V. 63, p. 116, 230, 1011, 1064; V. 64, p. 235.

SEATTLE & RAINIER BEACH RAILWAY—A trolley road.

ORGANIZATION—A reorganization in 1895 of the Rainier Avenue Electric Railway, sold in foreclosure. Franchise runs till 1915.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, (par, $100)..... | ..... | ..... | $75,000 | ..... |
| First mortgage, $40,000 (par, $5,000)..... | 1895 | 5 F-A | 20,000 | Aug. 1, 1901 |

Interest at Seattle, Wash.

ROAD—Operates 13·35 miles of track. Rails, 30-56 lb. T and girder

Gen. Man. and Pur. Agt., F. H. Osgood.

UNION TRUNK LINE—An electric and cable road.

ORGANIZATION—Chartered in 1890.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par, $100)..... | ..... | ..... | $1,000,000 | ..... |
| 1st M., $500,000, gold, $1,000.....c.* | 1891 | 6g. J-J | 500,000 | Jan. 1, 1911 |

Interest at Central Tr. Co., trustee, N. Y. City.

ROAD—Operates 13·64 miles of electric and 1·36 miles of cable road.

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, H. S. King.

WEST STREET & NORTH END ELECTRIC RAILWAY—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock..... | ..... | ..... | $1,000,000 | ..... |
| 1st M., $300,000, g...c. | 1890 | 6 M-S | 300,000 | Sept., 1910 |

Sinking fund commences March 1, 1896, 10 per cent of net earnings to be used in purchasing the bonds at not above 110 and interest.

ROAD—To operate 10 miles of road on 6 miles of street.

EARNINGS—For year ending Dec. 31, 1895, gross, $29,737; net, $14,706. Passengers carried in 1896, 440,000.

OFFICERS—President and Treasurer, S. W. Shuffleton; Vice-President, B. Pelly; Secretary, W. A. Walther; General Manager and Purchasing Agent, O. Elmore

WOODLAND PARK ELECTRIC RAILWAY—

ORGANIZATION—Capital stock, (?). Bonds, $50,000. Operates 1·5 miles 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.

ELECTRIC RAILWAY LIGHT & POWER—

ORGANIZATION, ETC.—Organized in 1890. Owns franchise for a road on all streets of city, and also franchise to operate electric-light plant. Has lighting contract with city, which expires 1899.

| STOCK & BONDS | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|
| Stock $200,000, par $100. | ..... | ..... | $200,000 | ..... |
| Mortgage, gold..... | 1892 | 6g. F-A | 200,000 | Aug. 1, 1912 |
| Sedalia & Brown Spgs. 1st M. $80,000 s. f. ($1,000) guar., gold..... c* | 1894 | 6 J-D | 80,000 | Dec. 1, 1914 |

Trustee, Trust Co. of America at Phila.

Elec. Ry. L. & P. bonds are subject to call "on any interest day after 1897 by payment of 4 per cent premium, and on any interest day after 1907 by first giving 30 days notice." Sinking fund of 5 per cent of whole loan is to be paid to trustee in 1902 and each year thereafter for final redemption of bonds. Brown Springs bonds, subject to call at 104 after June 1, 1899 and at par after Dec. 1, 1909. Sinking fund 5 p. c. in 1904 and thereafter. All interest payable at Fourth Nat. Bank, N. Y. City.

Elec. Ry. L. & P. Mortgage trustee Kansas Loan & Tr. of Topeka, Kan.

EARNINGS—Aug. 1 to Apl. 30, 1897, 9 months, gross, $31,416; net, $17,465. For year ending July 31, 1896, gross, $41,506; net, $20,941.

ROAD—Elec. Ry. L. & P. owns 12 miles of single track; Brown Springs (leased) about 3 miles.

OFFICERS—President, W. E. Sterne; Secretary, Treasurer, General Manager and Purchasing Agent, D. C. Metsker.

## SHAMOKIN, PA.

POPULATION IN 1890 WAS 14,403; IN 1880 WAS 8,184; IN 1870 WAS 4,320.

SHAMOKIN & MT. CARMEL ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1892.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 ($50).. | ..... | ..... | $500,000 | ..... |
| Bonds..... | 1893 | 6 J-D | 500,000 | Dec. 1, 1923 |
| Bills payable J'ne 30, '96 | ..... | ..... | 20,627 | ..... |

*Note*—To June 30, 1896, 6,000 shares were full paid and 4,000 shares 10 per cent paid.

ROAD—In June, 1896, was in operation from Shamokin to Logsville, Green Ridge, Mt. Carm. Cunningham and Centralia, 16½ miles

EARNINGS—For year ending June 30, 1896, gross earnings, $56,224; net, $30,672; interest and taxes, etc., $26,664 (interest was waived on some of the bonds in 1895-6); bal., sur. for year, $4,008.

President, G. M. Smith; Secretary, H. R. Snavely; Treasurer, C Smith.

## SHARON, PA.

POPULATION 1890 WAS 7,459; IN 1880 WAS 5,684; AND IN 1870 WAS 4,221.

VALLEY STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1895 to succeed Shen. Val. St. Ry.

SECURITIES—On June 30, 1896, stock, $150,000; bonds, $75,000.

EARNINGS—For year ending June 30, 1896, gross, $19,040; net, $4,105; taxes, etc., $5,199; dividends, $1,500; bal., def. for year, $2,594. In 1894-5, gross, $5,250.

ROAD—The road extends from the borough of Sharon, through the town of North Hickory, and the borough of Sharpsville, the length of road being 4·45 miles; gauge of track 5 feet 2½ inches.

OFFICERS—President, A. M. Jolly; Secretary, A. R. Lyda, Beaver Falls; Treasurer, A. McDowell, Sharon.

## 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. Securities, etc., as follows.

| | |
|---|---|
| Stock $100,000, par $100. | $100,000 |
| 1st mort. 6s, J-D..... (Dated 1893. Due 1913) | 100,000 |
| Bills payable June 30, 1895..... | 6,114 |

ROAD—2·76 miles of track.

| EARNINGS—Years ending June 30, | 1896. | 1895. |
|---|---|---|
| Gross..... | $20,716 | $19,881 |
| Net..... | 820 | 1,195 |
| Charges..... | 730 | 6,118 |
| Balance..... | sur. 90 | def. 4,923 |

All deficits up to June 30, 1896, were paid by the stockholders.

OFFICERS—President, A. S. Underhill; Secretary, F. L. Young; Treasurer, S. E. Tomkins; Manager, Jay Champlain.

## SIOUX CITY, IOWA.

POPULATION 1890 WAS 37,806; IN 1880 WAS 7,366; AND IN 1870 WAS 3,401.

CENTRAL TRACTION CO.—A trolley road.

ORGANIZATION—Successor to the Sioux City Cable Ry., sold in foreclosure in October, 1895. Stock, $150,000; no bonds. Track, 7 miles.

RIVERSIDE PARK RAILWAY—A trolley road.

SALE—Sold in foreclosure in November, 1895, to Baltimore Trust & Guarantee Co., trustee for first mortgage bondholders, for $338,000. In May, 1897, no reorganization had been accomplished.

ROAD—Extends a distance of 8·85 miles, including ¾ mile in the city leased from the Sioux City Railway.—V. 61, p. 282.

SIOUX CITY & LEEDS ELECTRIC RAILWAY—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $200,000, par $100.. | ..... | ..... | (?) | ..... |
| 1st mortgage, gold..... | 1892 | 6 g. J-J | $125,000 | Jan., 1912 |

Interest was payable at Gilman, Son & Co.'s, New York City.

ROAD—In August, 1895, from Sioux City to Leeds, about 5 miles.

OFFICERS—President, O. Darlington; Sec. and Treas., C. C. Peirce.

SIOUX CITY ELEVATED RY.—A trolley road.

ORGANIZATION—Successor to Sioux City Rapid Transit, sold in foreclosure in Feb., 1895, for $50,000. Includes 6 miles track, of which part elevated. President, A. M. Jackson; Superintendent, Wm. Miller.

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 in exchange for $525,000 old first mortgage bonds. No bonds. Bills payable June 1, 1896, $22,002.

ROAD—Owns 18·55 miles of track on 13·21 miles of street.

LATEST EARNINGS—11 mos., Jan. 1 to Nov. 30— 1896.....Gross, $71,739; net, $21,343; 1895.....Gross, 71,733; net, 8,806

YEAR'S EARNINGS—For year ending May 31, 1896, gross earnings $81,571; net, $8,757. In 1894-5, gross, $85,541; net, $9,723.

OFFICERS—President (Sept., 1896), M. L. Kohler, Philadelphia; Vice President, A. F. Call, Sioux City; Secretary and Treasurer, C. B. Oldfields, Sioux City.

WASHINGTON PARK & SPRING GROVE.

Stock, $250,000, par $100, issued, $64,400. No bonds.

ROAD—Owns 3½ miles of track, 3 coaches and 1 engine.

## SPENCER, MASS.

POPULATION 1890 WAS 8,747; IN 1880 WAS 7,466; AND IN 1870 WAS 3,952.

WARREN BROOKFIELD & SPENCER ST. RY.—A trolley road.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ($150,000)..... | ..... | ..... | $150,000 | ..... |
| 1st M., g., $125,000, s. f. aft. Nov. 1, '99 ($1,000)c. | 1896 | 5g. M-N | 125,000 | Nov. 1, 1916 |

Int. at Int'l Trust Co., Boston, Trustee.

Sinking fund is $2,000 annually on and after Nov. 1, 1899.

ROAD—Owned in Feb., 1897, 13 miles of track connecting Warren, Brookfield, Spencer, etc. In 1897 extensions are contemplated.

EARNINGS—From June 26 to Dec. 12, 1896, gross, $21,358; net, $8,746; interest (6 months), $1,700; balance, surplus, $7,046.

## SPOKANE, WASH.

POPULATION 1890 WAS 19,922; AND IN 1880 WAS 350

ARLINGTON HEIGHTS MOTOR RAILWAY.—2 miles of trolley track. Stock, $50,000. 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.

| STOCK (NO BONDS)— | Authorized. | Outstanding. | |
|---|---|---|---|
| Stock | $250,000 | $250,000 | Full paid. |

"No incumbrances of any nature on the property" Jan. 1, 1895.

ROAD, ETC.—Owns and operates 6 miles of trolley track in the city of Spokane. Rails 35-lb. steel. Company has brick and stone car house and offices and large public pavilion.

OFFICERS—President, D. Glass; Secretary and Treasurer, C. Glass; Superintendent, J. B. Bliss.

## SPOKANE & MONTROSE MOTOR RAILROAD.—An electric railroad.

ROAD, ETC.—Said to operate 3¼ miles of track. Stock, $50,000; par $100. 1st mortgage 6s, M-S, $40,000, due March 1, 1902; Trustee, Provident Trust Co. of Boston; President and Gen. Man., C. G. Reeder.

## 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; Ross Park Street Railway. The securities of said companies are as follows:

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock | .. | .... | ..... | $500,000 | ..... |
| Spok.Ca Ry.Co.1stM., $150,000,g.,$1,000.c | .. | 1888 | 6 g. J-J* Subject to call 15 bonds y'rly from July 1, 1898 | 150,000 | July 1, 1908 |
| Spok.St.Ry.Co.1stM., $350,000, g., $1,000. | .. | 1891 | 6 g. M-S Subject to call 35 bonds* y'rly from Mar 1, 1901 | 350,000 | Mar. 1, 1911 |
| Spokane Elec. Ry. Co. 1st M. $100,000, g. c Guar. p.&i. (end.) | .. | 1891 | 6 g. M N Subject to call 10 bonds* y'rly from Nov. 2, 1901 | 100,000 | Nov. 2, 1911 |
| Ross Park St. Ry | .. | .... | ..... | 40,000 | June 17, 1910 |

* 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 consists of 36 miles of trolley road, the cable line having been changed to trolley. Rails 30 to 40 lb. T.

OFFICERS—Elected March, 1896: President, J. D. Sherwood; Vice-President, F. Lewis Clark; Sec. and Gen. Man., D. L. Huntington.

# SPRINGFIELD, ILL.

POPULATION 1890 WAS 24,963; IN 1880 WAS 19,743; AND IN 1870 WAS 17,364.

## SPRINGFIELD CONSOLIDATED RAILWAY. 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. 1st M. | ..... | 1891 | 6 A-O | 100,000 | Apr. 1, 1911 |
| Springfield City Ry. 1st M., lawful money, $1,000..c. | 10 | 1890 | 6 M-S Subject to call at 105 after Mar. 1, 1895 Interest at Mercantile Trust Co., N.Y. City. | 143,000 | Mar. 1, 1910 |
| Springfi'ld Con. Ry. Consol. mort. for $750,000 gold.... | 22 | 1893 | 5 g. J-D Interest at Columbia Trust Co. (Trustee), Louisville, Ky. | 416,000 | June 1, 1933 |

Sufficient bonds of '93 are reserved to retire all prior liens at maturity.

ROAD—In Feb., 1897, owned 24 miles of track in the City of Springfield. Rails 40 and 60 lb. T.

EARNINGS—For calendar year 1896, gross, $101,850; net, $39,442.

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 RY.—A trolley road.

ORGANIZATION.—Incorporated March 5, 1868.

| STOCK— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $1,200,000 ($100) | ..... | Text. | $1,000,000 f.p. | Text. |
| Bonds (subject to call aft. Apr. 1, 1900)..... | 1895 | 4½ A.-O. | 300,000 | April 1, 1910 |
| Bonds (subject to call aft. Apr. 1, 1911).... | 1896 | 4½ A.-O. | 200,000 | April 1, 1916 |

Loans and bills payable Sept. 30, 1896, $245,948.

The bonds of both issues are for $25,000 each.

DIVIDENDS—In years 1893-95, 8 per cent per annum.

ROAD.—Owns 56·29 miles of main track and 3·92 miles of siding; total track Oct. 1, 1896, 60·21 miles.

EARNINGS.—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earn'gs | $521,673 | $442,006 | Divs. pd. (8 p. c.) | $80,000 | $80,000 |
| Net | 200,088 | 164,851 | Bal. for year | 71,656 | 54,215 |
| Taxes, etc. / Interest | 48,432 | 17,964 / 12,672 | Tot. sur. Sep. 30 | 156,791 | 85,135 |

Passengers carried in 1895-6 were 10,163,011, against 8,390,326 in 1894-5.

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| Resources. | | Liabilities. | |
|---|---|---|---|
| Tracks | $1,002,699 | Capital stock | $1,000,000 |
| Equipment | 387,557 | Bonded debt | 500,000 |
| Land and buildings | 495,647 | Current liabilities | 245,948 |
| Supplies, cash, etc | 16,836 | Surplus | 156,791 |
| Total | $1,902,739 | Total | $1,902,739 |

OFFICERS—President, John Olmsted; Secretary, Gideon Wells; Treasurer and General Manager, A. E. Smith.—V. 63, p. **1061.**

# SPRINGFIELD, MO.

POPULATION 1890 WAS 21,850; IN 1880 WAS 6,522; AND IN 1870 WAS 5,555.

## SPRINGFIELD TRACTION CO.

ORGANIZATION.—Successor in 1895 to Metropolitan Electric Ry. Stock, $400,000. Said to operate 15·8 miles of track on 12 miles of streets. President, George W. Parker.

# SPRINGFIELD, OHIO.

## SPRINGFIELD RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1892.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock (par $100) | ..... | ..... | $1,000,000 | ..... |
| 1st mort., $500,000, gold.. | 1893 | 6g. J-J Interest at Solicitors' Loan & Tr. (Trustee), Phil. | 500,000 | Jan. 1, 1933 |

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.

# SPRINGFIELD, VERMONT.

POPULATION IN 1890 WAS 2,881; IN 1880 WAS 3,144; IN 1870 WAS 2,937.

## SPRINGFIELD ELECTRIC RY.—A trolley road.

ORGANIZATION.—Completed in 1896 from Springfield to Springfield Station, 5·3 miles, and work stopped for want of funds; about $30,000 needed to complete the road to Charleston, making 6 miles in all. Work not resumed to May, 1897.

Capital stock, common, (auth.) $75,000; issued $53,300; guaranteed 6 per cent stock, $45,000; none issued. 1st mortgages for $100,000 of 5 per cent gold $500 and $1,000 coupon bonds dated Sept. 1, 1896, due Sept. 1, 1916 (sinking fund $3,000 yearly Sept. 1, 1901, and after); interest M & S. Trustee is International Trust Co., Boston. The bonds had not been marketed to May, 1897, though some were held by the contractors. President, Adna Brown; Treasurer, C. E. Richardson.

# STAMFORD, CONN.

POPULATION 1890 WAS 15,685; IN 1880 WAS 11,297; AND IN 1870 WAS 9,714.

## STAMFORD STREET RR.—An electric road.

ORGANIZATION—Incorporated Feb. 24, 1886. Control was obtained by the New York New Haven & Hartford RR. in 1895.

| STOCK, BONDS, ETC.— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $100,000 | ..... | ..... | $92,240 | ..... |
| 1st mortgage, $75,000 auth. | 1886 | 5 F-A | 75,000 | Aug. 1, 1909 |
| Oct. 1, 1896, bills payable.. | ..... | ..... | 112,500 | ..... |

ROAD—Owns 10·24 miles of track; operates only 8·62 miles. Electricity introduced in 1895. Extension is under construction to Noroton River to connect with the Norwalk Tramway Co.

EARNINGS—In year ending Sept. 30, 1896, gross, $30,392; net, $5,753; taxes, $750.

OFFICERS.—President, Col. N. H. Heft, New Haven, Conn.; Secretary and Treasurer, W. L. Squire.

# STATEN ISLAND, N. Y.

POPULATION 1890 WAS 51,693; IN 1880 WAS 38,991; IN 1870 WAS 33,029.

## NEW YORK & STATEN I. TRACTION—

ORGANIZATION—This company was incorporated in Albany in January, 1896, to construct railroads and ferries and to own the stocks of railroad, ferry and land companies. It owns all of the stock of the Staten Island Electric RR., all of the stock of the New Jersey & Staten Island Ferry Co. and three-fifths of the stock of the New York & Staten Island Land Co. Stock authorized: $1,250,000 preferred, $1,250,000 common; outstanding, $1,250,000 preferred, $120,000 common. President, G. B. M. Harvey; Secretary, J. E. Comins. Office, 32 Nassau Street, N. Y.

## STATEN ISLAND ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Incorporated under the laws of the State of New York December 11, 1894. Owns a through line from South Beach to Holland Hook, where, by means of a ferry, it connects with the Consolidated Traction Co. of New Jersey, and with a belt line around St. George and a spur up the Richmond Turnpike to Silver Lake. The company also controls one-half of the $1,000,000 stock of the Rapid Transit Ferry between St. George and New York, and owns all the rights and franchises of the Staten Island Belt Railway.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,250,000 | ..... | ..... | $1,250,000 | ..... |
| 1st M., gold, $1,250,000... | 1895 | 5 g., M-N Trustee, Knickerbocker Trust Co., N. Y. | 1,250,000 | May 1, 1945 |
| 1st consol. mort., $2,000,000, gold.....c* | 1896 | 5 g., M-N Trustee, Guaranty Trust Co., N. Y. | $556,000 | May 1, 1946 |

Consols cover all franchises and property, and also, subject to the first mortgage of 1895, $260,000 stock of the N. Y. Investment & Improvement Co. now deposited with Knickerbocker Trust Co. as trustee of first mortgage. Of the consols, $1,250,000 will be reserved for the retirement of the firsts, and the balance used for extensions in the interior of the Island.

ROAD—Road from South Beach to Holland Hook, via St. George, 25 miles; 90-lb. girder Cambria and 84-lb. girder Johnson steel rails. *Equipment*—25 open and 25 vestibuled closed cars, Brill, heated and lighted by electricity.

EARNINGS—From June 1 to Sept. 30, 1896, 4 months, gross, $52,402; net, $23,813; being from local business only, as connection with ferry to New York was not yet completed.

OFFICERS—President, G. B. M. Harvey; Treas., C. B. Van Nostrand; 32 Nassau Street, New York. Directors—Samuel Thomas, Thomas F. Ryan, W. G. Oakman, Charles R. Flint, Henry H. Rogers, H. D. Babcock, H. W. Poor, C. B. Van Nostrand and G. B. M. Harvey.—V. 59, p. 1059; V. 62, p. 785.

STATEN ISLAND MIDLAND RAILWAY—A trolley road.

ORGANIZATION—A consolidation of the West Brighton and Stapleton branches of the Staten Island Midland RR. Co. and the Prohibition Park Electric RR. Co., and has recently been changed from horse to electricity. The completed road was in operation Aug. 1, 1896. This company owns Midland Beach on the south side of Staten Island.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,000,000 | ..... | ..... | $1,000,000 | ..... |
| 1st mortgage, $1,000,000, gold ($1,000) ....c* | 1896 | 5 g. J-D | 600,000 | Dec. 1, 1926 |

Trustee, Farmers' Loan & Tr. Co., N. Y.

ROAD—Owns 22 miles of track; rails 65 lb. and 90 lb. girder; 40 motor cars.

OFFICERS—President, James C. Hinchcliffe of Paterson, N. J.; Vice-President, Benjamin H. Throop of Scranton, Pa.; Treasurer and General Manager, W. B. Rockwell, Scranton; Secretary, E. G. Wightman of Middletown, N.Y.; Electrical Engineer, M. J. Wightman of Scranton. General offices, Stapleton, (S. I.) N. Y.- V 62, p. 504.

## 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. Interest due Jan. 1, 1895, and since has not been paid.

RECEIVERSHIP—In November, 1896, C. C. Barr was appointed receiver. To February, 1897, no plans for reorganization had been formed.

| STOCK & BONDS— | Date. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $250,000 | ..... |
| 1st M., gold ($1,000)...e*&r. | 1891 | 6g. J-J 15 | 160,000 | Jan. 15, 1911 |
| Jan., '95, coupon unpaid.. | | | | |

Trustee is Farmers' Loan & Trust, N. Y.

ROAD—On Aug. 12, 1895, owned 5¾ miles of track. Rails 56 lb. girder.

OFFICERS—President, P. F. Barr.—V. 63, p. 970.

## 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 & Northumberland Street Railway. Reorganized May 28, 1892, after judicial sale.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, $125,000 (par $50) | ... | .... | ..... | $125,000 | ..... |
| First mortgage, gold.....e* | 3·2 | 1892 | 6 g. J-J | 65,000 | ..... |
| Unfunded debt July 1, 1896 | .. | .... | ..... | 7,000 | ..... |

ROAD—Owns 3·9 miles of track in Sunbury and Northumberland. Rails, 56-lb. girder.

EARNINGS—For year ending June 30, 1896, gross, $15,976; net, $3,141; int. and taxes, $2,518; bal., surplus for year, $623. In 1894-95, gross, $14,661; net, $2,158.

OFFICERS—President, Daniel Coolidge; Secretary and Treasurer, S. P. Wolverton.

## SUPERIOR, WIS.—SEE WEST SUPERIOR.

## SYRACUSE, N. Y.

POPULATION 1890 WAS 88,143; IN 1880 WAS 51,792; AND IN 1870 WAS 43,051.

SYRACUSE & EAST SIDE RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1894, and purchased for $85,000 the franchises, real estate, road-bed and equipment of the Syracuse Eastwood Heights & DeWitt Railroad. In 1895, the Syracuse & East Side was leased in perpetuity by the Syracuse Street RR., but was not included in the reorganization of the Street RR. in 1896, and negotiations were pending in May, 1897.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstanding. | Maturity |
|---|---|---|---|---|---|
| Stock (par, $100) | .... | ..... | ..... | $250,000 | ..... |
| 1st M., $250,000, gold, $1,000 ....e* | 11 | 1894 | 6 g M-N | 250,000 | Nov. 1, 1919 |

Int. at West End Trust & S. D., Trustee, Phila.

*Bonds*—The bonds are a first lien upon all the company's property, including land, car house, power station, park, etc.

ROAD—In operation in January, 1896, 10 miles. Commenced operating over a part of the line on Monday, Feb. 18, 1895, with 3 cars. Rails in city of Syracuse 90-lb. girder.

EARNINGS - Jan. 1 to Dec. 31, 1896, 12 months, gross, $37,328.

INDEX—V. 61, p. 704.

SYRACUSE RAPID TRANSIT RY.—

ORGANIZATION—Incorporated May 21, 1896. A consolidation of the Syracuse Street RR. and the Syracuse Consolidated Street Ry., per plan in V. 62, p. 644. The Syracuse & East Side Ry. was not included in the reorganization and the disposition of its securities had not been decided upon in May, 1897.

EARNINGS—For three months ending Dec. 31, 1896, gross, $97,303; net, $31,921; other income, $9,015; fixed charges, $43,472; balance, deficit for three months, $2,536.

| STOCK & BONDS— | Date. | Interest. | Authorized. | Maturity. |
|---|---|---|---|---|
| Common stock | ..... | ..... | $2,750,000 | ..... |
| Preferred 6 p. c., non cum. | ..... | ..... | 1,250,000 | ..... |
| People's RR., 1st mtg. | 1891 | 5 J-J | 750,000 | Jan. 1, 1921 |
| Mort. ($3,250,000) gold, Mar. 1, '96 | | 5 gold | 2,500,000 | 1946 |

The Rapid Transit mortgage of 1896 is for $3,250,000, of which $750,000 of bonds is reserved to retire the People's RR. firsts.

ROAD—The length of the lines is to be about 58 miles.

DIRECTORS—Charles R. Flint, W. G. Oakman, Anthony N. Brady, Stephen Peabody and Frederick Strauss, of New York; Robert C Pruyn, Albany; Theodore C. Conderman, Philadelphia; Willard R Kimball, Syracuse; William N. Brown, New Castle, Pa.—V. 63, p. 270.

## TACOMA, WASH.

POPULATION 1890 WAS 36,006; IN 1880 WAS 1,098.

TACOMA RAILWAY & MOTOR—Mostly a trolley road.

ORGANIZATION—Chartered March 22, 1889. Sold in foreclosure Mar. 27, 1897, for $100,000 to Howard C. Reavis, N. Y., acting for the General Electric Co.

ROAD—In 1895 was operating 34 miles of track, of which 32 miles trolley and 2 miles cable.—V. 63, p. 1160; V. 64, p. 665.

TACOMA TRACTION -

ORGANIZATION, ETC.—Chartered Dec. 12, 1894, to buy and construct street railways in Tacoma. Carries passengers and freight.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $500,000 | ..... |
| 1st mort., $250,000 gold.... | 1894 | 5 g. M-N | 233,000 | 1914 |

Int. at W. N. Coler & Co., 34 Nassau St., N.Y

ROAD—Gauge 3½ feet. Length, single track, 20 miles; sidings 1 mile. Paved in Tacoma; gravel ballast outside. Line runs from Ninth and Railroad streets, Tacoma, to Edison and Puyallup.

EARNINGS—A mile of track was built in 1896 and paid for out of earnings, as also were several old judgments. In May, 1897, it was stated a surplus over fixed charges was being earned.

OFFICERS—President, L. H. Hole, 190 Dearborn St., Chicago; Vice-President, W. N. Coler, Jr., 34 Nassau St., N. Y.; Secretary, George B. Blanchard, Tacoma.

CITY PARK RAILWAY—A trolley road.

ORGANIZATION, ETC.—Successor of the Point Defiance Tacoma & Edison Ry., sold in foreclosure in January, 1895, and purchased by S. Z. Mitchell of Portland, Oregon, for $82,000. Stock, $25,000.

ROAD—Consists of 8 miles of track; gauge, 3½ ft. rails, 40-lb. T 15 cars, of which 13 are motors.

## 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 Tarentum and Natrona, Pa.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'dg. | Maturity. |
|---|---|---|---|---|---|
| Stock $50,000—par $50 | ..... | ..... | ..... | $50,000 | ..... |
| 1st M., $100,000, gold.. | 5·2 | 1894 | 6g. J-D | 100,000 | Dec. 1, 1924 |
| Bills payable July 1, 1896 | .. | ..... | ..... | $1,519 | ..... |

Subject to call after Dec. 1, 1904.

Fidelity Title & Trust Company of Pittsburg is 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—Year ending June 30, 1896, gross, $19,859; net, $3,897 interest and taxes, $4,658; balance, deficit for year, $761. In 1894-95, gross, $15,010; net, $3,599.

OFFICERS—President, C. G. Hussey.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last divid'd, etc. |
|---|---|---|---|---|
| Capital stock ($100).. | ..... | See text | $350,000 | See text |
| 1st mortgage | 1894 | 5 J-J | 350,000 | Jan., 1915 |
| Debentures | 1894 | 5 M-S | 200,000 | Mar., 1914 |
| Cur'nt liab's Oct. 1, '96 | ..... | ..... | 58,283 | ..... ..... |

*Interest* at American Loan & Trust Co., mortgage trustee, Boston.

*Stock* was increased in November, 1893, from $100,000 to $350,000, and an issue of bonds authorized to pay floating debt.

*Dividends* on $100,000 stock in 1892-93 were 4 per cent per annum; none since to Oct., 1896.

ROAD—Owns and operates about 17·1 miles of main track (measured as single track) and 1·3 miles of sidings and switches.

ANNUAL REPORT—For years ending Sept. 30:

| Year Sept. 30— | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $85,896 | $74,507 | Balance | $1,965 | $4,448 |
| Net | 35,256 | 27,610 | Tot surp. Sep. 30. | $25,267 | $19,901 |
| Int., taxes, etc. | 33,291 | 23,162 | | | |

OFFICERS—President, John N. Beckley, Rochester, N. Y.; Secretary, O. A. 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. 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 & BONDS— | Date. | Interest. | Outstanding. | Last Div., etc. |
|---|---|---|---|---|
| Common stock | ..... | ..... | $300,000 | See text. |
| Preferred stock, 6 p. c. non-cum., par $100 | ..... | ..... | 200,000 | See text. |
| Terre Hau. St. Ry. 1st M. | 1892 | 6 J-J | 400,000 | July 1, 1912 |

Interest at office of trustee, Illinois Trust & Savings Bank, Chicago.

| | | | | |
|---|---|---|---|---|
| Terre Ha. El. Ry. 1st M. $1,000,000 $1,000, g. c* | 1894 | 6 g. Q.—J | $444,000 | July 1, 1914 |

Int. at Metropolitan Trust Co., N. Y., trustee

*Stock*—Surplus earnings have been expended on the property.

*Bonds—Bonds of 1894* for $400,000 are reserved to retire at or before maturity $400,000 Terre Haute St. Ry. 1st M. bonds; $444,000 are actually outstanding, and the balance of the $1,000,000 bonds is 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 act. ually brought out for completed extensions, improvements, etc., under terms of the mortgage.—V. 61, p. 1108.

YEAR'S EARNINGS—For fiscal year ending June 30, 1896, gross, $161,671. In 1894-95, 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 contract (through the Citizens' Electric L. & P. Co., owned and operated) for lighting the entire city by electricity under a 50-year franchise, net profit estimated to be above $12,000 per annum aside from commercial profit. On November 1, 1895, the company was furnishing 437 arc lights and the equivalent of 3,385 lamps of 16 c. p. each.

STEAM HEATING CO.—The Electric Railway now owns (in 1895) 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.

ROAD—Owns 23 miles of track, including 4 miles double track and 2 miles sidings. Rails are 60 and 72-lb. T rail. The railway plant and the steam and electric lighting plants have cost about $1,300,000.

OFFICERS.—Russell B. Harrison, President; John G. McNutt, Vice-President; M. F. Burke, Treasurer; P. P. Thomas, Secretary. N. Y. office, Manhattan Building, 66 Broadway.

INDEX—V. 61, p. 1066, 1108; V. 63, p. 116.

## TOLEDO, OHIO.

POPULATION 1890 WAS 81,434; IN 1880 WAS 50,137; AND IN 1870 WAS 31,584.

### TOLEDO TRACTION COMPANY—A trolley road.

*(See Map on page 87.)*

ORGANIZATION—Incorporated in May, 1895. On July 1, 1896, acquired by consolidation all the property, rights and franchises, etc., of all the street railways in the city of Toledo, including Toledo Consolidated, Metropolitan, Central, Ironville, Toledo Electric Railway and Toledo Electric Street railway companies. Also controls the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting (public and private) and power business of the city, and the underground conduits. The entire system—railway, incandescent and arc lighting, and power—operated from the new central power station in place of from four stations as previously.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Common stock, par $100.... | ..... | ..... | $4,000,000 | ..... |
| Pref., 6%, non-cum., par $100 | ..... | 6 p. c. | 2,000,000 | ..... |
| Tol. Con. St. 1st M., $1,000.. | 1885 | 6 J-J | 300,000 | Jan. 1, 1900 |
| 2d mortgage, ($500)..... | 1887 | 6 J-J | 114,000 | Jan. 1, 1900 |
| Tol. Consol. Street Railway consol. mort., currency, $1,000, c., 65 miles..... | 1889 | 5 J-J | 1,086,000 | July 1, 1909 |
| | Interest at Fourth Nat. Bank, N. Y. City Interest is payable at Metropolitan Trust Co., Trustee, New York City. | | | |
| Toledo Electric Street Ry 1st mort., 36 miles, gold $1,000 .....c* | 1892 | 5 g. F-A | 700,000 | Feb. 1, 1912 |
| | Interest at Blair & Co., 33 Wall St., N. Y. Security & Trust Co., trustee, N. Y. City. | | | |
| Tol. Traction consol. M., $6,000,000g., ($1,000) c* | 1896 | 5 g. J&J | 2,800,000 | July 1, 1909 |
| | Interest at Guaranty Tr. Co., N.Y., trustee. | | | |

*Bonds*—Of the new consolidated mortgage 5s of 1896 for $6,000,000, $2,200,000 are retained by the mortgage trustee to retire divisional prior lien bonds when due, $2,800,000 were used to retire certain old bonds canceled and mortgages satisfied at time of consolidation, and $1,000,000 are reserved for future extensions and betterments, to be issued only at the rate of 75 per cent of actual cost of such improvements. The mortgage is a first lien on all the railway property, rights and franchises now owned or hereafter acquired, except as to the divisional liens of $2,200,000 on portions of the road, and a first lien on the new Central Station and other realty. The bonds are further secured by the deposit with the trustee of $1,000,000 par value of 1st mortgage bonds of the Toledo Consolidated Electric Co., together with all the stock of that company.

EARNINGS—For the year ending June 30, 1896, gross earnings were $910,414; operating expenses and taxes, $567,492; net earnings, $342,922. Annual interest on funded debt as of Aug., 1896, $254,140.

ROAD—Length of track, 120 miles; of streets, 70 miles. Gauge, 4 feet 8 inches. Rail (mostly girder), 56 to 90 lbs. Cars (closed), 119; open, 102: trailers, 23), 244.

OFFICERS—President, Albion E. Lang, Toledo; Vice-President, John B. Dennis, 33 Wall St., N. Y.; Secretary, Charles L. Wight; Treasurer, William E. Hale. Directors—A. E. Lang, N. B. Ream, C. L. Wight, William E. Hale, Barton Smith, W. S. Jewell, W. H. McClellan, James A. Blair and John B. Dennis. Office, Monroe and Water Sts., Toledo. —V.60, p. 886; V. 62, p. 989; V. 63, p. 1116.

### TOLEDO & MAUMEE VALLEY RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered in 1894 to build a street railway from Toledo to Perrysburg and Maumee. Capital stock is $300,000.

First mortgage is for $300,000 of 5 per cents, dated 1895, due 1920. Interest M. & S., at Metropolitan Trust Co., New York, trustee.

ROAD—Owns 13 miles of track, entering Toledo over tracks of To e lo Traction Co.; 56-lb. rail; 14 cars. The Toledo Maumee & Perrysburg Electric RR. forms an extension. President, A. K. Detmiller.

## 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 $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.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $1,250,000 ($100). | ..... | ..... | $1,250,000 f.p. | ..... |
| Topeka Ry. 1st M. ($1,100,000) g. ($1,000) c. | 1892 | 4½ g. M-S | 1,100,000 | May 1, 1922. |
| | Interest at J. Kennedy Tod & Co., N.Y. City. Trustee is Manhattan Trust Co., N. Y. City. | | | |

ROAD—On Dec. 20, 1894, owned 33½ miles of trolley and 1½ miles of horse track; total, 35 miles, laid with 35 to 52 pound rails.

OFFICERS—President and Treasurer, Clifford C. Baker; Vice-President, M. A. Low; Secretary, J. G. Slonecker.

### 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.

## TORONTO, CANADA.

POPULATION 1895 WAS 174,309; IN 1890 WAS 160,141; AND IN 1880 WAS 75,110

### THE 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.

In September, 1896, it was reported that the Toronto Ry., in connection with the Montreal St. Ry., had leased the Birmingham Tramways (43⅛ miles of track operated by horses) for 21 years at an annual rental of £5,000. Electricity is to be introduced.

*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 can purchase the property at a price to be settled by arbitration.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Last div., etc* |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | ..... | $6,000,000 f.p. | July 2, 1896 |
| Toronto St. Ry. debens. | 1881 | 6 J-J | 600,000 | July 1, 1914 |
| 1st M., $4,550,000 $ & £ $35,000 p. m.....c* | 1891 | 4½ g. ¶ | 2,200,000 | Aug. 31, 1921 |
| | T'stees, G. A. Cox, To'nto, & R. B. Angus, Mont. | | | |

¶ Interest and principal on sterling bonds payable Feb. 28 and Aug. 31 at Bank of Scotland, Lothbury, London, E. C.

DIVIDENDS—In July, 1895, 1¾ per cent; in 1896, Jan., 1¾ per cent July, 1¾ per cent.

*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.

ROAD—In August, 1896, operated 94 miles of track, of which 8 miles controlled by ownership of stock.

EARNINGS—1 month, Jan. 1 to Jan. 31— 1897.....Gross, $75,268; net, $34,274; 1896.....Gross, 74,376; net, 31,239

Earnings for years ending Dec. 31 as follows:

| | *Gross.* | *Net.* | *Interest.* | *Amt. paid city.* | *Bal., surp.* |
|---|---|---|---|---|---|
| 1896.... | $997,273 | $489,512 | ..... | ..... | ..... |
| 1895.... | 992,801 | 502,886 | $131,997 | $78,197 | $292,692 |
| 1894.... | 958,371 | 440,663 | $189,968 | | 250,695 |

OFFICERS—President, William Mackenzie; Vice-President, James Ross; Secretary and Treasurer, J. C. Grace.

## TRENTON, N. J.

POPULATION 1890 WAS 57,458; IN 1880 WAS 29,910; AND IN 1870 WAS 22,874.

### EAST PENN TRACTION COMPANY—To be a trolley road.

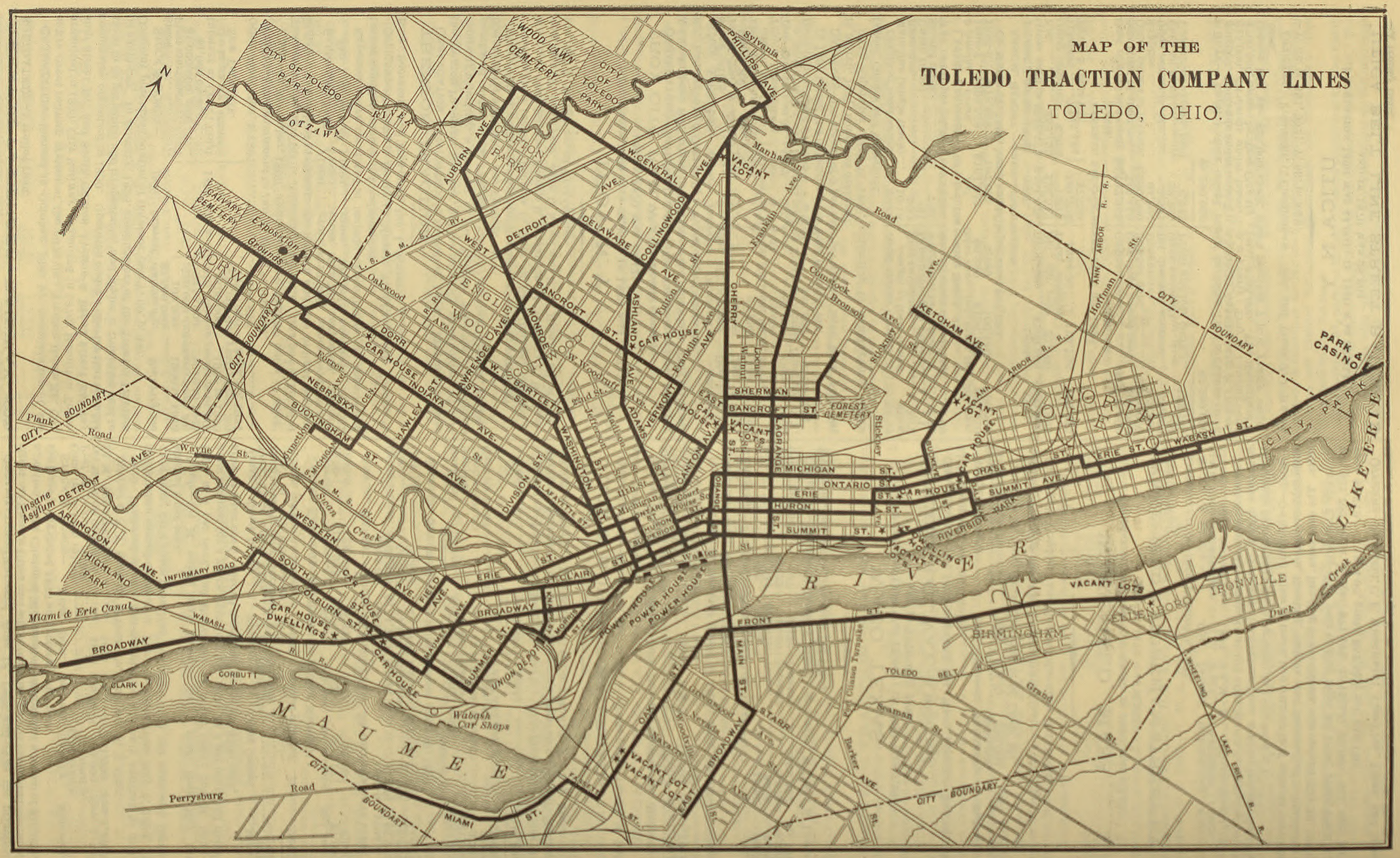
ORGANIZATION, ETC.—In April, 1897, the right of way and franchises were stated to have been practically secured between Trenton, N. J., and Yardley, Newtown and Doylestown, etc., Pa. Under construction in May, 1897, from Trenton to Doylestown, 26 miles.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstanding.* | *Maturity* |
|---|---|---|---|---|
| Stock, $416,000 ($50).... | ..... | ..... | $416,000 | ..... |
| First mort. bonds, gold ($500, &c.) ..... | 1897 | 5 g. semi-annual. | 416,000 | June 1, 1927 |

DIRECTORS—Senator W. H. Andrews, of Titusville; ex-Senator C. S. Vandegrift, of Bucks County; Senator Israel H. Durham, F. R. Nichols, Lewis A. Conwell, Charles E. Hallowell and Dr. F. S. Wilson, W. R. Andrews (of Meadville); T. Howard Atkinson, A. S. Cadwalader, Walter Brown and John T. Fish. President, A. S. Cadwalader, of Yardley, Pa.; Vice President, T. H. Atkinson; Secretary, David H. Stone; Treasurer, John C. McNaughton. Office, No. 1345 Arch Street, Philadelphia. V. 64, p. 707, 754.

### 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 company was placed in receiver's hands. In August, 1896, a syndicate of Philadelphia capitalists headed by J. Canby secured control, and contracts amounting to $475,000 for construction in the neighborhood of Bound Brook, New Brunswick, Dunellen and Raritan were said to have been made. In May, 1897, company advertised for proposals for masonry on line from Bound Brook to Summerville.—V. 59, p. 115 V. 61, p. 113.


MAP OF THE
TOLEDO TRACTION COMPANY LINES
TOLEDO, OHIO.
N
CITY OF TOLEDO PARK
WOOD LAWN CEMETERY
CITY OF TOLEDO PARK
OTTAWA RIVER
CLIFTON PARK
AUBURN AVE.
W. CENTRAL AVE.
VACANT LOT
Sylvania
PHILLIPS AVE.
Manhattan
Road
CALVARY CEMETERY
Exposition Grounds
NORWOOD
ENGLEWOOD
DETROIT
DELAWARE
COLLINGWOOD AVE.
BANCROFT ST.
CAR HOUSE
ASHLAND AVE.
VERMONT
CALIFORNIA AVE.
CHERRY
KETCHAM AVE.
CITY BOUNDARY
PARK & CASINO
Plank Road
Wayne St.
Insane Asylum
DETROIT
ARLINGTON AVE.
INFIRMARY ROAD
HIGHLAND PARK
Miami & Erie Canal
WABASH
BROADWAY
CORBUTT I.
CLARK I.
MAUMEE
Wabash Car Shops
Perrysburg Road
MIAMI ST.
DWELLINGS
COLBURN ST.
SOUTH
WESTERN
BUCKINGHAM
NEBRASKA
INDIANA
DORR
HAWLEY ST.
DIVISION ST.
LAFAYETTE ST.
WASHINGTON ST.
BARTLETT
W. SCOTT
MONROE
LAWRENCE AVE.
ERIE
ST. CLAIR
FIELD AVE.
SUMMER ST.
UNION DEPOT
POWER HOUSE
SHERMAN
BANCROFT ST.
MICHIGAN ST.
ONTARIO ST.
ERIE
HURON
SUMMIT ST.
FRONT
MAIN ST.
STARR AVE.
VACANT LOTS
FOREST CEMETERY
TOLEDO
CRASE ST.
SUMMIT AVE
ERIE ST.
WABASH ST.
RIVERSIDE PARK
DWELLING HOUSES
VACANT LOTS
RIVER
IRONVILLE
ELLENBORO
BIRMINGHAM
TOLEDO BELT
Grand St.
Swaman St.
Parker AVE.
LAKE ERIE
LAKE ERIE R. R.
WHEELING
ANN ARBOR R. R.
Hoffman St.
Duck Creek

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 understood to be perpetual and irrepealable, and under a franchise said to be exclusive. In January, 1895, stockholders of the Trenton Traction Company purchased control of the stock (see V. 60, p. 44).

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity, etc |
|---|---|---|---|---|
| Stock | ..... | ..... | $1,500,000 | ..... |
| First mortgage $1,000,000, gold $1,000 each, c* Interest at Cent'l Trust Company, trustee, New York City. | 1891 | 6g.A-O | 100,000 | 1906 to 1915 |
| | | | ($10,000 due yearly Sept. 30) | |
| | | | $150,000 | 1916 to 1925 |
| | | | ($15,000 due yearly Sept. 30) | |
| | | | $100,000 | 1926 to 1930 |
| | | | ($20,000 due yearly Sept. 30) | |
| | | | $650,000 | Sept. 30, 1931 |
| Other debts (Jan. 1, 1897) | | | $197,850 | |

Cost road and equipment to Jan. 1, 1897, $2,668,167.

ROAD—In November, 1896, 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.—Year, Jan. 1 to Dec. 31.
1896.....gross, $228,356; expenses, $226,284
1895.....gross, 222,761; expenses, 220,990
1894.....gross, 198,681; expenses, 197,552

Expenses above are stated to include expenditures for repairs and cost of superintendence and maintenance.

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 stock for $500,000. See V. 60, p. 44.

STOCK—Stock authorized and outstanding, $500,000; par, $100

Stockholders include Thomas C. Barr, of East Orange; Edward J. Moore, of Philadelphia; George B. Jenkinson, of Newark; F. W. Roebling, 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.

| STOCK & BONDS.— | Date. | Interest. | Outstand'g | Maturity. |
|---|---|---|---|---|
| Stock ($100) | .... | 5 Quar. | $2,000,000 | Dec. 1,'96,1¼ |
| 1st M. Troy & Albia Horse RR. | 1876 | 7 J-J | 34,000 | Jan. 1, 1897 |
| Troy & Lansingburg consol. mortgage.. | 1888 | 5 A-O | 37,000 | Apr. 1, 1898 |
| | | Interest at Mutual National Bank, Troy. | | |
| Troy & Lansb. mort... | 1888 | 5 A-O | 42,000 | Apr. 1, 1903 |
| Troy City 1st con.M., g.,$2,000,000..c*&r | 1892 | 5 g. A-O | 1,887,000 | Oct. 1, 1942 |
| | | Interest paid by Trustee, Central Trust Co., N.Y. | | |
| Debentures (A, B & C) | 1895-6 | 6 M-N | 380,300 | 1900-1901 |

In 1896 issued the debentures for floating debt, etc.

DIVIDENDS—Dividends of 5 per cent per annum have been paid, but in March, 1897, none was declared.

ROAD—Operates track in Troy, extending to Lansingburg, Green Island, Cohoes and Waterford.

| Length of road owned. | Miles. | Total tracks owned | 21·59 |
|---|---|---|---|
| Main line (single track) | 10·15 | *Length of lines leased* | *Miles.* |
| Branches | 3·52 | Troy to Cohoes | 3·72 |
| Union Depot | ·51 | Lansingburg to Cohoes | 1·1 |
| Second track | 7·41 | Waterford to Cohoes | 1·88 |
| Wgt. of rail per yd., 63½ to 93½ lbs. | | Second track and sidings | 3·00 |

LATEST EARNINGS—For 9 months ending March, 31:

| 9 months. | Gross. | Net. | Other inco. | Int., taxes, etc. | Bal., sur. |
|---|---|---|---|---|---|
| 1896-7... | $365,528 | $164,923 | $6,280 | $106,193 | $65,010 |
| 1895-6... | 378,488 | 187,095 | 3,789 | 100,146 | 90,738 |

On March 31, 1897, loans and bills payable, $57,690.

ANNUAL REPORT.—Annual reports show:

| Yr. end. June 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earn'gs. | $515.773 | $454,078 | Dividends | $100,000 | $100,000 |
| Net | 252,129 | 224,512 | Bal., sur. year | 21,100 | 1,893 |
| Other income. | 4,395 | 1,913 | Total surplus June 30 | 123,756 | 136,313 |
| Interest / Taxes & rents | 135,424 | 101,774 / 17,758 | | | |

GENERAL BALANCE SHEET JUNE 30, 1896.

| Assets. | | Liabilities. | |
|---|---|---|---|
| Cost of road and equip. | $2,193,385 | Capital stock | $2,000,000 |
| Securities of other cos.. | 746,440 | Cap. stock leased roads. | 765,000 |
| Other perma'nt invests. | 2,260,000 | Funded debt | 2,000,000 |
| Supplies | 64,204 | Debentures | 380,300 |
| Open accounts, etc | 4,992 | Int. due and accrued... | 29,566 |
| Cash on hand | 23,720 | Open accounts | 404 |
| Unaccrued expens. paid | 6,285 | Profit and loss (surp.).. | 123,756 |
| | $5,299,026 | | $5,299,026 |

NOTE—"Capital stock leased roads" includes Troy & Cohoes stock $50,000, dividends under lease 7 p. c. yearly; Lansingburg & Cohoes, $15,000, dividends under lease, 7 p. c. yearly; Troy & Lansingburg, $700,000, owned by Troy City Ry.; total, $765,000. The Waterford & Cohoes RR. has $25,000 stock, which receives 7 p. c. yearly under lease.

OFFICERS.—President, C. Cleminshaw; Sec. and Treas, J. J. Hagen —V. 62, p. 321, 952; V. 63, p. 558.

## 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.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outst'd'g. | Maturity. |
|---|---|---|---|---|---|
| Com. ($150,000) ($100) | ..... | ..... | ..... | $150,000f.p. | ..... |
| Pref. ($150,000) ($100) | ..... | ..... | ..... | 134,000f.p. | ..... |
| 1st M. ($500,000) gold | ..... | 1889 | 4-5 M-N | 500,000 | Nov. 1,'39 |
| 2d M. ($200,000) gold. c | ..... | 1891 | 4-5 J-J | 141,000 | Jan. 1, 1931 |

*Interest* at N. Y. Security & Trust Co. (trustee), N. Y. City.

*Stock*—Preferred stock is non-cumulative and only entitled to dividends 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 thereafter at 6 per cent.

*Bonds*—1st M. bonds draw interest for 2 years from May 1st 1894, at 4 per cent, and thereafter at 5 per cent; 2nd M. bond-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— Lines Leased. | Miles. | Lines Owned. | Miles. |
|---|---|---|---|
| Yorkville to Upper Mills | 1·75 | Main line | 6·38 |
| Main street to New Hartford | 3·80 | Branch | 1·60 |
| " " to Whitesboro | 3·79 | | |
| Sidings (owned and leased | 5·00 | Total of all | 22·23 |

LATEST EARNINGS—For 9 months ending March 31:

| 9 mos. | Gross. | Net. | Oth. inc. | Int. & taxes. | Bal., sur. |
|---|---|---|---|---|---|
| 1896-7 | $123,935 | $44,019 | $255 | $37,177 | $7,097 |
| 1895-6 | 123,805 | 38,813 | ..... | 32,564 | 6,249 |

ANNUAL REPORT.—For years ending June 30, earnings have been:

| | 1895-6. | 1894-5. | | 1895-6. | 1894-5. |
|---|---|---|---|---|---|
| Gross | $166,966 | $154,799 | Taxes | $2,776 | $2,273 |
| Net | 56,087 | 61,936 | Rentals | 15,002 | 16,626 |
| Interest | 25,639 | 25,640 | Balance, surplus | 12,670 | 17,397 |

BALANCE SHEET—General balance sheet June 30, 1896:

| Assets. | | Liabilities. | |
|---|---|---|---|
| Road and equipment | $937,487 | Capital stock | $283,912 |
| Supplies | 8,020 | Bonds | 641,000 |
| Open accounts | 13 | Interest accrued | 3,333 |
| Cash on hand | 3,360 | Wages, etc | 2'030 |
| | | Profit and loss, surplus | 18'605 |
| Total | $948,880 | Total | $948,880 |

OFFICERS—President, John W. Boyle; Vice-President, James T. Gardner; Secretary, Edward Bushinger; Treasurer, Chas. W. Mather —V. 60, p. 437; V. 61, p. 1014; V. 62, p. 321, 910; V. 63, p. 503.

UTICA & MOHAWK RAILROAD—

ORGANIZATION—Chartered Jan. 4, 1874. Owns parks valued in balance sheet at $45,182.

| 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 |
| 2d mortgage, $35,000 | ..... | 1896 | 6 M-N | 15,000 | Nov. 1, 1910 |
| Bills payable June 30,'96 | ..... | ..... | ..... | 25,600 | ..... |

ROAD—Owns from Genesee Street to Utica Park, 2¾ miles; sidings 0·33 miles; total, 3·08 miles. Rails, 40 to 45 lbs.

EARNINGS—For year ending June 30 earnings were:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $28,047 | $25,879 | Taxes | $688 | $499 |
| Net | 3,873 | 4,420 | Interest | 6,374 | 6,237 |
| Other income | 957 | 2,490 | Balance | def.2,232 | sur.174 |

OFFICERS—President, James F. Mann; Secretary, William E. Lewis; Treasurer, George D. Dimon; all of Utica.

## 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 1895 acquired the Waco Electric Railway & Light Company, adding 9 miles.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock | ..... | ..... | $350,000 | ..... |
| 1st mortgage, currency | 1890 | 6 A-O | 350,000 | Oct. 1, 1910 |

Trustee is St. Louis Trust Company of St. Louis, Mo.

ROAD—Operates about 25 miles of track.

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. | Maturity. |
|---|---|---|---|---|
| Stock, $300,000, $100 par | ..... | 6 p. c. | $150,000 | Text. |
| 1st mort. $150,000 gold...c. | 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. Dividends in year 1894-95, 6 per cent; in 1895-96, 6 p. c.

ROAD—Owns 15·42 miles of track, laid with 50-lb. T rails, in towns of Wakefield, Stoneham, Reading, Saugus and Melrose, all in Massachusetts. The extension, Reading to Stoneham, was opened May 26, 1895.

LATEST EARNINGS—For year ending Sept. 30, 1896, gross, $58,212; net, $21,702; fixed charges, $11,492; dividends, $9,000; bal., sur., for year, $1,210. In 1894-95, gross, $52,548; net, $19,180.

OFFICERS—President, C. F. Woodward; Vice-Pres., Treas. and Gen. Man., J. F. Shaw; Secretary, E. M. Southworth; Supt., C. F. Heath.

## WASHINGTON, D. C.

POPULATION 1890 WAS 188,932; IN 1880 WAS 147,293; AND IN 1870 WAS 109,199.

### ANACOSTIA & POTOMAC RIVER RAILROAD—A horse road.

ORGANIZATION—Incorporated Feb. 18, 1875.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock au., $100,000 ($50) | ..... | ..... | ..... | $100,000 | ..... |
| 1st M., $200,000, gold..c* | 10·40 | 1891 | 6 g A-O | 200,000 | Oct. 1, 1931 Subject to call after 1901 |
| 2d M., $100,000, currency | ..... | 1892 | 6 J-J | $100,000 | 1912 Subject to call after 1897 |
| 3d M., $50,000..... | ..... | 1895 | ..... | $50,000 | ..... Subject to call after 1897 |

*Interest* is payable at National Capital Bank, Washington, D. C. Trustees of first mortgage and of second mortgage, Charles A. James and Charles C. Glover.

ROAD—Owns 13·40 miles of track and has trackage rights over 1·98 miles; total November, 1896, 15·39 miles.

EARNINGS—Years ending Dec. 31 were as follows: In 1896, gross, $46,230; net, $3,568. In 1896 issued bills payable, $118,531.

| | 1895. | 1894. | | 1895. | 1894. |
|---|---|---|---|---|---|
| Gross receipts... | $47,612 | $54,682 | Taxes and ins... | $550 | $455 |
| Def. under oper. | 17,357 | 1,121 | | | |
| Interest ..... | 14,318 | 13,167 | Total deficit... | $32,225 | $14,751 |

Passengers: 1,127,568 in 1896; 1,147,352 in 1895; 1,528,987 in 1894.

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, control was acquired in interest of Columbia & Maryland of Baltimore. W. K. Schoepf was appointed receiver of Belt Ry. on Sept. 21, 1896—see V. 63, p. 559.

The securities, road, earnings, etc., are as follows:

| | |
|---|---|
| Stock, par $50.....$500,000 | |
| Capitol No. O St. & S. Washington 1st M. 6s of 1888 50,000 | |
| Consol. M. of 1891, 5s J-J. 450,000 | |
| $500,000 auth., due July 1, 1921. | |
| INTEREST—At Riggs National Bank, Wash., D. C. Trustee is American Security & Trust Company, Washington, D. C. | |

ROAD—Owns 15·4 miles of track.

EARNINGS—Year ending Dec. 31.

| | 1896. | 1895. |
|---|---|---|
| Gross..... | $87,634 | $109,404 |
| Operat'g exp.. | 110,697 | 137,525 |
| Deficit..... | 23,063 | 28,121 |
| Charges..... | 36,613 | 31,799 |
| Tot. def. for yr. | 59,676 | 59,920 |

OFFICERS—Receiver, W. K. Schoepf; President, D. M. Newbold; Sec. and Treas., H. K. Gray.—V. 63, p. 559.

### BRIGHTWOOD RAILWAY—A trolley road.

ORGANIZATION—Incorporated Oct. 18, 1888.

| STOCK & BONDS— | Miles track. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | ..... | ..... | ..... | $108,500 | ..... |
| 1st M. ..... | 12 | 1892 | 6 A-O | 250,000 | Oct. 1, 1912 |
| General mtges..... | 12 | 1893 | 6 M-N | 100,000 | May 1, 1913 |

Interest at Central Trust Co. (trustee), New York City.

ROAD—Owns 12 miles track on 5½ miles of streets.

| EARNINGS—Years end. Dec. 31— | 1896. | 1895. | 1894. | 1893. |
|---|---|---|---|---|
| Gross earnings..... | $49,321 | $51,137 | $51,041 | $36,907 |
| Operating expenses and taxes... | 38,301 | 59,583 | 45,628 | 47,868 |
| Interest..... | 21,725 | | 22,015 | |
| Loss by fire..... | ..... | 10,973 | ..... | ..... |
| Balance, deficit for year..... | $10,705 | $19,419 | $16,602 | $10,961 |

OFFICERS—President, H. S. Cummings; Vice-President, E. O. McNair Sec., Victor B. Deyber; Treas, Gen Man. and Purch. Agt., C. P. Williams.

### CAPITAL TRACTION.—A cable and overhead and underground trolley road.

ORGANIZATION—In the fall of 1895 absorbed the Washington & Georgetown and Rock Creek companies. See V. 61, p. 283, 328, 588.

STOCK—$12,000,000 (par, $100), 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. Practically all the stock and bonds of the old companies have been exchanged. The Georgetown extension and Union Passenger Station, costing about $450,000, were completed in May, 1897. The company has no bonded debt.

ROAD—22 miles of cable and 15 miles of trolley track (being 18½ miles of road, double-tracked). Extension to Georgetown was completed in May, 1897.

EARNINGS—For year ending Dec. 31 on roads now consolidated:

| Year. | Passenger Receipts. | Other Income. | Operating Expenses. | Net Earnings. |
|---|---|---|---|---|
| 1896..... | $1,000,822 | $33,636 | $656,254 | $478,204 |
| 1895..... | 1,045,510 | 18,257 | 634,013 | 429,754 |

In 1896 dividend (3½ p. c.), $419,873. In 1895 interest charges, $160,916; dividends, $194,577.

OFFICERS—President, G. T. Dunlop; Vice-President, C. C. Glover; Secretary and Treasurer, C. M. Koones; Chief Engineer and Superintendent, D. S. Carll.—V. 61, p. 283, 328, 558; V. 62, p. 137.

### COLUMBIA RAILWAY—A cable road.

ORGANIZATION—Incorporated May 24, 1871.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($400,000) ($50) | ..... | ..... | Q-M | $400,000 | See text. |
| 1st M. ($500,000) cur. | 6 | 1894 | 6 A-O | 500,000 | Oct. 1, 1914 |
| Not subject to call.. | | Int. at National Bank Republic, Washington. | | | |
| Bills p'y'ble Mar. 1, '97 | ..... | ..... | ..... | $18,000 | ..... |

*Dividends*—1889 to February, 1895, 6 per cent per annum; in fiscal year 1895 6 paid 5 p. c.; in 1896-7, 5½ p. c.

Mortgage trustee, American Security & Trust Co., Washington, D. C.

ROAD—Owns 6 miles of track on 3 miles of street. The motive power in 1895 was changed from horse to cable.

EARNINGS—Fiscal year ends Feb. 29. Earnings have been as follows. In 1895-6 road was operated by horses one month.

| Fiscal Years. | Gross. | Net. | Int. & taxes. | Dividends. | Bal., sur. |
|---|---|---|---|---|---|
| 1896-7..... | $149,270 | $60,962 | $35,567 | $22,000 | $3,395 |
| 1895-6..... | 134,030 | 56,535 | 35,260 | 20,000 | 1 275 |
| 1894-5..... | 112,311 | 31,591 | 6,042 | 24,000 | 1,549 |

OFFICERS—President, R. F. Baker; Vice-President, E. G. Davis; Secretary and Treasurer, James B. Adams. V. 62, p. 84.

### ECKINGTON & SOLDIERS' HOME RAILWAY—A horse and trolley road.

ORGANIZATION—On June 1, 1895, control was acquired in interes of Columbia & Maryland—see under Baltimore. Authority to consolidate the roads was granted in 1896. W. K. Schoepf was appointed receiver of E. & S. H. Ry. on Sept. 21, 1896.—See V. 63, p. 559.

| STOCK & BONDS— | Miles. | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock ($50)..... | ..... | ..... | ..... | $652,000 | ..... |
| 1st M. ($200,000)....c* | 17 | 1891 | 6 J-D | 200,000 | June 1, 1911 |
| Amer Sec. & Tr., trustee, Washington, D.C. | | | | | Subj. to call June 1, 1896. |

Floating debt Dec. 31, 1896, $95,025.

ROAD—Owns 17 miles of track, of which 11½ are operated with horses and 5½ by electricity.

EARNINGS—For years ending Dec. 31 earnings have been as follows:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross..... | $100,371 | $111,322 | Net deficit..... | $22,874 | $8,816 |
| Op. exp. & taxes | 127,482 | 126,567 | Int. & insurance. | 15,851 | 15,307 |
| Deficit..... | $27,111 | $15,245 | Tot. def. for year. | $38,725 | $24,123 |
| Other income.... | 4,237 | 6,429 | Improv'nts, etc.. | ..... | 18,500 |

During 1896 received from sale of receiver's certificates $3,000, issued (net) $18,425 of loans and bills payable. Cash balance on hand Jan. 1, 1897, $3,052.

OFFICERS—Receiver, W. K. Schoepf; President, D. M. Newbold; Vice-President, Gen. Manager and Purchasing Agent, W. K. Schoepf; Secretary and Treasurer, H. K. Gray.—V. 63, p. 559.

### GEORGETOWN & TENALLYTOWN RAILWAY.—A trolley road.

ORGANIZATION—Incorporated August 10, 1888, See V. 63, p. 229.

| STOCK & BONDS— | Date. | Interest. | | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock, par $50..... | .... | ..... | | $200,000 | ..... |
| 1st mortgage ..... | 1894 | 6 | F-A | 70,000 | Feb. 1, 1904 |
| 2d mortgage..... | 1896 | 6 | F-A | 30,000 | Feb. 1, 1904 |

Interest is payable at office of American Security & Trust Company of Washington, D. C., trustee of both mortgages.

ROAD—Operates 9½ miles of track on 4½ miles of street.

OFFICERS—President, O. T. Crosby; Vice-President, C. A. Leib; Sec. and Treas., W. S. Terry; Purch. Agent, H. T. Purdy.—V. 63, p. 229.

### METROPOLITAN RAILROAD CO.—Underground electric.

ORGANIZATION—Incorporated July 1, 1864. In December, 1896, a bill was introduced in Congress authorizing $250,000 increase in stock to build extension on Columbia Street.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock, 20,000 shares, par ($50)..... | .... | Q-J | 14,571 shares. $30 paid. | Sep. '96, 2½% |
| 1st M., $1,850,000, gold | 1895 | 5 g F-A | 1,850,000 | Feb. 1, 1925 |
| Not subject to call. c* | | Int. at Balt. Tr. & Guar. Co., Trustee, Balt. | | |
| Collateral trust bonds, convertible..... | 1892 | 6 J-J | 500,000 | July 1, 1901 |
| | | Int't at National Bank Republic, Washington | | |
| Certs. of indebtedness. | 1896 | 6 A-O | 250,000 | Oct. 1, 1906 |

*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 $700,000 and is said to be worth over $1,000,000. A sinking fund from sale of unused real estate may purchase bonds at not over 110 and interest.

The *collateral trust bonds* are convertible into stock at option of holder at the ratio of one share of stock (par $50) for $100 of bonds; they are secured by deposit of 5,000 shares of the company's stock.

The *certificates of indebtedness* were issued in Sept., 1896, for equipment.

*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. In addition to the stock given above in table as outstanding, 5,000 shares are held by trustees as security for the collateral trust bonds.

*Dividends*—From 1868 to October, 1894, inclusive, regular dividends were paid, the rate in 1894 being 8 per cent per annum; then none until September, 1896, 2½ per cent.

ROAD—In May, 1897, had 22 miles of track all operated by underground electric system; 160 motor cars and 105 trailers.

EARNINGS—For years ending June 30 gross earnings have been:

| | | | | | |
|---|---|---|---|---|---|
| ..... | ..... | 1895.... | $334,562 | 1892.... | $438,748 |
| ..... | ..... | 1894.... | 355,594 | 1891.... | 415,852 |
| 1896.... | $469,788 | 1893.... | 420,261 | 1890.... | 399,493 |

For year ending June 30, 1896, passenger earnings, $417,845; other income, $51,943; net, $162,473; interest and taxes, $188,825; bal., def., for year, $26,352. In 1894-5, passenger earnings were $324,822; other income, $9,740.

OFFICERS—President (Nov., 1896), Major George H. Harries; Vice-President, R. D. Weaver; Treasurer, Wm. J. Wilson; Secretary, G. B. Coleman. Office, 2411 P Street, N. W.—V. 63, p. 459.

### WASHINGTON ALEXANDRIA & MOUNT VERNON ELECTRIC RY.—See ALEXANDRIA, VA.

### WASHINGTON & GLEN ECHO RR.—

ORGANIZATION—Successor in August, 1896, to the Glen Echo RR. The company is incorporated under the laws of Maryland, and operates a suburban double-track railroad, beginning at Connecticut Avenue and District Boulevard, Washington, and extending to Glen Echo Park on the Potomac.

ROAD—Owns 5½ miles of double (11 miles single) track, from Cabin John Bridge to Chevy Chase Circle in Montgomery County, Md. The road connects with the Georgetown and Tennallytown RR. and with the Rock Creek RR. at Chevy Chase Circle.

| STOCK & BONDS— | Date. | Interest. | Amount. | Maturity. |
|---|---|---|---|---|
| Stock (par $50)..... | ..... | ..... | $250,000 | ..... |
| 1st mortgage, gold.....c* | 1896 | 6 g. J-D | 200,000 | June 1, 1916 |

Trustee, Washington L. & T. Co., D. C.—V. 63, p 716.

WASHINGTON & GREAT FALLS ELECTRIC RY.—A trolley road.

ORGANIZATION—In October, 1895, this road was said to be in operation from Georgetown to the District boundary.

Capital stock Dec. 31, 1896, $86,800; 1st mortgage 6s, $356,500; bills payable, $16,507. In year ending Dec. 31, 1896, gross from passengers, $25,271; net, $9,690; passengers carried, 601,472. President, Jacob P. Clark; Secretary, William J. Dante.

## 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 Connecticut 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— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $1,000,000 ($100).. | ..... | ..... | $800,000 | ..... |
| 1st mort., $800,000, gold | 1893 | 5 g. M-N | 600,000 | Nov. 1, 1923 |
| Tax exempt in Connecti't ($100 etc)..... | Sub. to call at 104 and int. aft. Nov. 1, 1898 Trustee, Treasurer State of Connecticut. | | | |

*Bonds*—The *mortgage* has a first lien on all property and franchises of the company, including electric-light plant. The $200,000 of bonds unissued may be used for future extensions.

ROAD, ETC.—In October, 1896, was operating 9¾ miles of road with 12 miles of track extending through the city of Waterbury to Union City, the borough of Naugatuck, etc. Rails are 60 and 70-lbs.

| EARNINGS—4 months. | | Gross. | Net. | Sur. over Chgs. |
|---|---|---|---|---|
| Jan. 1 to April 30 | 1897..... | $72,545 | $29,613 | $17,093 |
| | 1896. .. | 74,400 | 32,673 | 20,041 |

ANNUAL REPORT—For years ending Sept 30:

| | Gross. | | Net. | |
|---|---|---|---|---|
| | 1896 | 1895. | 1896 | 1895. |
| Railway..... | $137,274 | $124,566 | $64,995 | $48,617 |
| Electric lights..... | 105,661 | 119,255 | 50,708 | 60,839 |
| | $242,935 | $243,821 | $115,703 | $109,456 |
| Interest and taxes..... | | | 59,094 | 27,074 |
| Balance, surplus..... | | | $56,609 | $82,382 |

OFFICERS—President, D. S. Plume; Secretary, A. M. Young; Treasurer, J. R. Smith; General Manager, J. E. Sewell.

## WATERTOWN, N. Y.

POPULATION IN 1890 WAS 14,725; IN 1880 WAS 10,697; IN 1870 WAS 9,336.

WATERTOWN & BROWNVILLE STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1887. J. A. Lawyer was appointed receiver Nov. 23, 1895. To May, 1897, no date of sale had been set.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $100)..... | .... | ..... | $100,000 | ..... |
| 1st mortgage, $100,000..... | 1891 | 6 J-J | 110,000 | July 1, 1916 |
| 2d mortgage, $50,000..... | 1894 | 6 A-O | 50,000 | Mar. 1, 1919 |

No interest on bonds was paid in 1895-6.

ROAD—Owns 6¼ miles of main track and ¼ mile sidings.

EARNINGS—Fiscal year ends June 30. For 1895-6, gross, $24,908; net, $2,717; taxes, $587. In 1894-5, gross, $27,037; net, $2,202; taxes, $636. Receiver, J. A. Lawyer, Watertown, N. Y.

## 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—A consolidation of Waterville & Fairfield RR. Waterville Electric Light & Power and Fairfield Electric Light & Power. Operates 4·36 miles of track between Fairfield and Waterville, and furnishes light and power for miscellaneous purposes.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Last div., etc. |
|---|---|---|---|---|
| Stock (par $100) ($200,000) | ..... | ..... | $200,000 | 2% 1894-5 |
| Water. & Fair. RR. 1st M... | ..... | 6 M-N | 19,000 | ..... |
| Water. El. Lt. & Pr. 1st M... | ..... | 6 J-J | 22,500 | ..... |
| Waterville & Fairfield Ry. & Lt. 1st M. ($200,000)..... | 1891 | 6 M-N | 151,000 | 1911 |
| | Int. payable at Am. L'n & Tr. Co., Boston. | | | |

*Dividends*—In 1893-94 paid 1½ per cent; in 1894-95 5 per cent.

*Bonds*—6s of 1891 are in trust to retire prior bonds at maturity.

EARNINGS—For years ending June 30 as follows:

| | Gross of Ry. | Railway op. exp. | Railw'y net. | Gross Lt. & Power. | Net Lt. & Power. | Total inc. | Net inc. after int. |
|---|---|---|---|---|---|---|---|
| 1896... | $20,934 | $11,855 | $9,079 | (?) | (?) | (?) | (?) |
| 1895... | 29,234 | 11,294 | 7,940 | 22,207 | $6,942 | ..... | $4,989 |
| 1894... | 18,979 | 12,866 | 6,113 | 16,087 | 6,750 | 12,864 | 1,080 |

OFFICERS—General Manager, A. O. Lombard.

## WEBB CITY, MO.

POPULATION 1890 WAS 5,043; IN 1880 WAS 1,588.

SOUTHWEST MISSSOURI ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—In May, 1897, a change in management took place and headquarters were removed to Carthage, Mo. In 1896 the company reported population of places along its route as follows: Carthage, 10,000; Joplin, 17,000; Webb City, 6,000; Carterville, 3,500; Prosperity, 1,500; Galena, Kan., 5,000; total, 43,000.

| STOCK & BONDS—, | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $650,000, auth..... | ..... | ..... | $650,000 | ..... |
| Mortgages— | | | | |
| Joplin to Webb City, Carterville and Prosperity, $200,000, g., $500....c* | 1893 | 6g. M-S | $200,000 | Mar. 1, 1913 |
| | Subject to call after Mar. 1, 1903. Interest at Central Trust Co., trustee. N. Y. City. | | | |
| Joplin to Galena, gold... | 1896 | 6 g. J-J | $125,000 | July 1, 1926 |
| | Subject to call after July 1, 1903. Trustees, Central Trust Co., N. Y., and Mississippi Valley Trust Co., St. Louis. | | | |
| Carterville to Carthage.. | 1896 | 6g. J-J | $180.000 | July 1, 1926 |
| | Subject to call after July 1, 1903. | | | |

*Stock*—In June, 1896, the stock was increased from $500,000 to $650,000 for purchase of Joplin & Galena Electric. V. 62, p. 1140.

ROAD—Operates 10 miles of single track connecting Joplin, Webb City, Carterville and Prosperity, Mo.; switches additional; purchased (in June, 1896), Joplin & Galena Electric, East Joplin to Blendeville 5 miles, and Jasper County Electric (in Sept. 1896), Webb City to Carthage and Carterville, 12½ miles; extensions, 4½ miles; total operated, 32 miles.

| *For year ending Aug.* 31, 1896. | | | |
|---|---|---|---|
| Gross receipts..... | $58,171 | Interest..... | $9,928 |
| Net receipts..... | 26,619 | Rentals..... | 4,400 |
| Taxes, insurance, etc..... | 3,037 | Balance, surplus..... | $9,254 |

OFFICERS—(May, 1897) Secretary, F. H. Fitch; Treasurer, D. R. Goucher.—V. 62, p. 1140; V. 63, p. 407.

## 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.

RECEIVERSHIP—On Jan. 28, 1896, S. T. Norvel and F. W. Oakley were appointed receivers.—V. 62, p. 234, 279.

| STOCK & BONDS— | Mil-s. | Date. | Int rest. | Outstand'g. | Maturity. |
|---|---|---|---|---|---|
| Stock..... | ..... | ..... | ..... | $1,000,000 | ..... |
| 1st M., $650,000, g., $1,000 s.f., Ser.A.c* | 24 | 1892 | 6g. F-A | $250,000 | Aug.1, 1912 |
| | Subject to call at 102 and interest Aug.1, 1902 | | | | |
| 2d mortgage..... | ..... | ..... | ..... | (?) | ..... |
| Interest on second mortgage is in default. See V. 62, p. 279. | | | | | |

*Mortgage*—Under the mortgage, Series B and C ($200,000 each) are co-equally secured with Series A. Sinking fund ranges from $5,000 Dec. 31, 1893, to $20,416 Aug. 1, 1912, inclusive, which amounts are to be annually turned over to the trustee.

EARNINGS—For year to Nov. 30, 1895, net earnings were $39,306.

ROAD—Operates 26 miles of track.

OFFICERS—President and General Manager, S. T. Norvell; Secretary and Treasurer, G. Chadwick.—V. 62, p. 234, 279.

## WESTERLY, R. I.

POPULATION OF TOWN 1890 WAS 6,813; IN 1880 WAS 6,104; AND IN 1870 WAS 4,709.

PAWCATUCK VALLEY STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1893. Population of "Village" of Westerly (in Connecticut and Rhode Island) reported in 1895 by officials as being 11,000, and constantly increasing.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock, $75,000, $100 par.. | .... | ..... | $75,000 | ..... |
| 1st M., $100,000, gold ..c | 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.

EARNINGS—For year ending December 31, 1896, gross, $16,822; net, $7,093; interest charges, $5,247; balance, surplus, $1,846. In 1895, gross, $16,488; net, $6,373.

OFFICERS—President, William Hoxsey; Sec. and Treas., S. H. Cross.

## 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—Reorganized in 1892. Franchise is perpetual, but does not give exclusive rights to operate street railway in the city. Company owns nineteen-twentieths of the capital stock of the Citizens' Street Railway Company, and leases same for 99 years. The total population served, including Wheeling, Bridgeport, Martin's Ferry, Bellaire and Benwood, is said to be about 75,000.

| STOCK & BONDS— | Par. | Date. | Interest. | Outstand'g. | Last div.&c. |
|---|---|---|---|---|---|
| Stock, par $100, f. p. | ..... | ..... | See below. | $700,000 | Feb.'97, 1¼% |
| 1st M..... | $500 | 1891 | J-J | 17,000 | July 1, 1911 |
| 1st mge., $500,000, gold, $1,000....c* | 1,000 | 1892 | 6 g. M-S | 482,000 | 1912 |
| | Interest at Central Trust Co., trustee, N. Y. City. | | | | |

*Dividends.*—In 1894 1 per cent; in 1895, 2 p c.; in 1896, 4¼ p. c. in 1897, Feb., 1¼ p. c.

ROAD.—Operates 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.—January 1 to April 30, 4 months, gross, $49,031 in 1897; $50,761 in 1896. For year ending Dec. 31, 1896, gross, $167,993; net, $79,716; interest and taxes, $32,764; dividends, $29,750; balance, surplus for year, $3,014. In 1895, gross, $150,094; net, $59,294; interest paid, $30,000; dividends (2 per cent), $13,999; balance, surplus, $15,295.

OFFICERS.—President, T. H. Couderman; Sec. and Treas., W. A. Shirley. INDEX—V. 62, p. 279.

## 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock $450,000, par $100 | .... | ..... | $450,000 | ..... |
| Riverside & Suburban..... | .... | 6 J-J | 60,000 | ..... |
| Wichita Electric R'way & Light Co., M. $300,000. | 1893 | 3-4-5 J-J | 300,000 | 1913 |
| | | Trustee, Am. Loan Co., Boston. | | |
| *Bonds guaranteed:* Citizen's Electric, 1st M., gold, $500 & $1,000 s.f.c* | 1891 | 6 g.A-O | $100,000 | Oct. 1, 1911 |
| | | Subject to call at par on | | Oct. 1, 1896 |

Interest is in default.

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, A. T. Batchelder; Vice-President, A. Faulkner; Treas., G. A. Litchfield; Supt. and Purch. Agent, F. W. Sweet.

## 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., extending from Wilkesbarre to Pittston, Plymouth, Ashley, Plains, etc.

| STOCK & BONDS— | Date. | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock (par $100)..... | ..... | Text. | $5,000,000 | Jan. 30, '97, 1% |
| 1st M. $1,500,000, gold. | 1891 | 5g. A-O | 1,500,000 | Apr. 1, 1921 |
| | | Interest (free of Penn. State tax) is payable at Provident Life & Trust, Philadelphia. | | |
| Collat. Tr. & Mortgage $325,000, gold ..... | 1895 | 5g. J-J | $325,000 | Jan. 1, 1925 |
| | | Int. at Anthracite Sav. Bk., tr., Wilkesbarre. | | |
| *Underlying Bonds on Roads Purchased—* | | | | |
| Coalville Pass. Ry. bds. | ..... | ..... | 12,000 | ..... |
| Wilkesb. & Surb. bonds. | ..... | 5 p. c. | 40,000 | ..... |
| Wilkesb. & W. Side bds. | ..... | ..... | 35,000 | ..... |
| *Guaranteed bonds—* | | | | |
| Pittston St. Car 1st M. p.&i. uncondit'y guar. | 1893 | 6g. J-D | $200,000 | Dec. 1, 1918 |
| | | Int. at Real Estate L. & Tr. Co., Philadelphia. | | |
| Plymouth Br. Co. 1st gold M. $150,000, guar. p.&i. Subj. to call in 1904. | 1894 | 5 g. A-O | $150,000 | Oct. 1, 1924 |
| | | Int. at Anthracite Sav. Bk., trustee, Wilkesb. | | |
| Wilkesbarre & Kingston real estate bonds..... | ..... | 6 F-A | 90,000 | ..... |
| Wilkesb're & E. Side Ry. | ..... | ..... | 150,000 | See below. |

The *collateral* trust and mortgage gold bonds for $325,000 cover (1) the property and franchises of the company; (2) $150,000 first mortgage 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 call by lot in 1904 and $3,000 each year thereafter.

DIVIDENDS—In 1896, Jan., 1 per cent; July, 1 per cent.; in 1897, Jan., 1 p. c.

ROAD—Comprises 63·60 miles of track, fully described in the CHRONICLE of Feb. 22, 1896, page 361.

COMPANIES CONTROLLED IN SYSTEM—The following table shows the several companies operated, their mileage, capital stock, and the amount of it owned by the Traction Company, their debt, and finally the rental payable under 999-year leases; 6 per cent here meaning 6 per cent on the outstanding capital stock; and $1 meaning a nominal rental, the company having only a nominal existence. *See Chronicle above referred to*, V. 62, p. 361.

| *Name of Company.* | *Miles.* | *Stock. Issued.* | *Stock. Owned.* | *Debt.* | *Rental* |
|---|---|---|---|---|---|
| Coalville Passenger Railway | 5·67 | $62,400 | $33,700 | $12,000 | 6 p.c. |
| Nanticoke Street Railway.. | 9·68 | 12,000 | 12,000 | None. | $1 |
| Pittst. Moosic & P. V. St. Ry. | 1·95 | 42,000 | 42,000 | None. | $1 |
| Pittston Street Car..... | 8·82 | 200,000 | 200,000 | 260,000 | ..... |
| Plymouth Street Railway... | 6·00 | 12,000 | 12,000 | None. | $1 |
| W. Pittston & Wyo. St. Car.. | 2·25 | 30,000 | 30,000 | None. | $1 |
| Wilkesbarre & East Side¶... | 5·00 | 150,000 | 150,000 | 150,000 | ..... |
| Wilkesb. & Kingst Pass. Ry. | 6·60 | 100,000 | 99,700 | 90,000 | 6 p.c. |
| Wilkesb. & Suburb. St. Ry .. | 10·00 | 100,000 | 93,500 | 40,000 | 6 p.c. |
| Wilkesbarre & West Side.... | 9·63 | 100,000 | 92,450 | 35,000 | 6 p.c. |

¶ Entire stock and bonds deposited under collateral trust of 1895.

LATEST EARNINGS—3 months, Jan. 1 to March 31— 1897..Gross, $111,829; net, $56,663; 1896..Gross, 111,983; net, 58,406

ANNUAL REPORT—Official statement for 1896 was in V. 64, p. 607.

| *Year end. Dec.* 31, | 1896. | 1895. | *Year end. Dec.* 31, | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earns... | $507,861 | $451,941 | Taxes, r't'l, etc.. | $43,380 | $34,089 |
| Net..... | 275,674 | 242,341 | | | |
| Int. on bonds.. | 112,960 | 100,125 | Surp. for year.. | $119,334 | $108,127 |

BALANCE SHEET JANUARY 1, 1897.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Property & franch's, construction and equip t. | $6,666,105 | Capital stock..... | $5,000,000 |
| Personal property acct. | 215,250 | First mortgage bonds.. | 1,500,000 |
| Cash ..... | 4,088 | Collateral trust mortgage bonds..... | 325,000 |
| Bills receivable..... | 167 | Unfunded debt..... | 84,167 |
| St. Pittston St. Car Co.. | 12,000 | Open accounts..... | 17,896 |
| Supplies on hand..... | 9,694 | Profit and loss, surplus. | 71,678 |
| Open accounts ..... | 91,437 | | |
| Total..... | $6,998,741 | Total..... | $6,988,741 |

OFFICERS—President, B. F. Myers; Secretary, W. G. Eno; Treasurer and General Manager, John Graham.—V. 62, p. 361; V. 64, p. 607.

## WILLIAMSPORT, PA.

POPULATION 1890 WAS 27,132; IN 1880 WAS 18,934; AND IN 1870 WAS 16,030.

### VALLAMONT TRACTION—

ORGANIZATION—This company was formed May 15, 1894, under an agreement for consolidating the Vallamont Passenger Railway Company, the Junction Passenger Railway Company, the Centre & West End Passenger Railway Company and the Citizens' Passenger Railway Company. Operates the South Side Passenger Railway Company whose capital stock is $25,000.

| STOCK & BONDS— *June* 30, '96. | | ROAD— | *Miles.* |
|---|---|---|---|
| Stock (Val. Trac.)..... | $101,700 | Owns (65 lb. rails)..... | 3·6 |
| Current liabilities..... | 12,361 | Leases S. S. P. Ry..... | 1·8 |
| South Side bonds, 6s..... | 25,000 | OFFICERS—President, J. Henry Cochran; Sec. and Gen. Manager, Ernest H. Davis. | |
| Bonds (30-year 6s)..... | 100,000 | | |

EARNINGS—Year ending June 30, 1896, gross (both roads), $27,104; net, $7,904; int. and taxes, $11,483; bal., deficit for year, $3,579.

### WILLIAMSPORT PASSENGER RAILWAY

—A trolley road.

ORGANIZATION—Incorporated April 15, 1863.

| STOCK & BONDS— *June* 30, '96. | | EARNINGS—Years end. June 30, | 1895-6. | 1894-5. |
|---|---|---|---|---|
| Stock ($600,000)..... | $338,550 | Gross..... | $76,902 | $66,845 |
| 6s, due May 1, 1911..... | 11,500 | Net..... | 17,115 | 22,310 |
| 6s, due June 1, 1922..... | 151,500 | Taxes..... | 1,970 | 2,257 |
| Bills payable..... | 12,897 | Interest..... | 7,140 | 7,434 |
| Dividends Jan., 1893, 2 p. c.; 1893-94, 6 p. c.; none since. | | Other payments. | ..... | 6,747 |
| | | Balance, surplus. | 8,005 | 5,872 |

ROAD OWNED—7¾ miles; 90-lb. rails.

OFFICERS—President, H. C. Parsons; Secretary and Treasurer, J. F. Starr; 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.

| STOCK & BONDS— | Date. | Interest. | Outstanding. | Last div., etc. |
|---|---|---|---|---|
| Stock (par, $10)..... | ..... | J-J | 51,764 shares. $8 paid in. | Jan. '97, 2½ |
| 1st M., $600,000, gold, $500 each.....c | 1891 | 5g M-S | $600,000 | Sep. 1, 1911 |
| | | Subject to call on or after Sep. 1, 1901 | | |

*Interest* is payable at the Equitable Trust Co., Wilmington, Del.

*Dividends*—The following per cents are on the amount paid in ($8) per share: In 1892, 5 per cent; 1893, 5 per cent; 1894, 5 per cent. in 1895, 5 per cent; in 1896, 5 per cent; in 1897, January, 2½ 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. T and girder.

OFFICERS—President, P. Lea; Vice-President, W. Saulsbury; Secretary and Treasurer, Frank T. Webb.

### WILMINGTON & NEWCASTLE ELECTRIC RY.—A trolley road.

| STOCK & BONDS— | Date | Interest. | Outstand'g. | Maturity. |
|---|---|---|---|---|
| Stock ..... | ..... | ..... | (?) | ..... |
| 1st M., $150,000, gold, s.f., begins Aug. 1, 1901; $2,000 an., $500 & $1,000.c* | 1896 | 5g. F-A | $150,000 | Aug. 1, 1926 |
| | | Interest at Real Estate Trust Company, Philadelphia, Trustee. | | |

Road is about 8 miles long.

## 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, and gives exclusive rights to operate street railways in the city.

| STOCK & BONDS— | *Par.* | *Date.* | *Interest.* | *Outstanding.* | *Maturity.* |
|---|---|---|---|---|---|
| Common stock..... | $100 | ..... | ..... | $100,000 f. p. | ..... |
| 1st pref. 6 p. c. cum.. | 100 | ..... | ..... | 40,000 f. p. | ..... |
| 2d pref. 6 p. c. cum... | 100 | ..... | ..... | 60,000 f. p. | ..... |
| Mort. gold $150,000.c | | 5¾ | 1895 | 6 g A-O | 150,000 | Apr. 1, 1920 |
| | | Trustee, State Trust Co., New York City. | | | |

ROAD—Owns 4·78 miles of trolley road, 1½ miles of steam road and ¼ mile of siding in city of Wilmington; total track, 6·53 miles. Rails 45 and 60 lb. T and girder.

ANNUAL REPORT—For the years ending Dec. 31 results were as follows: In 1896, gross, $36,934; net, $12,495. In 1895, *net*, $11,858; in 1894, gross, $33,815; net, $8,409.

OFFICERS—President, H. A. Whiting; Vice-President, B. F. O'Connor; Secretary and Treasurer, J. W. Martenis.

## WINSTON, N. C.

POPULATION 1890 was 8,018; IN 1880 WAS 2,854; AND IN 1870 WAS 443.

### WINSTON-SALEM RAILWAY & ELECTRIC

—A trolley road.

ORGANIZATION, ETC.—Incorporated in 1891 for 90 years. Operates an electric road, and does also a general lighting and power furnishing business.

| STOCK & BONDS | Date. | Interest. | Outstanding. | Maturity. |
|---|---|---|---|---|
| Stock ($300,000) ($100)..... | ..... | ..... | $150,000 | ..... |
| 1st M. ($250,000) gold ($1,000) | 1891 | 6 g M-S | 125,000 | 1921 |
| | | Int. at State Trust Co., trus., N. Y. City. | | |

ROAD—Owns 7 miles of road, and also operates 100 arc and 2,500 incandescent lights.

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, $140,000; bonds $200,000; unfunded debt June 30, 1896, $57,962. 12·79 miles of track.

EARNINGS—For year ending June 30, 1896, gross, $42,158; net, $5,370; interest charges, $9,933; bal., deficit, for year, $4,563. In 1894-5, gross, $31,573; net, $4,550. Total passengers carried during 1895-96 was 843,154. In 1894-95 was 631,459; in 1893-94 was 605,409; in 1892-93, 591,955.

OFFICERS—President, Edgar K. Ray; Secretary, Willard Kent; Treasurer, Walter Whittlesey, Chelsea, 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.

LEASE—In 1895 the road was leased to Worcester Consol. Street Ry. for 99 years. Rental first year (end. Sept. 30, 1896,) $7,250, second year $7,750; each year thereafter $8,000. V. 61, p. 518.

ROAD, ETC.—Owns 5·13 miles of track. Capital stock, $110,000 (par $100). First mortgage, $75,000, dated Aug. 1, 1895, due Feb. 1, 1915; interest at 5 per cent, F. & A. *Dividends*—In 1895-6 paid 2·65 p. c.

EARNINGS—For year ending Sept. 30, 1896, rental, $7,250; other income, $287; interest, etc., $4,636; dividends (2·65 p. c.), $2,915; bal., deficit for year, $14. In 1894-95, gross, $29,142; deficit under operating, $3,421; other income, $5,541; interest, taxes, etc., $8,074; total deficit for year, $5,950.

### WORCESTER & SUBURBAN STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 and absorbed the Worcester Leicester & Spencer and the Worcester & Millbury companies.

| STOCK, BONDS, ETC.— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity, etc.* |
|---|---|---|---|---|
| Stock, $550,000 ($100) | ..... | ..... | $542,500 | ..... |
| 1st M., $200,000, g. ($500) c* red. at 104 aft. May 1, 1900 | 1895 | 5 g. M-N | 186,500 | May 1, 1915 |

Int. at International Trust, Boston.

Current liabilities Oct. 1, 1896, $78,535.

*Dividends*—In 1894, 5 per cent; in 1895, 3½ p. c.; in 1896, 4 p. c.

ROAD—Worcester to Millbury, 8 miles track; Worcester via Leicester to Spencer, 15 miles track; total, 23 miles of track.

EARNINGS—For year ending Sept. 30, 1896, gross, $144,635; net, $52,063; int., taxes, dividends, etc., $47,109; bal., surplus, $4,954. In 1894-5 gross, $135,810; net, $44,520; charges, $23,586; taxes, $8,968; other, $3,794; dividends (3 p. c.), $16,275; balance, surplus for year, $4,659. In 1893-94, gross, $118,882; net, $28,602. Total surplus Sept. 30, 1896, $18,282.

OFFICERS—President and Gen. Man., Edwin L. Watson; Secretary and Treasurer T. F. Robinson.—V. 60, p. 481.

### 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 31½ miles of track laid with 85-pound steel. 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 cumulative | .... | 6 F-A | 2,000,000 | Feb. 1, '97, 3% |

Red. at 105 and accrued div. on 3 mos. notice.

Debentures of Ry. Co. guaranteed—see Worcester Consol. St. Ry.

DIVIDENDS ON PREFERRED—In 1893, 3 p. c.; in 1894, in Aug. 3 p. c.; in 1895, 6 p. c.; in 1896, Feb., 3 p. c.; Aug., 6 p. c. (3 p. c. on account of deferred payments.); in 1897, Feb., 3 p. c.

OFFICERS—President, C. B. Pratt; Vice-President, A. G. Bullock; 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; V. 61, p. 518.

### 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 debentures. The road is now fully equipped electrically.

| STOCK & BONDS.— | *Date.* | *Interest.* | *Outstan'ing.* | *Matur'y, &c.* |
|---|---|---|---|---|
| Capital stock, $100 | ..... | Text. | $700,000 | Text. |
| 1st mort. bonds | ..... | 5 | 150,000 | 1907 |
| Debentures, gold c* Subject to call at 102½ | 1894 | 5 g. F-A. | 500,000 | Feb. 1, 1914 |
| Real estate mortgages | ..... | ..... | $4,500 | On demand |

*Guaranteed* p.&i. by Worcester Traction Co.

*Bonds.*—These debentures were issued in 1894 to liquidate the indebtedness incurred in reconstructing the road for operation by electricity, such reconstruction having cost $900,000.

| DIVIDENDS.— For 1891-92. | 1892-93. | 1893-94. | 1894-95. | 1895-96. |
|---|---|---|---|---|
| Per cent 4 | 10 | 3½ | 8 | 8 |

ROAD—On Sept. 30, 1896, was operating 42·22 miles of track in Worcester and vicinity, of which 32·34 miles was owned, 9·33 miles leased and ·55 of a mile trackage. Leases the Worcester & Shrewsbury Street Ry., etc., 4·2 miles. Rails 85 pounds steel.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earng's | $491,375 | $420,498 | Dividends | $56,000 | $56,000 |
| Net earnings | 119,845 | 110,711 | Balance | 2,789 | 2,933 |
| Int., taxes, etc. | 61,056 | 51,778 | | | |

For years ending Sept. 30:

| | | | |
|---|---|---|---|
| Gross, 1896 | $491,375 | Gross, 1893 | $337,657 |
| 1895 | 420,498 | 1892 | 342,450 |
| 1894 | 355,000 | 1891 | 275,129 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

| *Assets.* | | *Liabilities.* | |
|---|---|---|---|
| Construction | $1,076,420 | Stock | $700,000 |
| Equipment | 233,638 | Funded debt | 650,000 |
| Other property | 204,754 | Real estate mtges | 4,500 |
| Cash and curr't assets | 44,578 | Unfunded debt | 103,767 |
| | | Profit and loss, surplus | 101,123 |
| | $1,559,390 | | $1,559,390 |

OFFICERS—President, Charles B. Pratt; Vice-President, A. George Bullock; 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—In March, 1896, a consolidation was effected between the Yonkers RR., North & South Electric Co. and Yonkers & Tarrytown Electric RR. under title of Yonkers RR., with a capital stock of $1,000,000, par $100. See V. 62, p. 644. Extensions to Hastings, Dobbs Ferry, Irvington and Tarrytown are proposed.

Securities, earnings, etc., of the old Yonkers RR. were as follows;

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $1,000,000 ($100) | ..... | ..... | $600,000 | ..... |
| New 1st mtge. $1,000,000 | 1896 | 5 A-O | 600,000 | Apr. 1, 1946 |

ROAD—Owns 9·96 miles of track.

ANNUAL REPORT—Fiscal year ends June 30. The following figures for 1896 represent the earnings of the old Yonkers RR. for the nine months ending March 31, 1896, and of the consolidated companies for the three months to June 30. For the previous year the figures are for the Yonkers RR.

| *Yr. end. June* 30. | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross earnings | $90,069 | $74,444 | Other income | $1,712 | $1,994 |
| Net | 29,372 | 16,818 | Taxes | 2,650 | 2,354 |

OFFICERS—President, A. L. Johnson; Secretary, J. F. Van Namee; Treasurer, J. M. Edwards.—V. 62, p. 462, 644; V. 63, p. 558.

## YORK, PA.

POPULATION 1890 WAS 20,793; IN 1880 WAS 13,940; AND IN 1870 WAS 11,003.

### YORK STREET RAILWAY—A trolley road.

| STOCK ETC.— | *Date.* | *Interest.* | *Outstanding.* | *Last Div., etc.* |
|---|---|---|---|---|
| Stock $200,000 ($50) | ..... | ..... | $165,800 f. p. | (See text.) |
| 1st mortgage | 1896 | 5 | 120,000 | 1926 |
| Loans June 30, 1896 | ..... | ..... | 5,000 | ..... |

*Dividends* in 1893, in January, 4 p. c.; in 1894, 6½ per cent, 2½ per cent being payable Jan 24, 1895; in fiscal year 1895-96 about 4 p. c.

ROAD—Operates 11¼ miles of track, laid with 45 and 70 lb. rails.

EARNINGS—For years ending June 30:

| | 1896. | 1895. | | 1896. | 1895. |
|---|---|---|---|---|---|
| Gross | $56,273 | $47,091 | Net earnings | $15,066 | $11,225 |
| Other income | 1,350 | 1,413 | Interest & taxes. | 6,043 | 5,258 |

In 1895-6 paid dividends $6,658, leaving bal. sur. for year, $3,365

OFFICERS—President, W. H. Lanius; Vice-President, D. K. Trimmer; Secretary, G. A. Schmidt; Treasurer, Chas. H. Mayer.

## YOUNGSTOWN, OHIO.

POPULATION 1890 WAS 33,220; IN 1880 WAS 15,435; AND IN 1870 WAS 8,075.

### MAHONING VALLEY ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION—Organized as Youngstown Street RR. Dec. 10, 1873 and consolidated with the Mahoning Valley Ry. December 1, 1896.

| STOCK & BONDS— | *Date.* | *Interest.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Youngstown Street Ry. 1st mortg'e, $300,000, gold c*&r | 1891 | 6g. M-N | $300,000 | May 1, 1911 |
| Mah. Val. Elec. mortg'e, $1,200,000 gold | 1895 | 5 J-J | (?) | July 1, 1915 |

Subject to call at par after May 1, 1901. Interest at Central Tr. Co., trustee, N. Y. City. Trustee, Central Trust, New York.

The mortgage of 1897 provides for refunding and for improvements and extension to Niles.

ROAD—The new company operates about 26 miles of track,

OFFICERS—President, B. F. Miles, Cleveland; Vice-President, J. G. Butler, Jr.; Secretary, J. E. McVey; Treasurer and General Manager, A. A. Anderson.—V. 63, p. 924; V. 64, p. 83.

## ZANESVILLE, OHIO.

POPULATION 1890 WAS 21,009; IN 1880 WAS 10,011; AND IN 1870 WAS 18,113.

### ZANESVILLE RY. & ELECTRIC CO.—

ORGANIZATION—Organized July 8, 1896, and bought the property of the Zanesville Street RR., subject to the 1st mortgage of 1891.

| STOCK & BONDS— | *Date.* | *Int.* | *Outstand'g.* | *Maturity.* |
|---|---|---|---|---|
| Stock, $500,000 | ..... | ..... | $200,000 | ..... |
| Zanesv. St. RR. 1st M. | 1891 | 6 M-N | 175,000 | May 1, 1911 |
| Zanesv. Ry. & Elec. 1st consol, $500,000 gold ($1,000) c.* | 1896 | 5 g. M-S | None | Sept. 1, 1916 |

Int. at Inter'l Trust Co., Boston, trustee.

In February, 1897, it was stated that no consols would be sold for some time; they are not subject to call and have no sinking fund.

ROAD—Operates 10 miles of track on 8 miles of street.

OFFICERS—President, John Hoge; Vice-President, W. H. Bateman; Secretary, K. B. Conger; Treasurer, G. H. Stewart.

## ABBREVIATIONS, ETC.

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 mortgage. 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; "c.*" means coupon but may be registered as to principal; and "c.*&r." means that registered certificates without coupons as well as 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."

"INTEREST"—Under this heading is given the rate per cent yearly of the interest payable on the bonds or (if guaranteed) of the dividend payable on the stock; also the months when the interest or dividend is payable, thus, "6 J - J" means 6 per cent per annum payable January and July; correspondingly, "F - A" is used to mean February and August; "M - S" means March and September, and so on, while "Q - J" means quarterly beginning in January and "Q - F" quarterly beginning in February. [The day when the interest payment is due can generally be determined by noticing when the loans mature, the day of the month there given being in most cases the same as for one of the interest dates.]

"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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