# STREET RAILWAY SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

FOR INDEX OF RAILROADS

See pages 92, 93, 94 and 95.

Nov. 27, 1897.

WILLIAM B. DANA COMPANY, PUBLISHERS,

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# STREET RAILWAY

# SUPPLEMENT

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

VOLUME LXV

November 27, 1897.

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-OF THE-

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NEW YORK, NOVEMBER 27, 1897

#### STREET RAILWAY SUPPLEMENT.

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

# PRACTICAL RESULTS WITH ELECTRICITY ON A STEAM ROAD.

Just six months ago it was that the New York New Haven & Hartford Railroad Company attracted so much public interest by beginning to operate with the third rail trolley a section of its road running from Hartford to New Britain, Conn., a distance of 9.3 miles. Subsequently the branch from New Britain to Berlin, Conn., was added to its third rail system, making about 12.3 miles so operated. The experiment was recognized as of importance not only in its relation to the future methods of the steam roads, but also in its possible effects upon the prosperity of the overhead trolley lines, which in the suburbs of all our large cities have come into more or less direct competition with the old established railroad companies. So pleased from the outset was President Clark of the New Haven road with the working of his third rail trolley lines that he made the remark widely quoted at the time: "You may tell all persons who are engaged in investing their own or anybody else's money in lines competitive with steam roads that they cannot prosper when the day comes to lay down third rails in this country. Our locomotives may go into the scrap heap, as the old stage coaches had to go."

It is only natural, therefore, in view of the great results thus anticipated, that one should await quite eagerly definite information as to the practical outcome of the enterprise. Technical journals have described with much minuteness the third rail plant, ingeniously arranged to suit the ideas of President

Clark and his assistants, and there has been no lack of statements in the daily press from time to time as to the successful operation of the same, but only within a few weeks has the public listened to official utterances, comprehensive in form, regarding the results of the experiment. The recent report of the New England Railroad Company, however, and more particularly the address at Buffalo of Col. Heft, the official in charge of the electrical department of the New Haven road, which controls the New England Company, have shed much additional light on the undertaking. Our personal understanding of the methods pursued in connection therewith has moreover been improved by a trip over the lines.

Besides referring to what is new in the official statements, our readers near at home will bear with us, if for the benefit of the many readers in distant parts we recite a few facts touching the company's electrical plants, which are familiar matters in the neighborhood of New York. President Clark, as all know, early evinced the liveliest interest in the use of electricity as a motive power. Over fifty per cent of his company's earnings being derived from passenger raffic, it behooved him to be thus on the alert to protect his traffic from trolley competition. Every one remembers his first trial with the over-head trolley on the Nantasket branch, a line ten miles in length, which in the summer does a large excursion business between East Weymouth, Mass., on the Plymouth division of the Old Colony Railroad and Nantasket, and Pemberton, Mass., on the peninsular projecting into the Atlantic Ocean just across the bay from Boston.

Colonel Heft tells us that the over-head system on this line has not been satisfactory. The heavy current required in starting the cars and in attaining a high speed has constantly destroyed the trolley wheels, while many trolley-poles have been broken from losing the wire while making speed and taking curves. Nevertheless, though these difficulties entailed considerable expense, they have not interfered we are told, with the continuous and successful operation of the line. During the past summer nearly three times as many passengers were carried as in 1895, and on a regular schedule that would be out of the question with steam power. The run of ten miles was made

with sixteen stops, in twenty-six minutes, with only four minutes at each end for unloading, reversing position of trail car and loading again; and this was kept up at half-hour intervals, while on Sundays and holidays express trains alternated with the regular service, resulting in a fifteen minute schedule. This was rendered possible only by the ease of attaining a high rate of speed ("the tremendous accelerating power," Col. Heft calls it) which comes through using electric motors with rotary motion. Col. Heft cites one instance in which a maximum speed of 31 miles per hour was reached in traversing a distance of only 1,800 feet between adjacent stations; in another case the maximum was 39 miles an hour in a distance of one and a tenth miles. Only a trained railroad man, he believes, can understand the impossibility of giving equally satisfactory service with steam locomotives.

When the company changed the chief seat of its electrical experiments from a little seashore branch to Hartford and vicinity, a new problem was undertaken. In the former instance the company was certain, durng the summer season of having precisely the rush of business, requiring frequent car service between closely adjacent places, for which electric power is peculiarly fitted. Between Hartford and New Britain, on the other hand, both active business places, the one of about 70,000, the other of 25,000 inhabitants, a distance of 9 miles intervened and the traffic carried by eight steam trains daily each way while fair in amount was not heavy compared with the travel afforded by a popular summer resort, being only about 700 daily, or about forty-two per train. The question then was, could this traffic be retained in the face of the "deadly parallel," as the trolley road building on the highway between the two cities was called, and if so, could it be still further developed so as to make worth while the outlay required to equip the steam road with electricity.

Profiting by its experience with the overhead trolley on the Nantasket branch, the company decided to try the third rail trolley, which had done good service at the World's Fair in Chicago and is now being used on the elevated railroads in that city as well as for switching on the Brooklyn Bridge. New Britain lies southwest of Hartford, and is connected with it by the New England Railroad, recently merged in the New Haven system. The New England road is double tracked between the two points, and one of the tracks, it was felt, could be spared for the electric cars. Three miles southeast of New Britain is situated Berlin, on the main line of the New Haven road between New Haven and Hartford, and at the junction with the line connecting New Britain with Middletown, the last-named place being 91 miles distant on the Connecticut River. Berlin, therefore, was exceptionally well located as a center from which to distribute power to a system of electric roads, should the third rail system be found economically a success. lin consequently was erected a power house containing two engine generators of 1,200 horse power and 850 kilowatts each, the steam being supplied from ten 200 horse power boilers. As to the details of construction of the third rail system, our readers will not be interested to know more than that the electric rail is heavy, weighing 93 pounds to the yard, having been specially rolled for the purpose with wide projecting eaves that come within two inches of the ties, and that it is supported in the center of the track upon wooden blocks saturated with insulating material, three blocks being a combination of attractions that few, if any,

to each rail. At the street crossings, of which there are twenty-nine, the third rail is replaced by an underground cable in a creosoted wooden conduit filled with insulating material of residuum and asphalt. Although the track has been submerged in places during heavy rain storms, the leakage of electricity, we are told, has been almost insignificant.

The nine miles from Hartford to New Britain is operated with the electric cars for express service only, no stop being made between the two cities. The local business is done by steam on the second track. As we traveled over the electric line recently of a Saturday afternoon, the long, closed passenger coach, capable of seating apparently about eighty persons, was so crowded that we rode by preference on the rear platform. The schedule time between the two cities is about eighteen minutes for the nine miles, but, as already stated, there are many grade crossings which no doubt limit the average speed to this figure. At any rate the speed frequently seemed higher than thirty miles an hour, and we note that Col. Heft remarks that "a 52-ton train often reaches a maximum speed of 50 miles an hour." In the summer months a motor car and two trailers were sometimes run, making accommodations for nearly 250 persons on a train.

The three miles between New Britain and Berlin are operated as a separate branch and solely with electricity—freight, baggage and express, as well as passengers, being thus conveyed. Indeed, when stepping aboard the last of the three cars on the train, an ordinary day coach, there was little or nothing to suggest to one that he was not entering an ordinary steam-propelled train. On the line from Hartford, however, there could be no mistake of this kind, the single coach being of extra size and equipped both with motor and an unusual number of electric lights. Moreover, on the rear platform is the compressor for the air-brakes, which, working automatically whenever the pressure falls below ninety pounds, now and again surprises one by suddenly beginning to pump in rather an emphatic fashion. The Westinghouse brake, as thus maintained in working condition by its own independent ten-horse power motor, is one of the features of the company's electric system, and a very very important one it appears when we consider the high rate of speed at which the trains are run and the occasions which must arise from time to time in connection with so many grade crossings for a sudden slackening of pace.

Before considering more particularly the practical results from operating this little third-rail system, the reader will observe that the introduction of electric motive power was accompanied by four other radical changes in the company's method of operating as regards the through business between Hartford and New Britain. First, the trains were all made express trains, covering the nine miles without a single stop. Second, instead of eight trains daily running at irregular intervals, the number was increased to 36 each way, one every half hour from six o'clock in the morning till eleven-thirty at night, so that no person need be in doubt when a train would leave. Third, the fare was reduced from 23 cents to 10 cents. Fourth, in the summer open cars were put on to give the passengers the fullest amount of pleasure from their journey, unquestionably a strong inducement for taking the trip in hot weather, the continuous and high speed over a smooth roadbed trolley lines on the highway could offer to an equal extent.

Now how, the reader will ask, did the public respond to these increased and improved facilities? During the sixteen weeks following May 24 and ending Sept. 12 the travel amounted to about 300,000 persons instead of 75,000 as in 1896—an increase of 225,000 or 300\* per cent. The average train load was therefore about 37 persons for 36 trains per day each way in place of about 42 individuals for eight trains as formerly. In other words the company ran over four times as many trains and carried about four times as many passengers, the number of passengers per train decreasing but slightly in spite of the increased service.

What the cash result will be to the company it is as yet too early to say exactly. The report, however, states that if the operation of the third rail proves as satisfactory during the winter as since its installation an extension of the service from New Britain westerly to Forestville (7 miles) or Bristol (9 miles) "would seem to be clearly desirable." From this it is evident that the balance is on the right side. At present the average output of power from the Berlin power station is hardly one-fourth of the maximum capacity, so that the general conditions, as Colonel Heft says, "do not point to a low cost of power," and vet through the use of "sparks" he believes the company is producing power more cheaply than can be done in any power station in the country using coal.

Sparks, it appears, are the half-consumed coal which is collected by the spark arresters used in the company's steam locomotives, and which when dumped from the extension front of the locomotives at the various round-houses of the road, is saved and carried to the company's electric power-houses. The cost of handling, including the usual profit for transportation. is charged against the electric plants and amounts to about 70 cents per ton. The economy from burning sparks has been proved to be very considerable. At the power-house, for instance, of the company's Stamford street railway line the experiments mentioned by Col. Heft show the cost of fuel to have been only 1.9 mills per horse-power hour when using sparks, as against 3.2 mills when using coal-a saving of 40 per cent. In addition, moreover, to obtaining its electric power at moderate expense, the cost of maintenance of equipment and roadway on the company's third-rail system, it would seem, must be relatively small. Two trains, at the high speed maintained, are all that are needed for the regular schedule, as against the more numerous cars, each with its motorman and conductor, which would be required for any street railway giving satisfactory service for an equal distance on the highway. Moreover the track is built throughout with T-rails and is free from the damaging effects of heavy trucks, while with the exclusive use of express trains, both cars and tracks suffer less than the ordinary street railway from the process of stopping and starting to which the latter is being constantly subject, at a cost of strain and wear that few perhaps appreciate.

Making use of the facts thus disclosed, omitting the little line to Berlin as of minor importance, and assuming the company to be operating its Hartford-New Britain electric line, for the reasons just stated, at not exceeding 60 per cent of its gross earnings, as against, say, 70 per cent when employing steam power, and assuming, too, as seems not unreasonable, that one-half the earnings of such a line as we have described will be made in the summer months, we may make the following estimate as to the results from the first four months' operations:

UNOFFICIAL ESTIMATE OF RESULTS FOR 16 WEEKS ENDING SEPT. 12 1897 AND 1896.

j	Miles operated	1897.	1896 9.3	
	Passengers carried (official)	300,000	75,000	
	Earnings per passenger.  Average rate per passenger per mile	10 ets.	23 ets. 2.50 ets.	
	Gross earnings Operating expenses, say(60%)	\$30,000 18,000	\$17,250 (70%)12,075	
	Net earnings.  Interest on cost of electrical equipment (New England RR., \$28,359, and N. Y. N. H. & H.,	\$12,000	\$5,175	
	\$150,688,) \$179,047 at 4 per cent per annum, say 2 per cent for the summer months	3,580		
j		88.420	\$5,175	

\*8,420 \$5,175

Note.—The New England RR. report shows \$28,359 to have been spent for "electric bonding and third rail" between Hartford and New Britain. The New Haven report gives the cost of the Berlin power station as \$114,114, and the cost of "additional electric equipment" as \$73,148. There is nothing to show how much of this \$73,148 was spent for equipment to be used on the Hartford-New Britain line, but we have assumed that one-half, or \$36.574, represents equipment for this purpose, since we find no mention in the New England report of the purchase of electric cars or motors.

This table discloses clearly the beneficial results from the new methods of operation. The fare has been reduced to less than one-half of the old rate, being now only a little over a cent a mile, but the gross earnings are \$30,000 for the four months, as against only \$17,250 under steam. On the apparently conservative estimate that operating expenses equaled 60 per cent of gross earnings, contrasting with say 70 per cent when steam was used, the net earnings from operation amount to \$12,000 instead of \$5,175. Against these net earnings for the four months in 1897 we have charged six months interest (at 4 per cent per annum) upon the cost of the electrical equipment provided by the New England RR. and the New York New Haven & Hartford during the year ending June 30 1897, including the power house at Berlin, partly chargeable in reality against the Berlin branch. The final result is then a surplus of approximately \$8,400, contrasting with \$5,175 the previous year when no such deductions were necessary.

The through street railway service between Hartford and New Britain was opened by the Central Railway & Electric Company of New Britain and the Hartford Street Railway Company in June or July 1897. We have not seen the line, but Col. Heft describes it as following a circuitous route, over which the running time between the two cities is fifty-five minutes, contrasting with eighteen minutes on the third-rail system. The fare is 15 cents, including a transfer to any point of either city, while the 10-cent fare charged on the third-rail line takes the passenger only to the company's railway station, which in each case, to be sure, is well located, the one in Hartford being directly opposite the Capitol grounds. The street line is said to do a good business, but no official figures are obtainable regarding the number of passengers carried. Still the rival forms of transportation have developed, side by side, each its own class of traffic, one of through business at a maximum of speed between the terminal points and the other of accommodation or way business through the intermediate country, carrying its passengers by means of transfers to any portion of either city. "The ownership of right of way," says Col. Heft, "has a very important influence upon speed and competitive conditions ander circumstances like these."

<sup>&</sup>quot;Col. Heft says 400 per cent "during the three summer months." but mentions no figures. The figures we use are from the report of the New England Railroad Company.

The facts here presented are assuredly encouraging to the managers of steam roads. We must recall, however, the fact that the conditions existing in and around Hartford are not to be found in the same favorable degree in all parts of the country. New England is the ideal spot for the electric road; Hartford is an unusually active center, and has been so all through the hard times; while Hartford's Capitol building and Hartford shops are attractive features over a wide district. Furthermore, if we figure out the result for a steam railroad company of equally good local business, but minus a second track, varies widely as to practicability of electric service.

so that one must be laid for the use of the electric service, at an expense which within city limits at least would be in all probabilities a large item, and if in addition the company's credit be less good so that the necessary capital must be borrowed at 5 or 6 per cent in place of 4 per cent per annum, in these circumstances the new mode of carrying passengers might readily show no gain at all or even a greater loss than to allow the trolley roads full possession of the electric field. The position o' the different steam roads and of the same company in different localities clearly

# 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 Teference 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 NATING-A trolley road. & ILLUMI-

ORGANIZATION—Chartered December, 1895, to succeed the Akron Street Railway and the Akron General Electric Co. Stockholders meet Dec. 18, 1897, to consider the purchase and merger of the Akron & Cuyahoga Falis Rapid Transit.

Company's officials estimate population supplied directly with lighting and transportation facilities by the two properties at 60,000; by connection with the Akron Bedford & Cleveland the road reaches Cleveland, Ohio.

Outstanding. Maturity. \$1,100,000 185,000 Aug. 1, 1908 1,000,000 Jan. 1, 1926 tan Trust Co., N. Y. City. 

Trust Company, as trustee, to pay off an underlying mortgage, covering 11 miles of track. In November, 1897, it was proposed to increase the consols, outstanding to \$1,315,000 to pay the floating debt and to acquire the Ak. & C. F. Rapid Transit line.

The consols cover all the franchises, real estate, tracks, and equip. ment, and lighting plants of the Akron Street Railway & Illuminating Co. and will also cover the Akron & Cuyahoga Falls Rapid Transit line in case its property be acquired as proposed in November, 1897.

EARNINGS—For year ending Dec. 31, 1896, the earnings of the two

properties above mentioned were:

Akron Street Railway & Illuminating Co	\$210,246 68,651
Total gross.  Operating expenses, including taxes and insurance— Akron Street Railway & Illuminating Co.	
Rapid Transit Co	42,987

Total net surplus operating roads independently... \$35,291 PLANT-Operates about 22 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. On Jan. 1, 1897, had 14,000 incan-descent lights against 7,000 in 1896. The Akron & Cuyahoga Falls Rapid Transit Line embraces about 25 miles of track additional.

OFFICERS AND DIRECTORS-President, Samuel Thomas, 80 Broadway, New York City; Vice-President, George W. Crouse, Akron, Ohio; Secretary, Ira M. Miller; Treasurer, A. O. Beebe, 80 Broadway, New York City; Assistant Treasurer, Aaron Wagoner, Akron, Ohio; J. F. Seiberling, J. A. Long.-V. 64, p. 607; V. 65, p. 975.

AKRON & CUYAHOGA FALLS RAPID TRANSIT-A trolley road. See Akron Street Ry. & Illuminating

#### 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., 44 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.		Nov.,'97,112%
1st Mortgage	1865	5 JJ.	29,000	Jan. 1, 1905
4th Mortgage	1880	6 MS.	11,500	Meh. 1, 1905
5th Mortgage	1888	5 MS.	32,000	Sept. 1, 1913
Consol. M. (\$500,000), 7	1890	5 g JJ.		Jan. 1, 1930
o' gold \$1,000)	Interest	at Central	Trust Co., No	ew York.
Gen. M. \$750,000, gold.		5 g	375,000	1947
N. & E. Greenb. H.R. Cos.		5 MN.	30,000	May 1, 1911
STOCK-In 1896 stock v	was incr	eased from	\$1.500,000	to \$2,000,000.

BONDS-The general mortgage of 1897 is for \$750,000 5 p. c. 50year gold bonds, 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., 1<sup>1</sup>2 p. c.; May, 1<sup>1</sup>2 p. c. Aug., 2<sup>1</sup>2 p. c. (of which 1 p. c. was extra); Nov., 1<sup>1</sup>2 p. c. ROAD—Company in June, 1896, operated 35 miles of track in city o

LATEST EARNINGS-For 3 months ending Sept. 30: Bal. sur. \$45,829 38,771 Oth. inc. Int., taxes, etc. \$601 \$24,165 533 18,689 3 mos. Gross. 1897.....\$166,264 1896.....149,650 Net. \$69,393 56,927

ANNUAL REPORT—Years ending June 30th.

1897. 1896. 1897. 1896.

Gross earns. \$556,966 \$539,426 | Interest. \$27,925 |
Net. 208,568 196,858 | Taxes, etc. 52,091 |
Other income. 2.168 2,945 | Dividends. 93,750 |
Netincome. 210,736 199,803 | Bal.foryear,su.36,970 |
GENERAL BALANCE SHEET JUNE 30, 1897.

Liabilities

\$2,675,857 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, 1040, 1087; V. 65, p. 110.

ALBANY RAILWAY SYSTEM-WATERVLIET TURNPIKE & RAILROAD.

ORGANIZATION-Opened July 4, 1863. Leased to Albany Railway March 15, 1892, for 999 years. Annual rental, 12 of 1 per cent on \$240,000 stock and 6 per cent interest on bonds. Owns 16 miles.

Date. Interest, Outstanding. ...... 12 p. c. \$240,000 1889 6 M. - N. 350,000 1890 6 M. - N. 150,000 Maturity STOCK & BONDS— Capital stock \$100..... 

#### ALEXANDRIA, VA.

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

WASHINGTON ALEXANDRIA & MT. VERNON RAILWAYORGANIZATION.—Incorporated February 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.

1st mort., \$750,000, gold. 1895 5 g. F.-A. 000,000 Aug. 1, 1925

Trustee, Real Estate Trust of Phila., pays interest.
Road.—Operates from Washington, D. C., (13<sup>1</sup><sub>2</sub> 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.

Date. Interest. Outstanding. Maturity.
\$200,000 f.p.
1891 6 A - O 100,000 Apl. 1, 1901 

Dividend in 1894 out of earnings of 1893 112 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 TRAC-

TION-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 sharters, 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 Rapid Transit Co. . . . 1,000,000 | Allentown Passenger Ry. Co. . . 200,000 | Bethlehem & Allentown Street Ry. Co. . . . 200,000 | Ritters ville Hotel Co. & Park.

\$200,000

100,000

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.

The A. & B. Rapid Transit second mortgage for \$200,000, securing

debt of \$200,000 in dispute, has been declared valid.

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— 1895 1894		Net. \$112,825 84,986	Light Cos. \$24,442 24,143	charges. \$100,191 85,464	surplus. \$37,076 23,665
	GENERAL	BALANCE SH	EET JUNE 30	All the second second	
	Accete	1		Tinhilities	

Assets.		Liabilities.	
Road and equipment 8	31,622,824	Capital stock	\$1,500,000
Stocks other companies	1,940,846	Funded debt	
Electric Light Co	38,048	Loans	
Accounts receivable		Purchase account	
Sup'ly & suspense acc't		Accounts payable, etc.	
Cash on hand	936	Undivided profits	92,256

Total .. 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 

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.

#### 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, ac-

quired by purchase \$170,000 of the capital stock of the City Passenger Ry. Co.; also owns 18.7 miles constructed under its own charter. Roa opened June 15, 1893. Controls Lakemont Park Co., stock \$65,000.

City Passenger Ry.— See text. (?)

1st mortg'e \$50,000, } 6 1892 5 J - J 50,000 Jan. 15, 1912 \$1,000......, { 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.

Dividends-In 1896 paid 212 per cent.

ROAD—On July 1, 1896, was operating 26:2 miles of track, connecting Altoona, Bellwood and Hollidaysburg, of which City Passenger Railway, 712 miles.

ANNUAL REPORT. - For fiscal years ending Dec. 31:

ANNUAL REPORT.— For instal years ending Dec. 31:

1896. 1895.

Gross earnings... \$90,264 \$83,292 Taxes, etc......\$3,350 \$3,564

Net earnings... 42,822 Dividend rec'd... 5,074 Dividend (212%)... 9,446

The City Passenger Ry. for year ending Dec. 31, 1896, had, gross, \$62,884; net, \$14,173 (against \$10,381 in 1895); surplus over charges, \$62,884; net, \$14,173 (against \$10,381 in 1895); surplus over charges,

\$9.991: dividend paid, \$6,000.

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. Road opened June 18, 1897, and to Nov. 1 carried 92,818 passengers 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. Deutel: Treasurer. M. ody. Harrington. Fred. Deuel; Treasurer, M. ody 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.

STOCK & BONDS-Date. Interest. Outstand'g. Maturity. Stock \$250,000 (\$100).
1st mort., \$250,000, gold...e\* 1890 6g. A-O
Bills payable (Sept. 30, 1897)
Interest accrued do ...... \$250,000 1890 6g. A-O 200,000 Oct. 1, 1920 9,012 38,450

Default-Interest on first mortgage is in default, the October, 1893, coupon being the last paid. Company owns \$39,000 of the \$200,000 fl rats outstanding.

ROAD .- Owns 4.7 miles of track. Rails 48 lbs.

LATEST EARNINGS-9 months, 1897....Gross, \$36,584; net, \$9,005 Jan. 1 to Sept. 30. {1896....Gross, 37,456; net, 8,332 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; Secretary and Treasurer, T. D. Mosscrop; Manager and Purchasing Agent, 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 RAIL-WAY.-A trolley road.

EARNINGS-From Jan. 1 to May 31, 1897, 5 months, gross, \$21,189; net, \$10,498. For the year ending Oct. 31, 1896:

Year to Oct. 31— Gross. Net. Int., taxes, ctc. 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, MI.CH

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'y. Maturity. 

dends 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.

#### 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 opegated, 1 in miles; cars equipped for trolley, 4.

OXFORD LAKE LINE-ORGANIZATION-Organized in 1884.

ROAD—Oxford Lake to West Anniston, 6710 miles; side track, 810 miles; total track, 712 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 2's miles of track completed in 1894.
RECEIVERSHIP.—On June 9, 1896, William L. Dayton was appointed receiver; Henry S. Terhune is now receiver (appointed August, 1897). The first mortgage bonds have been declared invalid. V. 65, p. 150. 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. In June, 1897, the Atlantic Coast Electric began to operate its cars over the line .-V. 64, p. 1223.

Officers-President, G. B. M. Harvey; Secretary, John Hubbard Company's office, Asbury Park, N. J. INDEX-V. 64, p 1223; Company's V. 65, p. 150.

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.

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. Road now operated by a receiver. To December, 1897, no receiver's certificates had

STOCK & BONDS-

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 \$150,0

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.

#### ASTORIA, OREGON.

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

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

(trustee), Portland Ore. 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

 Idght & 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 8 12 miles of track on 8 miles of road.

OFF CERS-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 are 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 STOCK & BONDS—Capital stock, \$50,000. Inly pain. Both of the 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

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 RAIL-

WAY-A trolley road.
ORGANIZATION-Incorporated in 1891.

 
 Date.
 Interest.
 Outstanding.
 Maturity

 \$2,000,000 paid in.
 \$25,000,000 paid in.
 \$1920

 Interest is payable in New York at 4th Nat. Bk.
 1891 text J.- J. \$1,928,000 July 1, 1921 Subject to call at 106 after 1896. Interest payable in N. Y. at Manhattan Tr.; Boston at Old Colony Tr. Co., and Atlanta, Ga

gold .. Income bonds, gold, 1894 8 g .... \$106,000 Optional but \$1,000 each ..... { Int. if earned payable at Atlanta. } 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.

ROAD-Operates 52 miles of main track and 13 miles of sidings and second track.

ANNUAL REPORT—Fiscal year ends Dec. 31, changed in 1897 from April 30. 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,

Total.....\$498,290 \$294,845 Total.....\$498,290 \$294,845

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

Total.....\$4,646,482 Total..... 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 ELECTRIC RY.—A trolley road.

ORGANIZATION—Operated by Atlanta Railway for a division of receipts. Stock, \$100,000; first mortgage gold coupon bonds \$30,000, due 1906; miles of track, 3, and leases Lakewood Park.
ATLANTA RAILWAY,—A trolley road.
ORGANIZATION—This company is a reorganization July 1, 1895, of

Atlanta City St. Ry. and the Atlanta Traction Co., foreclosed in 1895. STOCK & BONDS— Date. Interest. Outstanding. Maturity.

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

1st mortgage, \$350,000, \$1895 5 g. M-S 300,000

Sept. 1, 1925 gold, \$500. \$7 ustee, Baltimore Tr.. & Gu. Co., Balt., Md.

BONDS—Of the \$350,000 of bonds, \$50,000 will be held by the 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 23 acres of unimproved real estate, 23 motor cars and 10 trailers. Power is supplied by the Georgia Electric Co.

LATEST EARNINGS—9 months, 1897...Gross, \$67,672; net, \$16,997 Jan. 1 to Sept. 30. 1896...Gross, 67,198; net, 16,973 EARNINGS—For year ending June 30, 1897, gross, \$84,897; net, \$20,065; interest, \$15,000; bal., surplus for year, \$5,065. In 1895-6-gross, \$89,368; net, \$22,740; interest, \$12,500; balance, surplus, \$10,240. On July 1, 1897, cash on hand, \$12,387; accrued interest on bonds, \$5,000, leaving balance of \$7,387; no floating debt except current accounts.

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

DIRECTORS—M. F. Amorous, F. I. Stone, 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 27,535, IN 1880 WAS 21,524,
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—

Stock (par \$100) \$300,000.

1st M., \$300,000 (\$1,000).c\*\ 1895 6g. F-A 300,000 Aug. 1, 1925 red. Aug. 1, 1905, at 105...\ 1nt. at W. End Tr. & S. D. Co., Phila., tr. Bills payable June 30, 1897.

Profit and love 4 det 1.

Profit and loss deficit June 30, 1897. 49,475 The old mortgage of 1890 has been satisfied.

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. 1896-7... \$59,849 \$26,180 \$2,493 \$16,145 \$ur. \$7,542 \$16,145 \$

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.

STOCK & BONDS—

Date. Interest. Outstanding. STOCK & BONDS—
Stock. \$600,000
1st mort., \$500,000, gold, 1996 5 g JJ 448,000
1916
Trustee is No. Amer. Trust Co., N. Y. Bonds subject to call at 105.
EARNINGS—For 9 months ending Sept. 30, 1897: Railway, gross, \$68,597 (against \$65,430 in 1896); Light & Power, \$55,373 (against

\$53,491 in 1896); total gross, \$123,970; net (of both), \$46,634 (against \$44,871 in 1896).

ROAD—Operates 26½ miles of track; 15 miles of street.

OFFICERS—Pres., D. B. Dyer; Secy., C. B. Reovis; Supt., W. E. 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. GUSTA HALLOWELL & GARDINER

RAILROAD-An electric road.

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. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1895. \$848 6,348 2,400

Officers-President, J. Manchester Haynes, Augusta, Me.; Secretary, H. G. Staples; Treasurer and Pur. Agent, G. E. Macomber. Directors. J. M. Haynes, G. E. Macomber, Col. H. G. Staples, O. D. Baker, G. A. Cony and T. J. Lynch.

#### 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.

Bonds-The trustee holds 1,188 shares of Aurora City Ry. stock fo 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.; See'y and General Manager, D. A. Belden, Aurora, Ill.

#### AUSTIN, TEX.

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. \$350,000 343,000 . 1891 6 M-S 1st mortgage... 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.-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 CONSOLIDATED RY .- (See Map on page 12.)-Trolley.

ORGANIZATION, ETC.—Formed in June, 1897, by consolidation of the Baltimore Traction, City & Suburban and Lake Roland Elevated roads -see V. 64, p. 1180; V. 65, p. 867. Accounts of old companies adjusted to July 1, 1897

| Date | Balto. Traction stockholders in exchange for their stock, etc., and \$4,090,000 to City & Suburban for stock. Mercantile Trust, Balto.,

is transfer agent for stock.

Bonds-The Consolidated Ry. mortgage is for \$12,000,000, of which bonds for \$10,500,000 will be used to retire the divisional mortgages. as they mature, the remainder going into the treasury of the company. The mortgage covers all the property of the company, including the Baltimore Traction, City & Suburban, Lake Roland Elevated and Balto, Catonsv. & E. M. roads. Of the convertible 5s, over one-half have waived the convertible feature. As to lieu of the several issues of Baltimere Traction bonds, see V. 64, p. 285.

ROAD—The combined mileage is about 190 miles of track.

EARNINGS.-As the company acquired possession of its lines on July 1, 1897, only, no earnings can be shown, but, the following figures are given for the constituent companies (see V. 65, p. 867):

Receipts over oper, exp... \$623,386 Fixed charges...... 445,511

Balance, surplus... \$177,875 \$126,387 \$149,432 \$103,376

The Mercantile Trust Company of Baltimore is transfer agent .- V. 64, p. 1180; V. 65, p. 867.

BALTIMORE CITY PASSENGER RY.—
ORGANIZATION—Incorporated Feb. 13, 1862. In Sept., 1897, pur.
chased all the \$300,000 of bonds of the Balto. Middle River & Sparrows' Point Electric Ry.—V. 65, p. 410.

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. 89 p. c. ( 13 11 9 11 8 12 10

Dividends in 1897: January, 5 per cent; July, 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. INDEX-V. 64, p. 177, 328, 373, 753; V. 65, p. 410.

BALTIMORE MIDDLE RIVER & SPAR-ROWS POINT ELECTRIC RY.—A trolley road.

ORGANIZATION-Incorporated in 1894. Controlled by the Baltimore City Pass. Ry., which purchased the \$300,000 of bonds in Sept., 1897. The roads will be operated separately, however.

STOCK & BONDS— Date. Interest. Outstanding. Maturity. Stock, \$400,000. (1)
1stM., \$300,000, gold., 1895 5 g. J-J \$300,000 July 1, 1925
\$1,000. 6' ; Trustee, Maryland Trust Co.
ROAD—Projected from Baltimore to Sparrows Point, 19 miles. Com-

pleted to August, 1897, 812 miles from Fifteenth Street, Highlandtown, along Eastern Avenue to Middle River.

Officers (September, 1897)-President, Daniel Crook; Vice-President; C. J. Bond; Secretary and Treasurer, G. H. Duvall.-V. 65, p. 410-

BALTIMORE & NORTHERN ELECTRIC RY.-Trolley.

ORGANIZATION—A consolidation in 1897 of the Falls Road Electric and Pikesville Reisterstown & Emory Grove RR.

STOCK & BONDS—

Date. Interest. Outstand'y. Maturity.

STOCK & BONDS— Date.
Stock, \$1,000,000 (\$50)
P. R. & E. G. 1st M., g. 1894
1st M., \$1,250,000, gold (\$1,000)... Outstand'g. Maturity. 

more to the corner of Lafayette Avenue and Charles Street and thence

6½ miles over the company's own road to Mount Washington. Power is to be furnished from the B. & O. Belt Line power house.

OFFICERS—President, Henry A. Parr; Vice-President and General Manager, George R. Webb; Secretary, Richard H. Cox; Treasurer, J. Bernard Scott.—V. 64, p. 887; V. 65, p. 868.

BALTIMORE TRACTION—A trolley road. · ORGANIZATION—Incorporated April 5, 1888, and in June, 1897, was consolidated with the City & Suburban Ry, into the Baltimore Consolidated Ry.-which see above and also V. 64, p. 1180.

CENTRAL RY. OF BALTIMORE CITY-AD

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

DIVIDENDS-In 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; in 1897.

June, 3 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; other lines in

city, 5 miles; total operated in August, 1897, 18 miles track. In city 6 miles track additional completed and 8 miles more under construction in August, 1897; extension to Belair, 6 miles, contemplated. *Equipment*—August, 1897, 50 closed cars, 35 open cars, 10 trailers.

EARNINGS from Sept. 22, 1892, to Dec. 31, 1896, 414 years, were: Gross Net Sale of Interest Dividends Balance, earnings. earnings. motive power, on bonds. paid. surplus. \$808,081 \$274,706 \$46,594 \$161,434 \$54,000 \$105,867 OFFICERS—President, George Blakistone; Secretary, Peter Thompson; Treasurer and Purchasing Agent, N. H. Bell.—V. 64, p. 286.

CITY & SUBURBAN RAILWAY-A trolley road. In June, 1897, was consolidated with the Baltimore Traction Co into the Baltimore Consolidated Ry.—see above.

COLUMBIA & MARYLAND RR.—A trolley road.
ORGANIZATION, ETC.—Incorporated in March, 1892, to build a
trolley road from Baltimore to Washington, 38 miles. The
Columbia & Maryland owns 10,625 shares Eckington & Soldiers, Home and 5,003 shares Belt Rallway stock turned over by the Balti-more & Catonsville Construction Co. The Belt Ry. and Eckington & Soldiers' Home roads were placed in receiver's hands Sept. 21, 1896.-V. 63, p. 559.

Construction Co.-The affairs of the construction company were adjusted and the receivers finally discharged in November, 1897.

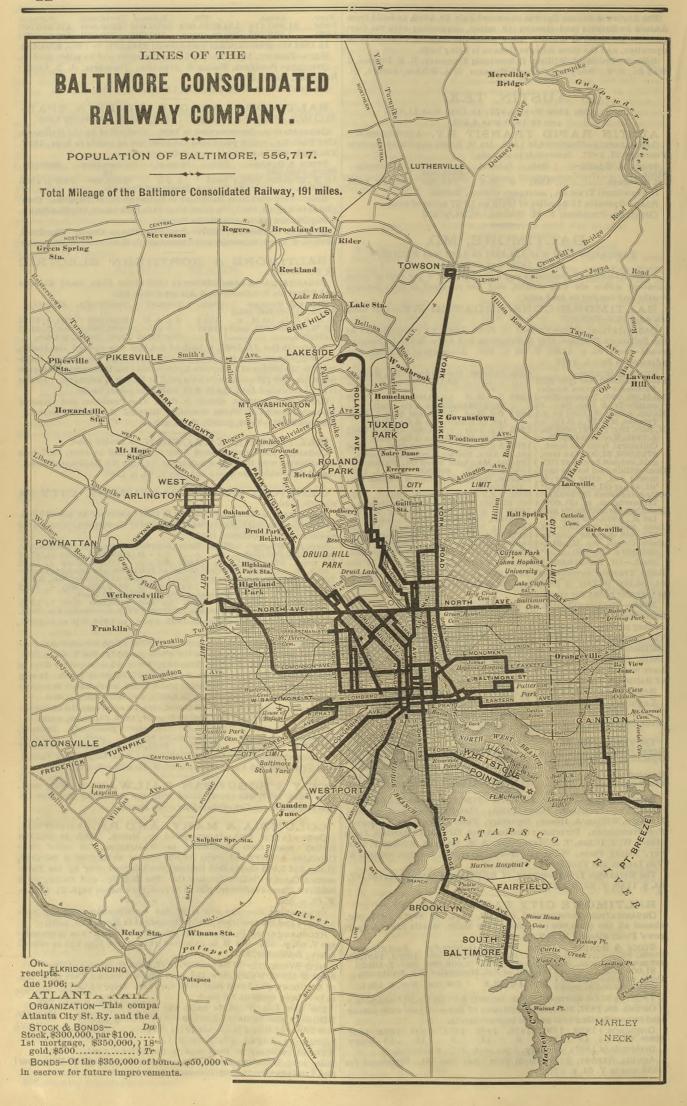
REORGANIZATION PLAN—A plan of reorganization was prepared—see V. 65, p. 924—but it is expected that a new plan will be offered during December, 1897.

NEW SYNDICATE—In November, 1897, John E. Searles of New York, Scott & Co. of Wilmington, Del., and Steele, Semmes, Carey & Bond of Baltimore, purchased control of the road. Over \$2,800,000 is said to have been spent on the road.

to have been spent on the road.

The new 1sts issued to finish the line between Washington and Baltimore and settle indebtedness of the construction company. The new 2ds to be issued in exchange for old C. & M. firsts.

ROAD—To August, 1897, about 12 miles had been completed in different sections; no road was in operation. 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 Trails 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 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, 1088; V. 65, p. 620, 666, 924.

FALLS ROAD ELECTRIC RAILWAY.-ORGANIZATION, ETC.—See Baltimore & Northern Electric Ry.

PIKESVILLE REISTERSTOWN & EMORY GROVE RAILROAD—A trolley road.

Organization—See Baltimore & Northern Electric Ry.

WESTMINSTER SHINGTON

TYSBURG RAILROAD-To be a trolley road.
ORGANIZATION-Chartered in 1895 as Washington Sandy Spring & Baltimore Electric RR, and name changed in 1897. Road is to run from Washington to Gettysburg, etc., 86 miles. There is a Maryland and a Pennsylvania company, combined capital stock being \$2,000,000 It is proposed to issue about \$1,500,000 of bonds. In November, 1897, construction contracts had been made

Officers.-President, James B. Colgrove; Vice-President, T. Herbert Shriner; Secretary, Henry A. Cady; Treasurer, William B. Thomas, General Office, Washington, D. C.

#### 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.

ORGANIZATION—Chartered March, 1896.

STOCK & BONDS—
Date. Interest. Authorized. Maturity.

\$300,000

1st mort., gold (\$500 and \$1896 5g. J-D 250,000 June 1, 1925 \$1,000 each) \$300,000e\* Int. at Atlantic Trust Co., N. Y., trustee.

ROAD—Total length, 12<sup>1</sup>2 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. Wilswell, of Ellsworth, Maine, and Charles A. Stone, of Boston, recommended consolidation of the several companies above named into a new corporation with \$600,000 steek and \$600,000 bonds. See V. 61, p. 795. Reorganization pending.

STOCK & BONDS-Stock, \$100....

\$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., 912 miles in all.

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

Fr. end. June 30. 1897. 1896. Gross earnings. \$69,493 \$58,071 Deficit.........\$1,551 Net earnings.... 10,449 6,717 Interest, etc..... 12,000 12,000 \$5,282 20,157

OFFICERS-President, C. F. Woodard, Bangor, Me.; Sec., Treas. and Gen. Man., J. H. Cutler; Purch. Agent, J. W. Cartwright, Jr .. - V. 61

#### BANGOR ORONO & OLD TOWN RAIL-WAY-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 Veazle and Orono past the State College to Old Town, a distance of 1412 miles, 2 miles in Bangor; total, 1619 miles.

Bargor; total, 164 miles.

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, 1897, gross, \$65,749; net over
tares, \$22,000; interest, \$7,500; dividends, \$12,000; bal., surplus, for

year, \$2,500 carried to permanent improvement account. In 1895-96, gross, \$56,121; net. \$26,656; interest and taxes, \$7,650; dividends (3 months), \$3,000; balance, surplus for year, \$16,006.

President, A. F Gerald, Fairfie d, Me.; Treasurer, L. C. Libby; Super-

intendent, I. L. Meloon.

#### 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.

Interest is payable at American Loan & Trust Co., Trustee, Boston Dividends-In 1894-95, 3 per cent; in 1895-96, 412 per cent; 1896-97, 312 per cent.

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

LATEST EARNINGS—10 months, 1897...Gross, \$17,346; net, \$6,122 Jan. 1 to Oct. 31. \$1896...Gross, 17,596; net, 5,558 YEARLY EARNINGS-For years ending June 30 earnings were:

YEARLY EARNINGS—For years ending June 30 earnings were:

1897. 1896.
Gross earnings..\$20,003 \$21,047 Dividend......\$3,500 \$4,500
Net earnings.. 6,504 8,009 Balance for year. def.496 sur.109
Int'st on bonds. 3,500 3,400 Total surplus..... 1,155 1,652 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 troiley road.

horse and trolley road.

STOCK & BONDS— Miles. Date. In:exest. Outstand'g. Maturity.

Stock (par \$100). {40,000 shs.,}

Stock (par \$100). {\$90 paid in.}

Bay City 1st mortgage. 6 \$50,000

Bay City 1st mortgage. 450,000 Mar.1, 1918

con M.\$500,000,g.c (Trustee, Solicitors' Loan & Trust, Phila.

New mort., \$50,000 1906

Trustee, Solicitors' Loan & Trust, Philadelphia.

For the 12 months ending Dec. 31, 1896, gross income, \$90,552; net-\$29,939. In 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 apital stock \$100,000, to acquire the property of the Rapid Transit & Power Co., 719 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 .- 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, \$1891 6 g.J-J 150,000 July1,1911
gold. ... & Int. at Union Trust Co., trustee, Pittsbyg, Pa.
2d mortgage, gold, (\$500). \$1895 6 g. A. O 100,000 Oct. 1, 1915
\$100,000. ... & Int. at Union Trust Co., trustee, Pittsburg.

#### 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 exend 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 412 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. sur.4,236 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 con-solidation of all the street railways in the city.

STOCK & BONDS—
Stock, \$900,000, par \$100
Bing. Street RR. 1st M...

1890,000, g. \$1,000.c²
(See text). Interest at Atlantic Trust Co., N. Y.,

Trustee.

Bing.Lest.& Un.1st M.gu., 1895 5g J-D \$125,000 due wearly Mar. 1.)

\$1893 5 g J-D \$125,000 due wearly Mar. 1.)

\$200,000 due yearly Mar. 1.]

the table, and the remaining \$800,000 mature Mar. 1, 1923. \$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 intereston 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 Lester-

shire & Union Railroad, 7 miles long, opened in 1896.

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

ANNUAL REPORT—Figures for years ending September 30 were:

 
 Years end. Sept.30—
 Gross.
 Net.

 1895-96.
 \$141,339
 \$62,326

 1894-95.
 126,453
 52,397

 1893-94.
 115,941
 49,040
 Int. & taxes. \$40,285 35,266 30,076

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 1,000,000
Pfd.st'k,6p.c.cum.,par\$100 1,000,000 1,000,000
st M, gold, \$1,250,000, 1890 5g, J-J 1,250,000 July 2,1920
\$1,000. \$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 ftrsts given as outstanding are in the treasury subject to the disposal of the directors.

Loans and bills payable Aug. 1, 1897, \$60,125.

ROAD—In November, 1897, was operating 55½ miles of track in city of Birmingham and extending also to Bessemer, Pratt City and Ensley; steam, 27 miles; electric, 2812 miles. Rails 40-56 lb. T and 58 lb. In 1897 purchased road from Bessemer to Powderly, 12 miles.

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

HIGHLAND AVENUE & BELT RAILROAD—Uses dummy engines. Operates about 28 miles of track in Birming. ham; 13 passenger cars; 7 engines.

RECEIVERSHIP—On April 2, 1897, Phil. Campbell was appointed receiver in suit of Columbian Equipment Co. of N. V. W. 54 p. 707.

ceiver 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 Bloom-field, Glen Ridge, Montolair, 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. Maturity. Outst'd'g. \$600,000 5 J - J 100,000 Dec. 1, 1897 J - J100,000 Jan. 1, 1898 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. None of the bonds are payable in gold and none are subject to call before maturity. B. & W. firsts due June 1, 1897, and 2ds, due July 1, were extended for 6 months pending the financing of a new issue of bonds. Arrangements have been made for refunding the whole debt, but details not obtained in November, 1897. 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.

DIVIDENDS-The accumulated dividends on the preferred stock, amounting to 12 per cent, were paid May 18, 1895; dividends since paid in full to October, 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; VicePresident and Treasurer, Frederick Strauss, 21 Broad St., New York;
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—An electric road.

ORGANIZATION-Owns road in 18 cities and towns in and about Boston, Mass. Incorporated under laws of Massachusetts, April 6, 1859, and controlled through ownership of stock by the North Shore Traction Company.

 Traction Company.
 Date.
 Interest.
 Outstand'g.
 Last Div. &c.

 Stock (par \$100).
 8 A.-O.
 \$1,266,000
 Oct. 6,'97, 4

 Naumkeag St. Ry. 1st.
 5 J.-D.
 215,000
 June 1, 1906

 Consol. M.
 Trustee, Manhattan Trust Co.. New York.
 Lynn Belt 1st.
 5 M.-N.
 100,000
 May 1, 1910

 Trustee, American Loan & Trust Co.. Boston.
 6 J.-J.
 100,000
 Jan. 1, 1911

 Lynn & Boston 1st m., 1894
 5 g.J. D.
 3,723,000
 Dec. 1, 1924

 \$5,379,000, \$1,000.c\* ∫ Int. at Old Colony Trust Co., trustee, Boston.
 Coup. notes, \$1,200,000
 1897
 6 A.-O.
 320,000
 April 1, 1917

 Plain Bonds secured by
 Plain Bonds secured by
 320,000
 April 1, 1917

Plain Bonds secured by Lynn & Bos. mort. of 1894— Lynn & Boston.  do do do Naumkeag.  do do Other small issues.	5 M. (15)-N. 5 AO. 5 MS. 5 AO. 6 MS. 6 JJ. 5 & C	150,000 100,000 186,000 49,000 24,000 10,000 11,000	May 15, 1900 Apr. 1, 1907 Mch. 1, 1912 Apr. 1, 1907 Sept. 1, 1910 July 1, 1911 1900
Davisa Of the \$5 379 000	first mortgage	honda	the unissued

balance to be used to take up other bonds.

DIVIDENDS-From 1880 to Oct., 1897, inclusive, 8 per cent yearly. 

ANNUAL REPORT-Report for 1896-97 is given below. ANNUAL REPORT—Report for 1896-97 is given below. 1896. 97.0 = 1897.1896. Gr. earn'gs. \$1,425,210 \$1,420,702 Div'ds (8 p. c.)...\$99,492 \$92,832 Net earn'gs. 606,584 582,273 Bal., sur. for yr... 4,217 6,573 Oth. income 6,725 5,219 Tot. sur. Sep. 30. 91,150 89,180 Int.,tax.,&c. 509,620 488,187

GENERAL BALANCE SHEET SEPTEMBER 30, 1897.

Assets.

Construct. (rd. owned). \$4,190,611 | Capital stock. \$1,266,000 |
Land and buildings. 1,385,662 | Funded debt. 5,699,000 |
Equipment 1,349,772 | Open accounts, etc. 270,357 |
Cash and current assets. 400,462 | Surplus. 91,150 Total \$7,326,507 Total \$7,326,507

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; V. 65, p. 925.

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.

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.

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.

LYNN & BOSTON RR.—EASTMIDDLESEX 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. Date, Interest. Outstana'g. Maturity. \$297,700 1888 6 M-8 125,000 Sept. 1, 1898 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-The bill chartering this company was signed by the Governor of Massachusetts June 10, 1897. The Act provides that the West End Street Railway may be leased, and this lease will include the new subway, now nearing completion. The elevated road must be built within three years (see V. 64, p. 329) upon the locations originally asked for, and thereafter the Aldermen may grant additional locations. The bill provides for an extensive system of free transfers. In addition to regular street railway taxes the company is to pay 12 of 1 per cent of gross earnings if dividends do not exceed 4 per cent per annum; 1 per cent of gross if dividends are between 4 and 6 per cent, and all excess over 6 per cent dividends in addition to the 1 per cent.

Lease of West End .- The West End Street Ry. is leased for 99 years from Oct. 1, 1897, at 8 per cent per annum on its common and preferred stocks in addition to all interest, rentals, etc. V. 65, p. 462. See terms of lease in V. 65, p. 570. Lease will go into effect as of Oct. 1, 1897, when approved by Board of RR. Commissioners.

COST-Engineer Kimball (of the company) estimates the average cost per mile of construction, including foundation, rails, &c., but not including stations or electrical equipment, at \$296,949, and the total cost of construction covering a distance of 10.29 miles is figured at \$3,055,605; equipment, terminals, stations, etc., at \$3,820,000; land damages at a maximum of \$5,039,786, minimum estimate \$3,120,491.

STOCK-In July, 1897, the Railroad Commissioners authorized \$10,000,000 capital stock.

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 Cool idge, Jr.-V. 64, p. 329, 1137; V. 65, p. 111, 150, 194, 462, 515, 570.

BOSTON ELEVATED SYSTEM - 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 47g p. c. of the net cost of subway, such cost not to exceed \$7,000,000. Subway in operation in Nov., 1897, on Tremont St. from Pleasant to Park Sts. and

Church to Park Sts. via Boylston. See V. 63, p. 1065, 1117.

Boston Elevated Lease.—Leased to Boston Elevated RR. from Oct. 1, 1897 (effective when approved by Board of Railroad Commissioners) for 99 years at 8 per cent per annum on both common and preferred shares of the West End Co. in addition to the payment of

rentals, interest and other charges. See terms of lease in V. 65, p. 570. 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-	Dale.	Inter	est. (	Outstand'g	Last	div. de.
Common stock (\$50)	T	ext .		\$9,085,000		
Preferred stock (par \$50)		8 J	J.	6,400,000	July,	197,4%
Gold bonds of 1892	1892	5 g. 3	L-N.	3,000,000	Nov.	1, 1902
Gold bonds of 1894	1894	4 Tag. 1	18.	2,000,000		
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.e	1897	4 g. F.	A.	2,700,000	Feb.	1, 1917
Metropolitan RR. (plain)		5 J	D.	500,000	Dec. 1	5,1903
Middlesex RR. (plain)	1884		J.	200,000		
Highland St., plain	1878	6 J	J.	100,000		
Plain.	1882	5 1	L-N.	300,000	May	1,1902
Boston Consol. St. plain			J.	500,000		
South Boston, plain	1883	5 D	IN.	200,000	May	1, 1905
Cambridge 1st M*	1883	5 1	L O.	480,000	Apr.	1,1903
Charles River 1st M	1884	5 A	L-0.	150,000		
* Cambridge bonds are	redee	mable :	\$30,000	yearly at	105, 8	\$90,000
having been redeemed.			200			

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, 312 p. c.; in 1896, 7 p. c.; in 1897, April, 312 p. c.; Oct., 4 p. c.

ROAD—Sept. 30, 1897. If Main line, 1st track do. 2d track.	113	Roads leased	Miles. 9 2 315
Total owned		Electrically equipped	

Weight of girder rail is 70 to 100 lbs. ANNUAL REPORT-Report for year ending Sept. 30, 1897 (in CHRON-

ICLE Of NOV.	27), shows	earnings as	follows:	
	1897.	1896.	1897.	1896.
Gross earn 8	88,719,032	\$8,341,958	Rentals\$14,695	\$11,952
			Dividends681,375	635,950
Inter't paid			do pref512,000	512,000
Taxes	372,460	343,898	Bal., surplus 431,572	64,789
	BALANC	E SHEET SE	PTEMBER 30, 1897.	

		I would be seen a said when the said of the
BALAN	CE SHEET SE	PTEMBER 30, 1897.
Assets-		Liabilities-
Cost of road	\$8,335,396	Common stock \$9,085,000
Land and buildings		Preferred stock 6,400,000
Equipment	6,454,255	Bonded debt 10,945,000
Cash		Open accounts 169,560
Materials and supplies		Acc'd int., tax's, divs.&c. 1,192,137
Open accounts	716,689	Profit and loss surplus 71,713
Miscellaneous items	110,319	
of the latest and the		

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, 1897 G. T. W. Braman, William Hooper, Albert C. Houghton, 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; V. 65, p. 462, 515, 570.

BOSTON ELEVATED SYSTEM-MALDEN & MEL-ROSE 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.

BOSTON ELEVATED 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.

NORFOLK SUBURBAN-(HYDE PARK,&C.) ORGANIZATION-In February, 1896, issued \$62,500 stock for debts and extensions.

DIVIDENDS-In 1894-95, 6 p. c; in 1896, 6 to p. c.; in 1897, 7 p. c. ROAD-Owns 11 miles of track.

EARNINGS—For year ending Sept. 30, 1897, gross, \$98,159; net, \$19,-958; interest and taxes, \$6,662; dividends, \$13,125; balance, surplus for year, \$171. In 1895-96, gross, \$94,966; net, \$29,571. James D. McAvoy, Readville; Treasurer, G. L. Stone, 87 Milk Street,

WESTROXBURY & ROSLINDALE STREET RY.-A trolley road. Owns 7-38 miles of track.

John Hancock B uilding," 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.

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

ROAD, ETC.-Owns 4 miles of track, including sidings. Owns 4 six-

teen-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, 1897, stock authorized was \$200,000; stock outstanding, \$70,000; bonds, \$35,000, first mortgage, \$500 6s, dated July 25, 1894, due July 25, 1914; loans and bills payable, \$47,373; cash assets, \$6,806. Owns 7.23 miles; sidings, 0.19; trackage 1 mile. EARNINGS—For year ending Sept. 30, 1897, gross, \$11,337; net,,

\$10,964; charges, \$4,197; dividends, \$1,050; balance, surplus for year \$5,717. In 1895-96,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. Date. Interest. Outstand'y. Maturity. \$160,000 \$1897 5 g. M.-S. 80,000 Mar. 1, 1917 Maturity. STOCK & BONDS-

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. for year, \$3,921.

OFFICERS-President, Charles H. French, Canton, Mass; Treasurer, Total.....\$27,863,410 Total.....\$27,863,410 O. E. Chapman, 45 Milk Street, Boston.

#### BRIDGEPORT, CONN.

POPULATION 1890 WAS 48,856; IN 1880 WAS 29,148; AND N 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.1,'97,1 p.c. First M. g. (\$1,000)c.\* ) 1893 5 g. J.-J. 1,683,000 July 1, 1923 \$2,000,000 \{ 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.; Aug., '97, 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 con-

struction, 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-10 months, 1897.......Gross, \$268,049; net, \$115,797 Jan. 1 to Oct. 31. 1896.......Gross, 273,042; net, 119,405

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:

Diridends. Bal., sur. \$20,000 \$30,685 20,000 52,187 
 Year
 Gross.
 Net.

 1896
 \$319,544
 \$132,760

 1895
 303,419
 147,187
 Interest. \$82,075 75,000

 $egin{array}{lll} Assets-& & & & \\ Construction & & & \\ Equipment. & & & \\ Accounts receivable. & & 331 \\ Cash. & & & & \\ 10,077 & & & \\ \end{array}$ 

| September | Sept Total liabilities......\$3,846,550

Total assets......\$3,846,550 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.—|NDEX—V. 63, p. 836.

#### BRIDGEPORT, OHIO.

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

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

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

ROAD-Operates 1112 miles of track.

OFFICERS-President and General Manager, J. K. Jolly; Vice-Presi dent, 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. Company owns two toll roads besides the trolley road. The population of Bridgeton by the 1895 State Census is 13,292. Stock authorized \$200,000; issued \$100,000

ROAD—Bridgeton to Millville, 10 miles; branch 6 m.; total, 16 miles. EARNINGS—May 1 to Oct. 31, 6 months, gross, \$20,439; net, \$7,017. For years ending Dec. 31 earnings of old company were:

#### BRIGANTINE BEACH, N. J.

#### BRIGANTINE RR. & STEAMBOAT CO.-

ORGANIZATION-A reorganization per plan in V. 63, p. 837, of Brig. antine 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, 6 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. | NDEX-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 & TAUNTON

BROCKTON BRIDGEWATER & TAUNTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Organized in 1880. Road opened June 14, 1897. It is estimated that population served including Brockton, Bridgewater, Taunton, &c., is over 68,000. Capital stock, \$225,000. The first mortgage is for \$200,000 5 per cent 20-year gold bonds, \$1,000 c\*, due Aug. 1, 1917; interest F.&A., at American L. & T. Co. Boston, trustee; issue authorized for building and equipping road.

ROAD-Owns 21.71 miles of track mostly 56 lb rail; 24 cars. EARNINGS-June 14 to Aug. 31, 1897 (212 months), gross receipts

were \$28,803.

Officers.-President, Col. John J. Whipple; Treasurer, George A. Butman; Clerk, Wm. Jones; General Superintendent, James F. Shaw-Directors.—The officers, and C. C. Merritt, A. B. Williams, W. A. Tucker, C. B. Gardner and F. C. Hinds.

BROCKTONISTREET 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.

Bonds-The first mort. of 1894 covers all property, revenue and fran chises 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.

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, 6 p. c.

LATEST EARNINGS—9 months, 1897...Gross, \$256,424; net. \$71,833 Jan. 1 to Sept. 30. 1896...Gross, 239,697; net, 97,952

1894 1894. 33<sup>1</sup><sub>2</sub> 4,575,664 \$210,321 \$76,994 4,049 13,410 Total net income...... \$116,352 \$111,942 \$94,453 Interest, rents, taxes \$48,947 Dividends paid 35,760 \$51,375 26,130 \$77,313 15,000 Balance for year..... \$31,645 \$34,437 sur. \$2,140 Total surplus Sept. 30..... \$24,751 \$17,726 \$16,605

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

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

...\$1,488,261 Total..... Officers-President, G. H. Campbell, Lawrence, Mass.; Treasurer, C. A. Stone, 104 Ames Building, Boston.-V. 63, p. 1008.

#### ROCKLAND & ABINGTON STREET RAIL-WAY-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.e\* { Int at Old Colony Tr. Co., Boston, Trustee.

Loans and bills payable Oct. 1, 1897, \$39,002. After charging off \$10,000 for depreciation, total surplus Oct. 1, 1897, was \$8,540. EARNINGS—For year ending Sept. 30, 1897. gross, \$74,787; net, \$19,233; interest and taxes, \$8,485; dividends, \$7,200; bal., surplus,

for year, \$3,548. In 1895-6, gross, \$71,467; net, \$19,035; int. and taxes, \$7,807; dividend, \$3.600; bal., surplus for year, \$7,628.

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.

RAPID TRANSIT .- (See Map on BROOKLYN page 18.)

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 as soon as tracks are completed.—V. 65, p. 356.

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 performance by the Brooklyn Heights Co. of its contract with 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 Aug. 1, 1897, it contained securities estimated as worth \$3,975,000, as follows: Brooklyn City RR. con sol. 5s, par value \$1,630,000, market value \$1,874,500; Brooklyn Queens County & Suburban bonds \$2,000,000, market value \$2,100,000;

cash, \$500; total market value as above, \$3,975.000.

The Brookiyn Uity 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.

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.

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 de scription of property covered by the mortgage see V. 62, p. 1138. In March, 1897, bonds for \$306,000 were listed, issued for construction. MILEAGE-The system July 1, 1897, included:

Brooklyn Heights RR. 1'18
Brooklyn City RR. 204'24
Projected. 93

Miles. Miles.

Extension of System .- In November, 1897, the Sea View RR., 1 mile, Brighton to West Brighton at Coney Island, was purchased in interest of Brooklyn R. T., and also Sea Beach Ry., Bay Ridge to Coney Island, 6 miles, electricity to be introduced (V. 65 p. 923), and it was proposed to obtain the Brooklyn & Brighton Beach steam road, thereby securing a direct line to the Coney Island beaches.

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. 65, p. 326, 923.

BROOKLYN RAPID TRANSIT SYSTEM-BROOKLYN HEIGHTS RR.-(See Map on page 18.)-A cable road. ORGANIZATION-Entire stock owned by Brooklyn Rapid Transit, in whose interest it has a 999-year lease of the Bk'lyn City RR .-

STOCK & BONDS Outstand'g Maturity. \$200,000 250,000 Apr. 1, 1941 Date. Interest. Loans and bills payable Sept. 30, 1897, \$150,000.

Other inc. Int., laxes, &c. \$58,903 \$476,943 61,326 505,945 ANNUAL REPORT-Report for 1896-97 was given in V. 65, p. 326.

1896-7. 1895-6. 1896-7. 1895-6. Gross. \$4,392,298 \$4,2 2,393 Int., rents., x4,392,298 1,769,167 Other inc. 238,298 232,599 tax's,&c.\$1,900,365 \$2,044,875

Total .. \$2,012,858 \$2,001,766 Bal'nee.sr.\$112,493 df.\$43,109 GENERAL BALANCE SHEET JUNE 30, 1897.

| Assets. | Liabilities. | Capital stock. | Capital stock \$200,000 3,248,066 250,000 19,000 3,446 37,476 233,580 124,479 Total.....\$4,623,997 Total.....\$4,623,997

Officers-President, Clinton L. Rossiter; Vice-President, T. F. Jackson; Secretary and Treasurer, T. S. Williams. Purchasing Agent. Van Cott. 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. 65, p. 326, 366, 976.

BROOKLYN RAPID TRANSIT SYSTEM BROOKLYN CITY RR.-(See Map on page 18.)-A trolley road. SYSTEM-

ORGANIZATION-Chartered in 1853. In 1890 consolidated with leased Possession under lease to Brooklyn Heights RR. Co. (now controlled by Brooklyn Rapid Transit Co.) was given June 6, 1893

LEASE AND RENTAL -Leased Feb. 14, 1893 to the Brooklyn Heights RR. Co. for 999 years at 10 per cent on stock, all charges, etc. The 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 Heights stock while fund is below \$4,000,000.

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

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, 10 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 June 30, 1897, showed \$3,277,592 spent on the Brooklyn City RR. for betterments and construction. This amount, on appraisal, is pay able to the lessee if, for any reason, the lease is terminated.

ANNUAL REPORT—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 18.)—A trolley road.

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. In November, 1897, received \$55,000 from sale of Jamaica Plank Road to the County of Queens.

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 Sept. 30, 1897, \$175.000; profit and loss, deficiency, \$351,530; consols outstanding, \$2,750,000, of which \$1,921,000 are owned by Brooklyn Rap d Transit Co.

LATEST EARNINGS-July 1 to Sept. 30, three months:

Oth. inc Int., taxes, &c. Bat \$2,697 \$89,511 \$1 2,383 \$8,806 3 mos. Gross. 1897.... \$203,293 1896.... 201,806 Net. \$101,921 88,313 3al., sur. \$15,107 1,890 ANNUAL REPORT—Fiscal year ends June 30.

Yr.end.Jne.30, 1897. 1896.
Gross earns...\$730,276 \$684,946
Net earns...\$292,774 233,815
Other income. 9,382 1,018
Int.,taxes, etc. 357,272 345,560 \$93,727 Bal., deheit... \$55,116

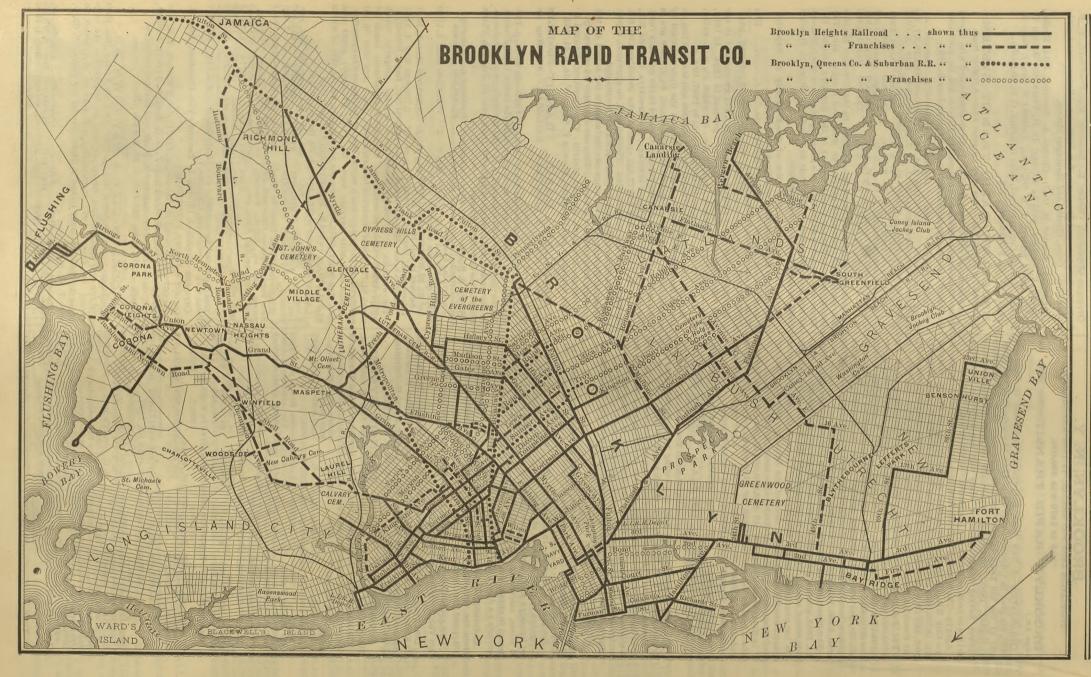
Total operated Nov., 1895. 45
Total, includ'g projected, 125 miles.

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. 64, p. 80, 329, 753; V. 65, p. 326, 976.

BROOKLYN CITY & NEWTOWN RR.-ORGANIZATION-Chartered May 22, 1860. De Kalb Avenue line. Cars will run over the Brooklyn Bridge as soon as connections are com-pleted. On Dec. 1, 1897, stockholders will vote on proposition to lease the roads to Coney Island & Brooklyn for 999 years.-V. 65, p

869; V. 65, p. 866. Outsland'g. \$1,000,000 Nov. 1, '97, 2% 2,000,000 191,605 STOCK & BONDS. Date. stock (\$100 shares) .... 1st M., \$2,000,000. 1889 R.E. morts. Mar., '97 .... Interest



			STRI	EET I
Interest and dividends pai	id at Mercan	tile Trust Co	., N. Y. Ci	ty.
ROAD— Single track, main line Second track do	8.55	ings		
Weight of rails 6612 and 98	Ibs. Tot	al owned Ju	ne 30, 189	5 18.75
Weight of rails 6612 and 98 Dividends—) 1892. 1 Percent. 4	893. 1894 8 11	4. 1895. 11	1896. 10	1897. below.
In 1897, Feb., 112 p. c.; M	lay, 112 p. c.	; Aug., 219 p	. e ; Nov.,	2 p. c.
BONDS-Mortgage Trustee	e, Mercantile	e Trust Co., 1	V. Y.	
LATEST EARNINGSJuly	1 to Sept. 3	0, three mor	iths:	
No. of the last of		Other In	iterest,	Balance
3 months. Gross.	Net. 1	ncome, to	208, elc.	for divs. \$18,410
3 months. Gross. 1897\$111,815 1896126,050	49.235	2.794	33.203	18,826
Dividends at 2 p. c. (paid	in Nov., 189	7.) for ouar	ter calls t	
000. Loans and bills paya				
ANNUAL REPORT.—Result				0.
	895-6. 1		1896-7.	1895-6.
Gross\$519,374 \$5		on bonds		\$98,012
Net 196,106 2		xes		20,742
Other income 15,943	8,628 Rei	ital, etc	9,491	10,569
Net income\$212,049 \$2		l., surplus		
GENERAL BAI	ANCE SHEET	r JUNE 30, 1	897.	
Assets-		iabilities-		
Road and equipment \$3,2	61,743 Car	pital stock	\$1	,000,000
Permanent investm'ts. Supplies on hand		nded debt		1,000
		on funded d		50,000
Due on open accounts	15,863 Ope	en accounts,	etc	44,244
Cash on hand		rtgage on rea		191,606
	Pro	ont and loss,	surpius.	172,748

...\$3,459,598 Total ... \$3,459,598 OFFICERS-President, Supt. and Pur. Agent, John L. Heins; Secretary and Treasurer, Duncan B. Cannon. Office, DeKalb and Centra avenues, Brooklyn.-V. 63, p. 557; V. 64, p. 798, 1223; V. 65, p. 194, 234, 366, 410, 869,

#### BROOKLYN ELEVATED RAILROAD-A steam road, to be made electric

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

REORGANIZATION.—In November, 1897, the question of a traffic arrangement between the elevated and surface lines in Brooklyn was under consideration, as was also a plan to consolidate these roads.

Committee Frederic P. Olcott, Chairman, James T. Woodward, Charles Parsons, Ernst Thalmann and Leonard Lewisohn. In May the plan was declared effective, over 95 per cent of the various issues of bonds having assented. Of the \$13,283,600 stock issued, \$6,867,250 has been deposited with the committee. See V. 64, p. 1137 It is expected to accomplish the reorganization of the company in December or January and call the \$10 assessment on the stock. V. 65, p. 923,

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 mort gage 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	IF PAYING		WILL R	ECEIVE-	
IN AMOUNTS AS FOLLOWS:	Assessm'T.	Cash.	New 1st M.	P. 8t'k.	C. Stk
Brooklyn El. 1st M., \$1,000		\$20 1	\$1,000		\$200
Union El. 1st M., \$1,000		20 1	1,000	*****	200
Seaside & B.B. 1st M., \$1,000		20 1	1,000	\$100	*****
Brooklyn El. 2d M., \$1,000.	200	14 1	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's, Maturit

Common stock		******	\$13,000,000	
Deaf stook 50' non som	*****	******		*******
Pref. stock, 5% non-cum	*****		5,000,000	*** ****
1st M. \$16,000,000 o. 4%		4 to 5		
1st M., \$16,000,000 g., 4%;	1897)	A 10 0	12,890,000	1950
till 1905, thereafter 5%.	1	semi an.	( 12,000,000	1000
Before reorganization-				
Stock \$13,283,600, \$100	*****		\$13,283,600	
1st mort., gold (\$1,000) .e*		A		- 11111111
	1884	6g. A-Q	3,500,000	Oct. 1. 1924
2d mort., gold (\$1,000).c*	1885	5g. J-J	1,250,000	July 1, 1915
The transfer of the same of th	*000	0K1 0-0	1,200,000	amy r, rara

Union Elevated bonds assumed— 1st mort., gold, (\$1,000). 1887 6g.M-N 2d M. income, non-cum.. 1887 5g. J-J 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; Broad-

way 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. Trains will also run over the Brooklyn Bridge as soon as connections, etc., are completed; work was begun in Sept., 1897.

Electricity is to be used for motive power (probably the Unit system with third rail), and in Aug., 1897, bids were received as to the cost .-V. 65, p. 151.

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 On Sept. 30, 1897, Receiver reports: Interest due and accrued on Brooklyn Elevated bonds, \$331,415; on Sea Side & B. B. Elevated bonds, \$35,262; due for wages, \$55,195. Cash on hand, \$119,406. The company reported loans (bills payable) Dec. 31, 1896 (secured by \$1,210,000 Seaside & B. B. firsts) \$605,000.

EARNINGS-					
3 months to Sept. 30. 1897 12 months.	Gross errnings. \$373,251 372,866	Net earnings. \$122,053 132,412	Other income.	Interest, taxes, etc. \$215,517 220,054	Balance, deficit. \$93,464 87,642
end June 30.					

1896 97...... \$1,669,580 1895-96...... 1,861,755 \$634,411 \$...... 759,558 11,096 \$882,951 871,350 Fixed charges of the proposed new company under the plan of reorganization (see V. 64, p. 609) are estimated at \$583,600 per annum,

ANNUAL REPORT—Report for year ending Dec. 31, 1896, was given v. 64, p. 80. "Fixed charges" include all State and municipal in V. 64, p. 80. taxes; but the municipal taxes on the structure have not been paid. Excluding local taxes on structure the deficiency for 1896 would be \$75,230. Increased earnings in 1895 were due to strike on trolley roads. 
 Net
 Fixed Charges
 Balance

 896
 \$1,718,688
 \$688,699
 \$882,084
 def.\$193,385

 895
 2,082,937
 924,699
 859,428
 sur. 65,271

 894
 1,730,848
 689,754
 831,093
 def. 141,339

 OFFICERS—President, F. Uhlmann; Vice-President, G. W. Wingate;
 Year end. Dec. 31. θross. 1896.....\$1,718,688 1895.....2,082,937 1894.....1,730,848

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, 1088 1137; V. 65, p. 151, 194, 366, 923, 975.)

# 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. 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 as soon as work is completed.-V. 65, p. 366.

Stockholders of Brooklyn City & Newtown will vote Dec. 1 on proposition to lease that road to Coney Island and B. for 999 years.

Loans and bills pay-\$37,500

Of the \$1,500,000 bonds of 1897 \$700,000 are to be reserved for prior bonds, \$150,000 were 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; V. 65, p. 26.

ROAD-Brooklyn to Coney Island with branches, 124 miles; second track, 124; total track August, 1895, 244; 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, 6 p. c.

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

1896. \$55,569 87,017 69,977

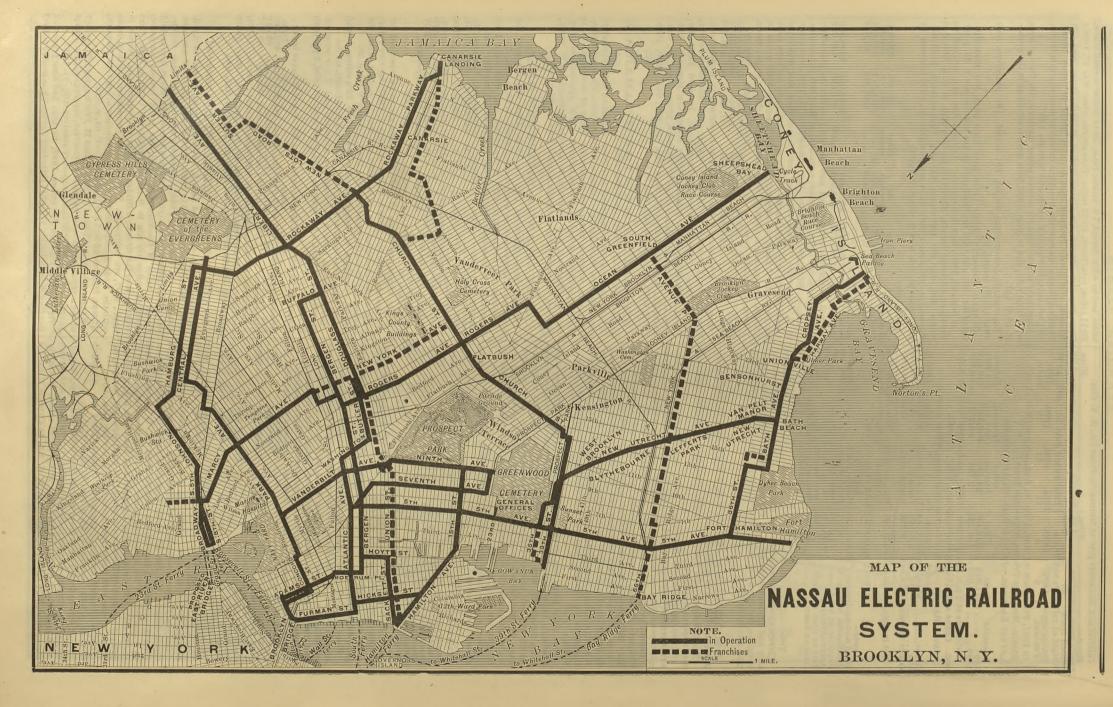
OFFICERS-President, Dennis W. Sullivan (elected in October, 1895); Secretary, Willis Brower; Treasurer, W. Van Derhoef. Office, Smith and Ninth streets, Brooklyn.-V. 65, p. 26, 194, 234, 366, 869.

#### KINGS COUNTY ELEVATED-A steam road.

ORGANIZATION-Chartered Jan. 6, 1879, and road opened in April, Securities readjusted in 1895. The Fulton Elevated has been absorbed. In February, 1896, agreement was made to lease the elevated extension of Brooklyn & Brighton Beach RR., about 4 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 as soon as connections, begun in Sept., 1897, are completed. V. 65, p. 366. Connection has been made with the Long I-land Electric for the running of cars to Jamaica, Queens, Hempstead and Far Rockaway.-V. 64, p. 330.

RECEIVERSHIP-On Nov. 17, 1897, James H. Frothingham, Treasurer of the company, was made permanent receiver, succeeding Gen. James Jourdan, who was appointed temporary receiver Aug. 31, 1896.

REORGANIZATION-In November, 1897, no plan had been presented pending determination of cost to introduce electricity as motive powers



STOCK & BONDS-			4.750.000	Maturity, etc.
Stock	1985	Ser J-J	\$200,000	Jan. 1, 1925
1st M., gold, \$1,000, Series	1995	5g. J-J	3 231 000	Jan. 1, 1925
A, \$550,000 per milee*	July,	1896, cou	pons last pai	id.
	1889	5g. M-S	2,543,000	Mar. 1, 1929
	Int'st	due Sept.	, '96, not pd.	at maturity.
Kings County 2d mort. col. t	r. incor	nes-		1 1000
"A"\$1,000,000, inc. cum	1893	6 p. c.	996,000	Apr. 1, 1938
"B." income cum	1893	6 p. c.	453,500	
Income debent., non-cum	1893		3,270,500	Apr. 1, 1938
Car trusts (\$4,000 due each	1893	6 F-A	24,000	1898-1903
Feb. 1); par, \$1,000		est at Atla	antic Trust (	lo., N. Y.
Trans on med octobe			38,500	
Old securities outstanding,	balane	e retired	under plan o	f 1894—
2d M., \$1,000 (see text)	1888	ag. A-U	\$202,000	MUL. A. LOUG.
Funded coup. scrip	1890	6 Apr. 1	8,550	Apr. 1, 1900
		F	ad billio marro	Ma \$917 500.

FLOATING DEST-June 30, 1897: Loans and bills payable interest on funded debt due and accrued, \$346,041; accrued taxes \$118,518. Cash on hand, \$4,718.

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; V. 65, p. 277.

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 serip of 1890. These collateral trust bonds are secured by deposit in trust of the old second mortgage 5 per cent bonds (\$3,115,000), and have a second lien on the Fulton El. (now merged) as well as rest of

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:

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

ANNUAL REPORT-Fiscal year ends June 30. Results for 1896-97. with balance sheet, were given in V. 65, p. 567, showing as follows:

| 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-97, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1895-96, | 1896-97, 1896-97, | 1896-97, 1896-97, | 1896-97, 1896-97, | 1896-97, 1896-97, | 1896-97, 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 1896-97, | 189 Net income. \$193,042 \$269,185 | Bal., deficit. \$199,763

OFFICERS-President, James Jourdan: Vice-President, August Bel-OFFICERS—Freshent, James J. Robinson; Treasurer, James H. Frothing-ham; General Manager and Purchasing Agent, W. T. Goundie. Office, 540 Franklin Ave., Brooklyn, N. Y.—(V. 65, p. 151, 277, 366, 567.)

# 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. Damage suits and other litigation have, however, reduced the amount applicable to dividends under terms of lease.

STOCK-The Kings County Traction capital stock is \$4,500,000; par \$100. DIVIDENDS-In 1897, on Jan. 25, 1 p. c.; July 26, 1 p. c., 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. Completed to Far Rockaway in summer of 1897 and power furnished from its own power house. Through connection is made to the Brooklyn Bridge over the Kings County Elevated Railroad.

EARNINGS.-For 6 months April 1 to Sept. 30, 1897, gross, \$39,317; net, \$14,371; other income, \$2,484; fixed charges, \$4,913; balance, surplus, \$11,942. On June 30, 1897, loans and bills payable, \$13,124
OFFICERS—President, A. R. Hart, 320 Pearl St., N. Y.; Treasurer, A. G. Greenberg, 29 Broadway, N. Y.-V. 62, p. 548, 779; V. 64, p. 330.

#### NASSAU ELECTRIC RAILROAD-(See Map on page 20.)-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 Nassan 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 as soon as connections are completed.-V. 65, p. 366.

The rights of the Coney Island & Gravesend RR. (Sheepshead Bay to West Brighton) have been leased for 999 years.

LATEST EARNINGS-July 1 to Sept. 30, three months:

Oth. inc. taxes, &c. \$671 \$198,495 18,656 177.868 3 mos.— Gross. Net. 1897.....\$633,041 \$290,823 1896.....551,170 242,088 Bal., sur. \$92,999 82,876

YEARLY EARNINGS-Road 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. For year ending June 30, 1897, earnings were:

Net earnings..... \$715,198 Other income...... 64,712 Total charges......\$709,310 Balance, surplus......\$70,600 8779,910 Total net.....

From July 28, 1895, to June 30, 1896, gross, \$715,942; net, \$276,039.

GENERAL BALANCE SHEET JUNE 30, 1897.

Total assets......\$12,279,487

Total liabilities .... \$12,279,487

ROAD-Owns road from Broadway Ferry to Canarsie landing, 39th Street Ferry, Sheepshead Bay, Manhattan Beach and Fort Hamilton, about 68 miles of track; leases Atlantic Avenue lines, reaching City Hall, Fulton, Wall and South ferries, Bensonhurst, Bath and Coney Island; total leased, 64 miles; total operated, 132 miles. See V. 61, p. 925. A new line from Brooklyn to Jamaica and Hempstead is under

OFFICERS .- President, Albert L. Johnson; Secretary, W. F. Ham; Treasurer, Tom. L. Johnson. Office, 268 Twenty-third St., Brooklyn.— V. 63, p. 227, 557, 1010; V. 64, p. 329, 373, 469, 798, 1042; V. 65, p.

# NASSAU ELECTRIC SYSTEM-ATLANTIC AVENUE RAILROAD-(See Map on page 20)-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.

Date. STOCK & BONDS Date.
Stock (\$50).
Gen. mort. (now 1st).
Atlan. Ave. con. M. gold 1891
Improvement M., gold 1893
Real estate M., Apr., '96
Loans payable Apr., '96 109,500

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

Bonds.—The consolidated morigage 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. South Brooklyn Central 6s and 7s due August 1, 1897, \$275,000, were paid and consol. 5s issued.

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 42% miles of track in City of Brooklyn Total operated 1895......4234

In addition owns in fee the double-track steam road from Jamaica to Flatbush Avenue Station in Brooklyn 912 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. 65, p. 195.

NASSAU ELECTRIC SYSTEM—(See Map on page 20)—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.

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

22 EARNINGS-Last report in V. 61, p. 557, showed. ROAD-From 36th St., Brooklyn, via Bensonhurst, to Coney Island. 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 Mile 
 Main line
 attes

 664
 6econd track
 6:14

 8idings, etc.
 3:72
 Total owned June 30, 1895.16·50

Has trackage to 39th St. Ferry.

-V. 61, p. 557, 828; V. 62, p. 777.

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 drst mtg. 5s to be guaranteed. ROAD-Owns and operates 15 miles of track on 13 miles of street. def. \$2,280 BUFFALO NORTH MAIN STREET & TONA-ANDA RAILWAY ORGANIZATION—Incorporated in 1895. Stock, \$75,000; par, \$100; 1st mort. authorized (\$1,000 each), \$75,000; issued, \$40,000; 6 p. c. bonds dated 1895, due Sept. 3, 1925, interest M&S, at Old Colony Trust Co., Boston. Year ending June 30, 1897, gross, \$5,409; deficit under operation, \$3,605. In 1895-6, \$7,685; deficit under oper., \$3,357. Operates 53 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-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.; June, 1 p. c.; Sept., 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 bonds unsold can be issued at \$30,000 LATEST EARNINGS-These figures are for the Buffalo Ry. proper and do not include the Crosstown Street Railway - 3 months to Sept. 30: 3 months— Gross. Net. Olh. inc. Charges. Bal., sur. 1897..... \$378,875 \$202,635 \$5,888 \$108,344 \$100,179 1896.... 348,038 183,961 5,988 105,138 84,811 For year ending June 30, 1897, gross, \$1,326,972; net, \$685,118; other income, \$23,794. In 1895-96, gross, \$1,370,522; net, \$690,488. ANNUAL REPORT-Fiscal year ends June 30. The reports for the entire system, including the Crosstown Street Railway have shown: 
 Yr.to J ne 30.
 1896.
 1895.

 Av.miles op.
 145
 130

 Gross earn. \$1,842,949 \$1,602,108
 Net..... 869,223
 753,178

 Int'st paid.
 436,719
 414,497
 1896. 1895.
Taxes....\$105,457 \$88,288
Bal., surp., yr. 327,046 250,393
Total surplus,
July 1.....758,134 645,908 BALANCE SHEET BUFFALO RAILWAY JUNE 30, 1897. T.

Total..... \$12,525,021

Officers—President, Henry M. Watson; Vice-President and Gen. Manager, H. H. Littell; Secretary and Treasurer, Joseph S. Baecher. INDEX-V. 64, p. 329, 951; V. 65, p. 276.

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 and 1893 respectively to construct and operate a 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.

cantile Trust, N. Y. City. Profit and loss surplus July 1, 1897, \$5,282. 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

EARNINGS-Operation was commenced September 20, 1895, and to June 30, 1896, 913 months, gross earnings were \$73,536; net, \$23,575; interest and taxes, \$29,419; balance, deficit, \$5,844. For year ending June 30, 1897, earnings were as follows:

\$60,346 Balance for year....\$11,127

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

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  $4^{1}$ <sub>2</sub> miles of track, Buffalo to Williamsville, 56-lb. rails. For year ending June 30, 1897, gross, \$12,633; net, \$4,941. In 1895-6, gross, \$12,856; net, \$5,218.

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.

STOCK & BONDS—
Date. Interest. Outstand'g. Maturity.
Stock, \$1,250,000 (\$500, &c.), \$1897 5 A-O \$625,000 Oct. 1, 1917
red. aft. 5 y'rs at 105,cur.o\* { Int. at American L.&T.,Boston,trustee.
Bonds—Mortgage covers railway, electric-light and gas plant. Bonds

for \$125,000 are reserved for extensions to gas plant. ROAD-Total track 1612 miles; 40 and 66 lb. T rail.

NDEX-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. \$182,500

Not subject to call before maturity.

Interest is payable at office of trustee, Burlington Trust Co. ROAD-Owns 912 miles of track in city of Burlington. Rails 50-lb. Owns 8 box cars, 10 open cars, 3 snow plows.

EARNINGS for year ending June 30, 1897: gross, \$53,327; net, \$19,579; interest, \$7,500; balance over interest, \$21,079; spent for construction, \$12,079.

OFFICERS-President, Elias Lyman; Vice-President, Jos. A. Powers. Total..... \$12,525,021 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

FORECLOSURE—Receiver is J. R. Wharton. Mortgage being fore-closed in Nov., 1897. Cable line has been abandoned. Interest in default.—V. 64, p. 663.

| STOCK & BONDS | Date. Interest. Outstanding. Maturity. | Stock | \$500,000 | Stock | \$1891 | 6 g. J - J | 500,000 | July 1, 1911 | Trustee, Mass. Loan & Trust, Boston.

ROAD-1512 miles of track.

OFFICERS-President, W. A. Clark; Receiver and General Manager, J. R. Wharton.-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-

ORGANIZATION-Chartered in May, 1890.

ROAD-Operates 4.3 miles of single track.

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

EGYPT ELECTRIC COMPANY-A trolley road. ORGANIZATION-Successor to Delta Electric Co., sold under fore closure sale Feb. 13, 1896, to 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, '97, \$2,200. Year ending June 30, 1897, gross, \$23,982; net, \$5,014; interest, taxes, etc., \$8,000; bal., deficit for year, \$2,986. In 1895-96 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 separ. ate 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.

#### GLOUCESTER & WOODBURY CAMDEN RAILWAY.

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.

STOCK & BONDS— Date. Interest. Outstand'y. Lo

Outstand'g. Last div., etc. \$250,000 See text. 250,000 1909 Interest. See text. 5 5 M-N 250,000 May 1, 1912 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.

Officers—President, Wm. S. Scull; Vice-President, B. C. Reeve; Sec-

retary, Morris W. Hall; Treasurer, G. G. Browning.-V. 62, p. 682.

CAMDEN & SUBURBAN RY.—A trolley road.

ORGANIZATION—Formed in 1896 to control the Camdon 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.

STOCK & BONDS-Stock

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 RAIL-

WAY .- A trolley road. ORGANIZATION—Chartered in 1892, and absorbed the Canton Street. Railway and the Lake Side Street Railroad companies.

Railway and the Lake Side Street Railroad companies.

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

St'k, \$525,000 (\$100) \$525,000

Canton Street Ry. 1st 5 6 M - N 225,000

currency. Interest at National Bank of Commerce, Boston.

Canton-Massillon 1st 13<sup>12</sup> 1893 6 g. M-N \$118,000 Nov. 1, 1912

M., \$300,000, g...c 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 1812 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.

May Point and Sewell's Point; total track, 914 miles.

EARNINGS-For year ending Dec. 31, 1896, gross, \$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. Outstanding. Maturity.

Stack auth \$450,000.

dale & Forest City Flasschigo Date. Interest. Outstand'g. Maturity.

Stock & BONDS—

Stock auth. \$450,000... \$450,000 \$450,000 July 1, 1922 (\$150,000), gold. Lint at Cen. Trust Co., trustee, N.Y. City. Carb. & Forest City Pass. 1st 1894 6 g J-J 300,000 M. \$300,000 gold e\*... \$1894 6 g J-J 300,000 July 1, 1922 1, 1930,000 gold. 1896 6 g. Nov., '97, none. June 1, '26 1,500 June 1,500 Jun

Loans payable Nov., 1897..... ¶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

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

OFFICERS—President, E. E. Hendrick; Secretary and Treasurer, R. A.

Jadwin; Gen. Manager, C. E. Flynn. 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 RAIL-

WAY—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

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.

ROAD -Operates 11 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 July, 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% Mort., \$850,000, gold...c 1897 5 g. (?) 1947 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; Enterprise RR., 14 miles.

OFFICERS-President, John G. McCullough; Secretary and Treasurer, Frank F. Whilden.-V. 64, p. 706; V. 65, p. 869.

#### CHARLOTTE, N. C.

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

CHARLOTTE ELECTRIC RY., LIGHT 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.

ROAD—In February, 1897, was operating  $47_8$  miles of track. 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 By, of 1891. Holders of the consols of the old company (this mort-gage being foreclosed) received new stock for the amount of their 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.

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.

CHATTANOGA & LOOKOUT MOUNTAIN RAILWAY-A steam road. ORGANIZATION-Operates 15 miles of track. Gen. Man., P. F. Jones.

INCLINE & NARROW GAUGE RAILWAY-ROAD-234 miles of track, of which 34 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 312 miles main track and 1 mile sidings; leases North Chattanooga St. Car Co., 212 miles main track and 34 mile sidings; total track, including sidings, 734 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.

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.

LATEST EARNINGS—3 months, { 1897....Gross, \$38,340; net, \*\$11,171 Jan. 1 to March 31. { 1896....Gross, 38,683; net, 12,780

\* Each month now charged with its full proportion of all expenses. Gross. ...\$208,105 ... 205,071 Oper. Expenses. \$107,324 101,317 Net. \$100,781 103,754 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.

ELECTRIC STREET RAIL CALUMET WAY .- 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. In June, 1897, was authorized the issue of \$200,000 receiver's certificates.—V. 64, p. 1088.

| STOCK & BONDS - | Date. | Interest. |
STOCK & BONDS - | Date. | Interest. |
Stock (\$100) (see text) ... | 1897 | 6 p.c. |
1st M., gold, red. at 110. | 1892 | 6 g. M-S |
Cons. mort. (\$3,000,000) ... | 1894 | 5 g. M-N text. Sept.1, 1912 2,920,000 Nov. 1, 1909

DEFAULT-Interest due May 1, 1897, on 5s of 1894 was not paid. The m rtgage 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 \$84,000 remained unpaid in November, 1897.

ROAD-Said to embrace 48 miles of main line and 42 miles of second track, connecting with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central, and reaching South Chicago, Pullman, West Pullman, Auburn Park, Burnside and Manhattan Beach. Weight of rails

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. 63, p. 1158; V. 64, p. 798, 887, 1088.

CHICAGO CITY RAILWAY .- Horse, cable and

ORGANIZATION-Incorporated in February, 1859, and has extensive

ORGANIZATION—Incorporated in February, 1859, and has extensive surface road privileges in the south division of Chicago.

STOCK & BONDS—

Bale. Interest. Outstanding. Last div., &c.

Stock (\$100) (see text)

(\$100; (\$000) (\$100)

(\$100; (\$500) (\$100)

1887 4½ J.-J. 4,619,500 (\$100)

4½, currency...e\*) Trustee, C. L. Hutchinson.

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

c.; 1895, 15 p. c.; in 1896, 12 p. c.; in 1897, Mar., 3 p.c.; June, 3 p. c.; Sept., 3 p. c.

ROAD-On Dec., 31, 1896, company operated 184 miles of track:

 Cable road.
 Miles.
 S. W. Chicago R. T., leased in
 N. Chicago R. T., leased in
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ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1896 was in readjusted under plan of February, 1895 (in V. 60, p. 391), by which 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 Interest on bonds Reconstruction	\$1,831,658 207,877 ¶ 181,568	\$1,669.098 207,887 ¶92,509	\$1,425,934 207,877

\$152,426 \$228,702 \$138,057 ¶ Includes in 1896 depreciation and new ralls. In 1895 deprecia-tion, 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; Auditor, R. L. Grath.

Directors - (Jan. '97) Samuel W. Aller'on, James C. King, Joseph Leiter, D. K. Pearsons, Erskine M. Phelps, D. G. Hamilton, 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. ganized to construct and operate electric street railroads in Chicago. At present operates lines on 22d Street from Wabash Avenue to West 40th Avenue, Lawndale Avenue from Ogden Avenue to the Drainage Canal; also on West 25th Street and Kedzie Avenue. A line from 22d Street to the Stock Yards is now in process of construction.

Company plans to construct electric rallways on a large number of West Side and South Side streets. The West & South Towns St. Ry. (for-merly 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 (\$500 and \$1,000 each) 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.

68.—V. 65, p. 1114.

STOCK & BONDS—

8t'k, \$10,000,000 (par \$100)

1st M., \$3,000,000, g.; 1895 5g.M—N 2,532,000 Nov. 1,1935

Red.aft.10 yrs.at 105 5 Trus. is Merchants' Loan & Tr. Co., C I cago.

W.&S.Towns, istM.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 512 miles of the City Hall, the nearest point being within 2 miles.

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, \$84,334; balance, surplus, \$17,748. Passengers carried in

1895 were 1,746,112; in 1894, 955,220; in 1893, 28,559.

OFFICERS.—President, (October, 1896), John H. Witbeck, Secretary and Treasurer, Lawton C. Bonney. Directors—J. H. Witbeck, C. L. Bonney, J. P. Black, Lawton C. Bonney, Lyman N. Paine, 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.

HISTORY-Chartered in 1893. Sold in foreclosure Oct. 12, 1897, for \$260,000 to Reorganization Committee.

BONDHOLDERS' COMMITTEE, -A. S. Heidelbach, S. R. Shipley, J. S. Bache and Isaac L. Rice; depositary, Manhattan Trust Co., N. Y.

REORGANIZATION-The reorganization plan provides for the following. (See V. 65, p. 728):

New Securities- Stock to be held 5 years )	Date.	Interest.	Authorized.	Maturity.
in voting trust			\$2,000,000	
at 105, gold	1897	5 g.	500,000	1927
Consol, mort, incomes for 5 years	1897	5	2,000,0000	1927

The holders of each of the old first mortgage bonds (\$960,000) recognized as valid will then receive in exchange per \$1,000 bond, if subscribing \$300 in cash: First mortgage bonds, \$300: consolidated mortgage, \$1,000; stock, \$2,000. Both mortgages, it will be provided, may be increased to any amount desired for new property.

From July 1 to Oct. 12, 1897 (104 days), receipts from passengers

were \$20,607; operating expenses, \$20,123; other income, \$1,096; balance net, \$1.580.

ROAD -The line will be 15 miles long, double tracked, extending from connection with the "Alley L" in South Chicago to Englewood, Harvey, Blue Island, etc. Road is in course of construction. In Feb., 1897, 21'2 miles of track were completed—from 63d St. to Blue Island. Cars began running Jan. 19, 1897.—V. 65, p. 571, 728.

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. See SUPPLEMENT Of May, 1897. The road has been completed, and in October, 1897, application was made for a receiver .- V. 65, p. 151.

LAKE STREET ELEVATED RAILROAD.— ORGANIZATION—Chartered August 24, 1892. Debt had been mostly

the Northwestern Elevated RR. Co. guarantees new debenture bonds. Operation by electricity was resumed Sept. 20, 1896.

Due on coupons unpaid (owned in interest of Columbia Construction Company) \$7,575, \$35,000 having been paid in October, 1897. Trustees of 1st mortgage (see V. 64, p. 373), Farmers' Loan & Trust

Company of New York and American Trust & Savings Bank, Chicago. -V. 62, p. 1087.

Note.-The total issue of first mortgage bonds was \$7,574,000, of which in Nov., 1897, \$885,000 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 are receiving nointerest; the balance, \$171,000, is allowed to receive interest at 3 per cent per annum, or 60 per cent of face of coupons. In November, 1897, the balance of interest (40 per cent of the face of coupons) was paid and foreclosure suit on behalf of these \$171,000 bonds was dropped. 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 \$3,980,000, of which \$103,400 in treasury), and 15 per cent in incomes (total issue \$986,-120, of which \$48,500 in treasury).

Debentures offered 78 per cent.-The Company in August, 1897, offered to purchase the outstanding \$3,877,600 decentures at 78 cents on the dollar, on condition that 75 per cent of the bonds accept the The offer, however, was not accepted.

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 tenyear voting trust .- V. 62, p. 908.

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 will be reissued to the extent of 60 per cent, and the balance canceled.

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 1434 miles of single track. Connects with Suburban RR. for traffic outside the city. V. 65, p. 236. Trains began running over the Loop line in March, 1897.

PASSENGERS-In November, 1897, it was stated in Court that the road was carrying about 36,000 passengers a day.

REPORT-Fiscal year ends Dec. 31. Report for 1896, V. 64, p. 177.

| 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896

Netrevenue. \$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. 65, p. 69, 235, 236, 924.

METROPOLITAN TRACTION CO.-Organized in June, 1897, and in July was empowered by the Cook County Board to construct street railways outside of the city of Chicago, where it is now or is likely to become desirable to build a street railway line. The new company is capitalized for \$10,000,000. The first mortgage is for \$2,000,000 of 5 per cent thirty-year gold bonds, \$1,000 each, the Equitable Trust Company being trustee and the State Trust Company co-trustee. The money secured will be used in building and equipping various trolley roads. President, Perry Hull; Secretary, E. J. Judd. Among its projectors are mentioned P. A. B. Widener, W. L. Elkins and Chas. T. Yerkes.—V. 65, p. 27, 278.

# 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. Road began using loop in October, 1897. 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.

The company has guaranteed \$362,000 series A bonds of the Union Consolidated Elevated.

Coupons-First mortgage coupons due Aug. 1, 1896, were purchased by the Central Trust Co., N. Y., and have since been paid by the receiver. -V. 65, p. 824; coupons due Feb. 1 and Aug. 1, 1897, were not paid. -V. 63, p. 310. EARNINGS—Jan. 20. 1897 (appointment of receiver), to June 30: Gross, \$388,089; pay-rolls, supplies, etc., \$268,690; net earnings, Net earnings for the year 1896 have been reported as \$316,750; interest charges (on \$10,000,000 bonds), \$500,000.

PASSENGERS.—The daily average number of passengers carried was: 

The average passengers a day since loop was opened Oct. 11 is given as about 55,000, which would leave \$38,000 daily average for first 10 days of October before loop was used.

Officers-President, Robert E. Jenkins; Secretary and Treasurer, George Higginson, Jr.-V. 65, p. 824, 924.

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 Oct.15,'97,3% 1st mortgage (\$500), &c. | 1886 5 J - J 3,171,000 1906-9-16 See text. Currency... | Trus. Fide'y Ins. Tr. & Safe Dep. Co. of Phila. 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 1200,000 C. C. City Ry. Co. stock......... 30 Q-J See te:
1st mort., cur'ey(\$1,000\cdot 1880 6 J-J 500,00
2d M. (\$2,500,000) cur. \( \) 1887 4\( \) 4\( \) M-N 2,500,0
Trustee, Ill. Tr.& S.Bk. \( \) Subject to call at any time. N. C. City Ry. Co. stock.... See text. Apr., 1897 500,000 July 1, 1900 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. 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 4128, \$650,000 (since sold); North Chicago Street RR. 5s as above \$758,000; certifi-

cates of indebtedness of 1895, \$669,000. All payable in lawful money. 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.

Slock-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. for 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. per cent.  $6^{1_2}$  8  $11^{1_2}$  12 12 12 Below. 12 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.

ROAD—On Jan. 1, 1896. Miles. Cable 17 Electric underground. 1.75 Horse 3 Total track operated 85.75

ANNUAL REPORT—Fiscal year ends December 31. Report for 1896

ANNUAL REPORT—FISCAL YEAR CHOICE FOR THE FOR THE FORM YEAR CHOICE FOR

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, 23 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.

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 'apital 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, 1089.

Northwestern Elevated has guaranteed the debenture bonds of the Lake Street Elevated.

Columbia Construction Company .- Incorporated to build the Northwestern Elevated. Capital stock authorized \$5,000,000; issued \$4,-568,200. Interest on the debts of this company due Jan. and July. 1897, was paid in scrip. V. 63, p. 358; V. 65, p. 112.

ANNUAL REPORT-For 1896 no financial statement was presentedsee 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 5% miles of four-track and 114 miles double-track. In April, 1897, foundations about all in; in fall of 1897 construction temporarily at standstill.

OFFICERS-President, D. H. Louderback; Vice-President, C. D. Hotchkiss; Sec. and Treas., Howard Abel.-V. 65, p. 112, 924.

#### SOUTH CHICAGO CITY RAILWAY CO.-ORGANIZATION—Incorporated May 31, 1888. Operates two lines from Jackson Park to 106th Street and the Indiana State Line. Ham-

mond 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 \} 1893 5 g.A-O 1,513,000 Apr. 1, 1913

\$1,000... \$1 Int. at Illinois Tr. & Sav. Bk., Trustee, Chic. Rails 75 and 85 lbs. Hammond Whiting & E. C. Electric gives a line to

Whiting, East Chicago and Roby (Ind.), 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, D. M. Cum mings; Secretary, Treasurer, O. S. Galther.—V. 63, p. 795, 970.

SOUTH SIDE ELEVATED RR.-("ALLEY ELE-VATED")-A steam road. Operation by electricity expected to begin early in 1898.

ORGANIZATION-Formed January, 1897, to succeed the Chicago & South Side R. T. RR. (see Plan V. 63, p. 1158), which was sold in fore-closure Sept. 16, 1896; the \$7,500,000 old first mortgage 5s receiving 100 per cent in new stock and extension 5s for \$3,000,000 receiving 60 per cent in stock for interest and 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. Operation of trains over the "Loop" (Union Elevated) began October 18, 1897. Electricity is to be introduced as motive power, and it is estimated the cost of the change will be about \$1,000,000.

be held for future improvements and additions. Bonds are redeemable within five years from date at 105 and after five years at 102; denominations are \$500 and \$1,000-See V. 64, p.843.

Passengers-From Oct. 18 (date when road began using Loop) till Nov. 15 (inclusive) the average number of passengers carried per diem was 51,575, against 32,327 from Oct. 1 to Oct. 17.

ANNUAL REPORT-The annual report of old Chicago & South Side

ANNOAL REPORT The almost report of the chicago & Solds Side Rapid Transit for 1896 was in V. 64, p. 177, showing:

1896. 1895.

Pass, earns...\$672,086 \$710,857
Other earnings. 32,554 33,310
Grossreceipts.\$704,640 \$744,167
Grossreceipts.\$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. 65, p. 195.

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.; electricity introduced in June, 1897. Lines 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 and a connection made with the Lake St. Elevated.

Date. Interest.

Officers—President (Sept., 1897). John M. Roach; Secretary, Homer K. Galpin. Road operated by Naugle, Holcomb & Co., 355 Dearborn St., Chicago. V. 64, p. 331; V. 65, p. 236.

UNION ELEVATED RAILROAD-ORGANIZATION-Incorporated Nov. 22, 1894, to build a loop road connecting the elevated roads with business centre of city.

Maturity. RENTAL-The loop is to 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—The loop is 2<sup>1</sup>4 miles in length, and was completed in July, 1897. Trains of the Lake St., Metropolitan West Side, and South Side now operate over the loop.—V. 65, p. 152.

UNION CONSOLIDATED ELEVATED RR.-ORGANIZATION-Formed in 1896 and built from Union Elevated at 5th Ave. west to Market St.; thence to the Metropolitan W. S. El. Series A mortgage is authorized for \$500,000.

Bonds—Date. Int. Outstand'g. Maturity.
Series "A" 1st mort., gold., 1896 5 g M-N \$362,000 Nov. 1, 1936
gu. p. & 1. by Met. W.S.El. | Trustee, G.Sherman, V.-P't, Cen. Tr. Co., N. Y -V. 63, p. 602, 1065.

WEST CHICAGO STREET RAILROAD-ORGANIZATION-Incorporated July 19, 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 from Oct. 20, 1887, at an annual rental of \$35 per share, the principal and interest of its bond s being assumed—see V. 65, p. 281. Of the Chicago Passenger Ry. Co. (34 miles track) stock, the Chi. W. Div. Ry Co. owns a majority, and the road is leased (on March 15, 1889; extended in 1897 for 50 years) 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 Cleero & Proviso St. Ry. (from May 1, 1896,) and Ogden St. Ry.

(from May 1, 1896,) and Ogden St. Ry.

STOCK & BONDS— Date. Interest. Outstand'g. Last dis., &c. Stock, \$20,000,000 (\$100). text. Q. -F. \$13,189,000 Nov.15 '97,1½ 1st mortgage, \$4,100, { 1888 5 M.-N. 3,969,000 May 1, 1928 000, \$1,000, s. f. ... c { Trustee, Illinios Tr. & Sav'gs Bank, Chicazo. Debentures, \$1,000 ... c\* { 1894 6 J. -D. 767,000 Dec. 1, 1914 Subject to call at par after 1899. Consol. M., \$12,500,000 g. 1896 5g. M.-N. 6,031,000 Nov. 1, 1936 (\$1,000 each) ... c\* { Trustee, Cent. Tr. Co., N. Y. & G. Sherman. W. Ch. St. RR. Tun. Co. 1st { 1889 5 F. -A. \$1,500,000 Feb. 1, 1999 gnar. p. & 1... end. c. Trustee, Illinois Tr. & Sav'gs Bank, Chicago. Power house mortgages. 1888-9 5 p. c. 204,000 1928-9 Chl. W. D. Ry. Co. stock ... \$35 Q. J. zo See text. July 20, 1896 1st mort 4'2s, \$(\$1,400)... 1892 4'2 J. -J. 4,070,000 July 1, 1932 Chic. Pass. Ry. Co. stock ... 5 ... 1,116,300 1st mortgage, cur. ... 1885 6 F. -A. 400,000 Aug. 1, 1903 2d mortgage. ... 1896 5 M.-N. 1,000,000 Dec. 1, 1936 reney ... Trustee, Equitable Trust Co., Chicago. Chica zo Electric Transit, etc.

Consols. \$2,000,000 early less of rener.

Truste: Chica co 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. The mortgage covers 2027 miles of track, including West Chicago Street RR., 72.7 miles (owned); Chicago West Division Ry., 96 miles (leased), and Chicago Pass. Ry., 34 miles (leased). See V. 64, p. 176, 333, 472. Chicago Pass. Ry. consol. 5s are reserved to retire the 1st and 2d 6s.—V. 65, p. 235.

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, but to July 1, 1897, only \$1,116,300 stock had been issued. 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.

GENERAL FINANCES .- Application dated J une 29, 1897, for listing the stock and bonds on the N. Y. Stock Exchange was given in full in V. 65, p. 281; including general balance sheet of June, 1897, and detailed information regarding the leases and finances of the companyDIVIDENDS— 1889, 1890, 1891, 1892, 1893, 1894, 1895 to Nov., '97, per cent... 5 5 6 714 9 9 6 per ann.

ROAD.—In June, 1897, owned 72.7 miles and leased 186.32 miles; total, 259.02 miles track, operated as follows: Cable, 30.42 miles; electricity 222 miles; horses, 6.6 miles. The lines comprise:

Owned-	Miles.	Leased—	Miles.
West Chicago St	72-70	Cicero & Proviso	37.67
Leased-		Ogden St. Ry	18.65
Chicago W. Div. Ry	96.00	West Chicago Tunnel	
Chicago Pass. Ry	34.00		
A STATE OF S		Total	250.02
LATEST EARNINGS-5 mos	, 71897	Gross, \$1,511,233; net, \$5	87,707

Jan. 1 to May 31-	1896 Gross,	1,651,643;	net, 586,615
ANNUAL REPORT-Report for	r 1896 in V. 6	4, p. 177, sho	wing.
Years ending Dec. 31-	1896.	1895.	1894.
Gross earning		\$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	8493,408	\$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
	den atann	\$2,000,200	- POOD, XOO

Years ending Dec. 31— Dividends paid..... 1896. \$791,340 1894. \$1,184.298 1895. \$791,340

Purch. Agent, E. A. Blodgett.-V. 64, p. 176, 288, 333, 424, 472; 65, p. 70, 235, 281, 282.

WEST CHICAGO STREET RR. SYSTEM-CHICAGO ELECTRIC TRANSIT-A trolley road.

ORGANIZATION-Chartered in 1894. Owns valuable franchises run.

ning for 20 years on about 40 miles of streets in northwest Chicago

STOCK & BONDS-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 doubletracked 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 opera-tion 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.andi., West 1895 6 M-N 206,000 Nov. 1, 1915
Chicago Street Ry...... 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 Monroestreets. President, Le Grand W. Perce.-V. 61, p. 516.

WEST CHICAGO STREET RY. SYSTI CICERO & PROVISO STREET RAILWAY.—An electric road. SYSTEM-

ORGANIZATION-Leased from May 1, 1896, to the West Chicago Street RR. for net earnings, but the bonds are guaranteed.-V. 64, p. 176.

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.

total \$829,000). The bonds are guaranteed, \$649,000 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 Milwankee 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. -V. 65, p. 925.

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.
Stock, \$2,000,000(\$100)...
1st M (\$1,500,000...
1896

Interest is guaranteed by West Chicago Street R silway.
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.

Date. Interest. Outstand'g. Last div., etc.
6 Q.-J. \$650,000 Oct., '97,1129'
1894 6g. A-O 675,000 Apr. 1, 1912
Subj. to call at 105 any Apr. 1 after 1905 STOCK & BONDS— Capital stock, 6 p.c. guar. 1st M., \$1,500,000, g., } guar. p. & i. (end).e\* \ 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 712 miles double track; trackage No. Chic. St. RR. 112 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. \$16,450,000 Oct.1,'97,14%

BONDS ASSUMED BY CINCINNATI STREET RAILWAY.

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; V. 64, p. 610. In September, 1897, \$624,000 new stock was sold DIVIDENDS—For many years dividends at the rate of 5 per cent per annum have been paid. In 1896, 5 p. c.; in 1897, 5 p. c.

ROAD-Company in Nov., 1897, operated 201:34 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. It is proposed to change the cable lines to trolley.

Main line (trolley) 177.34 Total track operated 201.34 Main line (cable) 24.00 Weight of rails 75 to 95 lbs.

EARNINGS—For the year ending June 30, 1897, earnings are re-

ported as about—gross, \$2,300,000, leaving for interest and dividends \$790,000.

Officers-President and General Manager, John Kilgour; Secretary

DIRECTORS (elected July, 1897)—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; V. 65, p. 571.

#### CINCINNATI INCLINED PLANE RAIL-WAY-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.

In June, 1897, the Supreme Court of Ohio decided against the com.

pany in the suit brought by the city of Cincinnati to remove tracks at

foot of inclined plane.

In October, 1897, Col. Attilla Cox was reported to have purchased the \$355,000 consol. 6s held in the Louisville pool—see V. 65, p. 666.

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 M., \$150,000 sec. pref. stock 1891 6 A-O For pref.
Con. m. \$500,000 ... \$6 1 1 207,000 Jan, 1914

As to coupon payment ordered in August, 1897, see V. 65, p. 277. 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 about 20 miles of track in city of Cincinnati, of which 1,920 feet inclined plane cable, but a portion of the road has been torn up, as above stated.-V. 63, p. 651, 1114; V. 64, p. 799; V. 65, p. 277, 666.

#### 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 See text.
Cleve. City Cable Ry \( \) 1889 5g. J.-J. 2,000,000 July 1, 1909
gold \$1,000 c.tr.1st \( \) \( \) \( \) 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:

Bal., sur. \$349,656 234,544 

 Year.
 Gross.

 1895.
 \$1,060,229

 1894.
 923,551

 Net. \$458,772 366,113 Interest. \$109,116 131,569

DIVIDEND-Dividends of 4 per cent annually have been paid, but in 1896 paid 2 p. c.; in 1897, April, & p. c.; July, 4 p.c.; Oct., 4 p. c., was declared, but to Nov. 23 had not been paid on account of legal proceedings.

ROAD-The company operates 84 miles of track in the city of Cleve land 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 announced in November, 1897.—V. 62, p. 363.

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 34 per cent; in July, none; Oct., none; in 1897, 3 p. c.

Bonds 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.

ROAD-The company operates in the city of Cleveland " an aggregate single track of about  $96^{1_2}$  miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

LATEST EARNINGS.—9 m., \ 1897..Gross, \ \\$1,204,218; net. \ \\$420,032 Jan. 1 to Sept. 30. \ \ \ 1896..Gross, \ \ 1,238,866; net, \ \ 431,393

ANNUAL REPORT-For the years ending December 31:

| 1896. | Gross earnings. | \$1,634,841 | Operating expenses | 1,080,979 | Net earnings. | \$553,862 1895. \$1,503,620 984,221 1894. \$1,306,522 805,021

\$519,399 \$501,501 Interest charges in 1896 \$196,500, 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 RAIL-

ROAD-A trolley road.

ORGANIZATION-Chartered in November, 1894. Through line opened Oct. 26, 1895, from Cleveland to Akron, 35 miles. Serves Akron, Kent, Cuyahoga Falls, Northfield, Bedford and Cleveland.

STOCK & BONDS—
Stock auth'zed, \$1,000,000.

1st M., \$300,000 (par \$1,000), \$1595 5 g. M&S \$300,000 Sept.1,1915
mort. covers 27410 miles.... { 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, 1897, Akron to Cleveland, 30 miles track.

Of this about 11<sup>1</sup>2 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 Sept. 30 (9 months), in 1897, gross, \$77,393;

net, \$20,539; in 1896, gross, \$73,357. 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.

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

ORGANIZATION-A consolidation in October, 1896, of the Cleve. & CIGANIZATION A CREAT CONTROL OF C

STOCK & BONDS— Date. Interest. Stock (par \$100). Cleve. & Berea 1st M., g., Subj. to call Jan.1, 1902. \$1892 6 g. J&J Cleve. & Elyria 1st M. on 18 ms. (bonds \$500).... \$1895 6 M&N \$800,000 73.000 Jan. 1, 1912 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. T. Pomeroy.—V. 63, p. 793.

# CLEVELAND & CHAGRIN FALLS ELECTRIC RAILROAD-A trolley road.

ORGANIZATION-Incorporated in December, 1895, to build and oper ate a passenger and freight road between Cleveland and Chagrin Falls, 14 miles, to furnish heat, light and power, and own pleasure resorts.

President, Vincent A. Taylor; Vice-President, M. A. Sprague; Secretary, E. J. Kennedy; Treasurer, Wm Prescott.

CLEVELAND PAINESVILLE & EASTERN

RAILROAD—A trolley road.

ORGANIZATION, ETC.—Incorporated April 25, 1895. Road completed in August, 1896.

Trustees of mortgage are State Trust Co., N. Y., and Cleveland Trust Co., Cleveland, O. Bonds authorized at \$25,000 per mile. On July 1, 1897, current liabilities were \$160,000.

ROAD-Owns road from Euclid, Ohio, to Painesville, 18.87 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 Sept. 30, 9 months, in 1897, gross, \$64,714;

net, \$32,101. 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 in-

terests as the Albany Railway with which connection will be made.

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, 412 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

ORGANIZATION—Chairefeeld in 1530. Talkeline is perpetual and 18 self to give "practically exclusive" rights in the city.

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

Stock (par \$100). \$500,000 f.p.

1st M., \$1,000 each. 71g 1890 6 A-O 350,000 1910

Consol. M., \$1,000 eac., 27 1891 6 g.A-O 150,000 Apr. 1, 1921 for \$500,000, gold. 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 2842 miles of track, and June 1, 1895, began to op-

erate the Manitou Electric Railway & Casino Company's line, 112 miles.

chasing Agent, D. L. Macaffree.

#### COLUMBIA, S. C.

POPULATION 1890 WAS 15,353; IN 1880 WAS 10,036; AND IN 1870 WAS 9,298.

COLUMBIA ELECTRIC STREET RAIL-WAY LIGHT & POWER-A trolley road.

STOCK & BONDS- Miles. Date. Interest. Outstand g. Maturity.
Stock, \$75,000 (par \$100) \$75,000 (p. 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

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—Operates 241g miles of track.

OFFICERS-President, John F. Flournoy; Vice-President, J. Wainwright; Secretary, C. B. Grimes; Treasurer, P. W. Briggs, 100 Broadway, New York; 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 STREET RAILWAY-A trolley road. ORGANIZATION-Organized in May, 1892.

### Honds guaranteed—
| Crosstown 1st mort., \$2,-\ 1893 5 g. J.-D. 572,000 June 1, 1933 000,000 g. gu. p. & i. c.\*\ Knickerbocker Trust Co., N. Y., Trustee.

| 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 are 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, 112 p.c.; in 1895, 4 p.c.; in '96, 4 p.c.; in '97, Feb., 1 p. c.; May, 1 p. c.; Aug., 1 p.c. ROAD. -Operates 61 miles of track in Columbus, etc. (counting all as single track), as follows:

1896. 1895. 1896. 1895. 1896. 1895. 1896. 1895. Oross earns...\$626,961 \$626,485 Orter arnings...\$18,516 314,890 Other income. 4,362 3,510 Fixed charges. 196,500 183,506

p. 202.

1896. 1896. 1896. 1897. 109 

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.

OFFICERS-Pres., Emerson McMillin; 1st Vice-Pres. and Treas., E. K. Stewart; 2d Vice-Pres., R. E. Sheldon; Sec. and Auditor, P. V. Buring-

ton; Gen. Supt. and Pur. Agent, W.F. Kelly. INDEX-V. 62, p. 229; V. 63, p. 879; V. 64, p. 232; V. 65, p. 824.

COLUMBUS CENTRAL RY.-A trolley road.
ORGANIZATION-Chartered in 1893; franchise runs till 1917. Proposition to sell road to the Columbus Street Ry. was voted down in Nov., 1897.

RECEIVERSHIP—On Sept. 4, 1896, George H. Worthington of Cleve land, 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.

for permission to issue \$200,000 additional for building extensions V. 63, p. 793.

ROAD & EQUIPMENT—The company had 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. 63, p. 402, 793, 839; V. 64, p. 842; V. 65, p. 824.

#### CONCORD, N. H.

POPULATION 1890 WAS 17,004; IN 1880 WAS 13,843; AND IN 1870 WAS 12,241.

Dividends of 6 per cent have been paid on the preferred stock.

ROAD is 12 miles long: total track, 1212 miles.

EARNINGS — For years ending June 30 earnings were:

1896. 1895. 1895. 1896. 1895. 1896. 18 Net earnings ... Other income.... 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

ORGANIZATION-Chartered May 14, 1894, and purchased the entire capital stock (\$150,000) of the Cortland & Homer RR. Has perpetual right to use said rallroad and operates it as an integral part of its system. The Traction Co. owns all the stock and bonds (in all \$80,-000) of Cort. & Homer Electric Co., which furnishes 100 are 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, \ 1894 | 6g. A. - O. 300,000 | Apr. 1, 1924 |
free of tax.....e\* | Interest at Farmers' Ln. & Tr. Co., New York. |
The bonds are an absolute first mortgage (or first collateral lien) on STOCK & BONDS-

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 June 30, 1897, gross, \$31,904; net, \$14,-304; other income, \$4,980. In 1895-96, gross, \$33,188; net, \$13,620; other income, \$1,347; interest and taxes, \$14,426; balance, surplus for year, \$541.

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.

Dividends: In year 1894-95 4 per cent; in 1895-96, none.

ROAD-Owns line 5.4 miles in length; sidings, 12 mile.

EARNINGS-For year ending Sept. 30, 1896, gross, \$5,271. Boston office, 113 Devoushire 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. \$3,500,000 ......\$3,500,000

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 mort. gage 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, \ 1896...Gross, \$436,377; net,\$134,212
Jan. 1 to Aug. 31. \ \ 1895...Gross, \ 405,371; net, 130,694
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, \$127,343. In 1893, gross, \$403,063. In 1892, gross, \$305,744.

DIRECTORS—(Elected December, 1896): Charles Fleisohmann, Presi-

dent 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. Foraker, 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 re-

ceiver, the first mortgage interest being in default. -V. 64, p. 567.

STOCK & BONDS— Date.
Stock, \$350,000
1st mort., \$500,000, gold; trustee, Mercl. Tr. & 1896
Dep. Co., Baltimore.... Interest. Outstand'g. \$250,000

5 g.,J-J 250,000 Jan. 1, 1946 No interest paid.

The stock was to be held in a voting trust for five years.

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. None issued to November, 1897.

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 RAIL-WAY-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 Kenosha. The population served is estimated at over 30,000.

STOCK & BONDS— Miles. Date. Interest. Outstand g. Maturity-Stock (\$323,000, par\$25) ... Below \$320,000 Nov.15, '97, 2 1st M. \$200,000, gold ... 1894 5g. M-N 200,000 May1, 1914 Interest in Boston at Am. Loan & Trust Co., trustee.

Dividends in 1896, Jan., 212 p. c.; in Oct., 2 p. c.; in 1897, April, 2 p. c.; Nov., 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:

Gross. 1896-7,....\$62,483 1895-6.....65,160 Net. \$26,771 23,414 Int. & taxes. Dividends, Bal., sur. \$13,184 \$12,800 \$787 13,123 8,000 2,291 OFFICERS-President, Samuel C. Holley, Danbury, Conn.; Vice-Presi-

dent, 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; A. W. Holley, Danbury.

#### 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.

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-From Jan. 1 to Aug. 31, 8 months, in 1897, gross, \$67, 258; net, \$29,721; in 1896, gross, \$48,795. For year ending Dec. 31 1896, gross, \$100,642; net, \$45,856. Earnings for year ending Apr. 30, 1896, were as follows:

Elec. Light. \$47,876 22,905 Street Ry. \$29,036 20,584 \$95,008 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.

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 70,000. Rails 52-lb. Johnson.

EARNINGS-For year ending Sept. 30, 1897, gross, \$205,159; net, \$66,672; other income, \$4,340; interest and taxes, \$44,183; balance, surplus for year, \$26,829.

OFFICERS-President (Oct. '97), Edward E. Cook, Davenport; 1st Vice-President, F. C. Denkman; 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 TRACTION CO.-To be a trolley road. & DAYTON

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 in June, 1868). porated July 18, 1889), the Fifth Street RR. Co. (incorporated Aug. 16, 1880), and the Green Line. The franchises obtained from the Dayton Street Railroad and the Fifth Street Railroad run for 50 years from Feb. 8, 1892, and April 19, 1893, respectively. The City Railway Cowas chartered May 12, 1893, and its authorized capital stock was increased from \$1,500,000 to \$2,100,000 Jan. 5, 1894.

Date. Interest. Outstand'g. Maturity
5 p. c. \$1,470,600 1897,5%
6 p. c. 600,006 1897,6% 

any dividend can be paid on common stock. On preferred 6 p. c. and on common 5 p. c. dividends have been paid for several years.

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 & Miami Valley Traction Co. (see under Hamilton, Ohio,) operates from Miamisburg to Hamilton, 26 miles, and has passenger and traffic ar-rangements with Dayton Traction, thus forming a through line from Dayton to Hamilton.

ROAD-Dayton to Miamisburg, Ohio, 1212 miles of road; second track, 134 miles: rails, 60 and 70 lbs. Connects at Miamisburg with Cincin nati & Miami Traction for Hamilton, Ohio.

EARNINGS-For year ending June 30, 1897, gross, \$53,000.

Officers - President, Dennis Dwyer; Secretary, Albert Emanuel; Treasurer, O. B. Brown.

HOME AVENUE RAILROAD-A steam road. Operates 3 miles of track in city of Dayton extending to National Military Home. Leased to Cincinnati Hamilton & Dayton RR. (lease renewed in 1897) for 3 per cent on the \$100,000 capital stock; par of shares \$50. No indebtedness. President, W. P. Callahan.

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, 1897. 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.

Outstanding. \$1,100,000 Maturity. Interest. st M. \$500,000, g. 1897 5 g J - J 450,000 Jan. 1, 1927 \$200, red. after Trustee Union Sav. Bk. & Tr., Cincinnati, Ohio.

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—
Stock (\$300,000 authorized)

Preferred stock.

Stock (\$300,000 authorized)

Preferred stock.

Stock (\$300,000 authorized)

Stock (\$300,00 26,000.

covering two years, on the preferred; none since to November, 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.

\$150,000

1st M., cur'ey (\$500 &\$1,000)c\* ... 1891 6 J.J 150,000 Jan.1,'11

ROAD-Operates 1034 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 Sur-

remain in the treasury. No interest had been paid on the new bonds to November, 1897.

ROAD—Miles of main line, 24; second track, 22; total track, 46 miles, of which cable lines, 30 m.; horse carlines 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.

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.

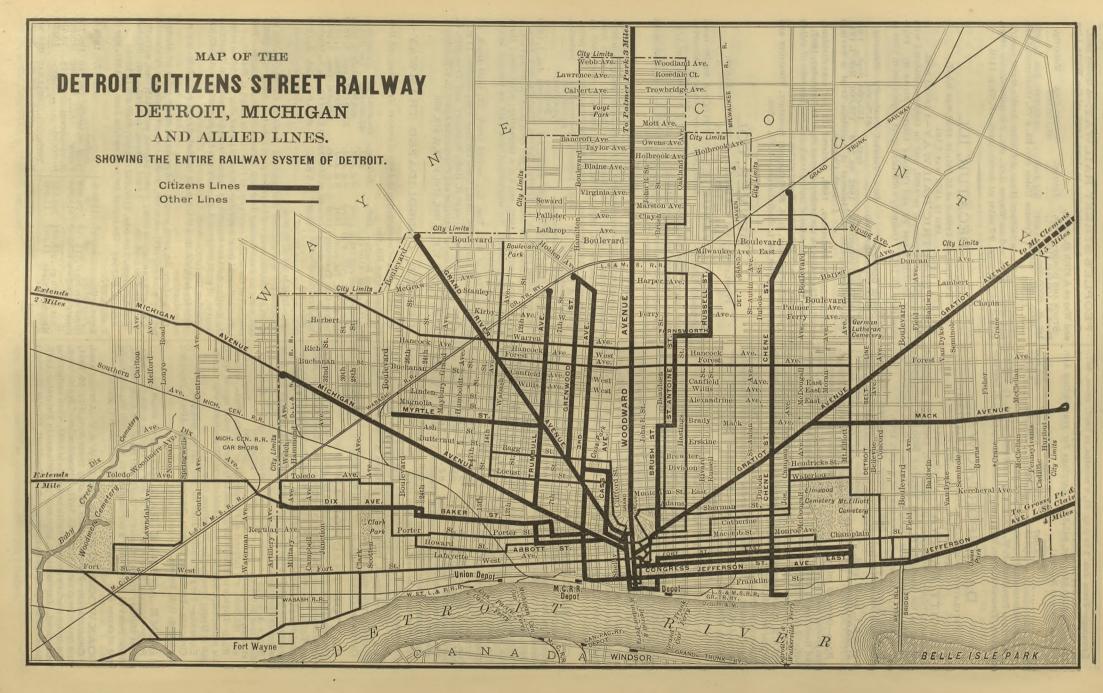
The collateral trust notes for \$326,000 issued Oct. 1, 1895, to retire the floating debt are secured by deposit with International Trust Co., Denver, of \$326,000 consol. 5s, \$326,000 full-paid stock and \$302,000 of Denver Realty Co. stock.

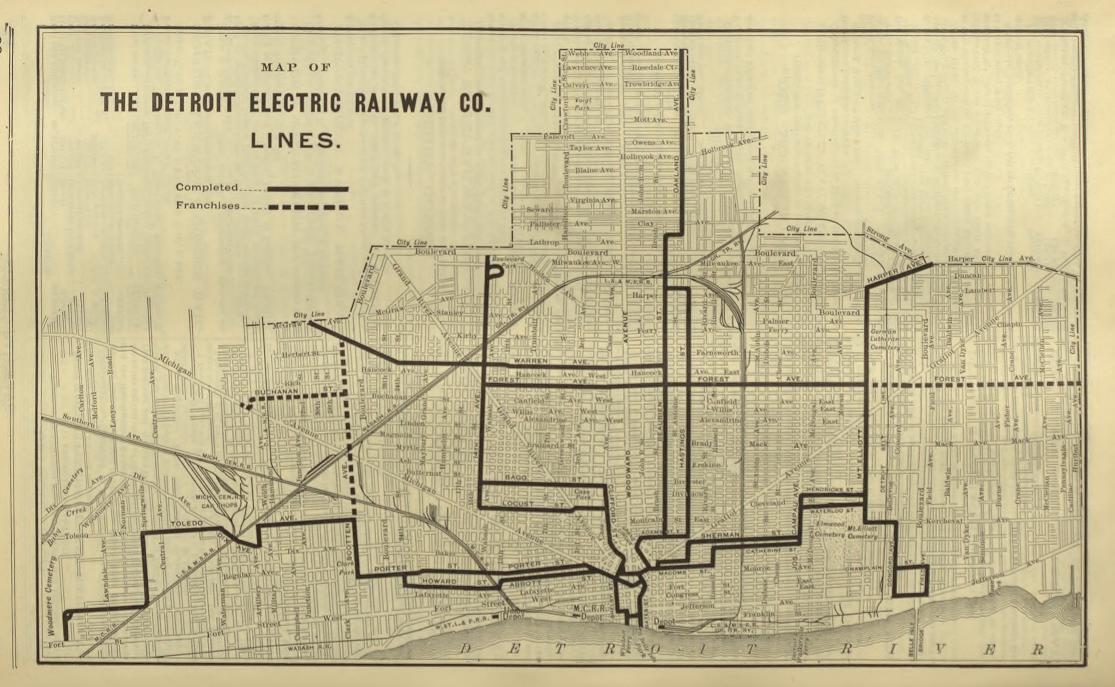
Dividends-Paid in 1894, 2 p. c.; in 1895, Jan., 1 p. c.; July, 12 p. c.; none since.

ROAD-June 30, 1896, owned and operated 99:39 miles of electric railwayin the city of Denver, Col. Formerly part cable now all electric.

LATEST EARNINGS—9 mos., \$1897. Gross, \$527.462; net, \$210,134 Jan. 1 to Sept. 30. \ \ 1896. Gross, \$42,243, net, 203,569 Fixed charges, 9 mouths, \$166,069 in 1897; \$160,676 in 1896. ANNUAL REPORT—The report for year ending June 30, 1897, was in

V. 65, p. 867. 1896-7. 1895-6. 1896-7. 1895-6. Years ending June 30-June 30 - \$ \$ Gross earnings...714,419 729,399 Oper'g expenses.425,395 445,966 Net earnings..289,024 Miscel. receipts. 11,687 283,433 11,905 Total net.....300,711 295,338 Balance. surp... 59,069 256,069 39,269





#### BALANCE SHEET JUNE 30, 1897. \$3,000,000 3,592,000 notes. 276,000 Material assets. Bills receivable Denver R'y Co. Accounts receivable. Miscellaneous. 57,583 113,795 130.948 Total assets......\$7,186,136 | Total liabilities.....\$7,186,136

Officers.—(October, 1897) President, Rodney Curtis; Vice-President W. N. Byers; Treasurer, G. E. Ross-Lewin; Secretary, William G. Evans; Purchasing Agent, John C. Curtis.

INDEX-V. 61, p. 748; V. 63, p. 356, 878; V. 65, p. 867.

# DENVER LAKEWOOD & GOLDEN RAIL-ROAD.—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 fg. 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 BAILWAY. A horse and gravity road.

ROAD-Embraces 14 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.

girder, 45 and 90 lbs.; side bearing, flat, 45 lbs., and  $\top$  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: 

\$372,400 \$372,400

OFFICERS—President, H.Holton Wood, Derby; Vice-President and Treasurer, Chas. E. Clark, Derby; Secretary, F. W. Wallace, Ansonia; Assistant Treasurer and General Manager, B. W. Porter.

#### 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.

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 November, 1897, was operating 3912 miles of track on 31 miles of street.

| Years endi | ng Dec. 31. | <br>Gross.<br>\$239.511 | Oper. exp.<br>\$146.692 | Net.<br>\$92.819 |
|------------|-------------|-------------------------|-------------------------|------------------|
| 1895       |             | <br>241.168             | 148,811                 | 92,356           |
| 1894       |             | <br>230,021             | 139,599                 | 90,422           |
|            |             | alle. Connetone         | 1 0 35                  | - 777            |

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 32.)-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.

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 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-10 mos., 1897. Gross, \$912,259; net, \$441,453 Jan. 1 to Oct. 31. \ \ 1896. Gross, 867,348; net, 360,228 EARNINGS-For years ending Dec. 31:

 Tear.
 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-(See Map on page 33.)-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.

The Detroit Electric, the Detroit Citizens' and also the Fort Wayne & Belle Isle are owned by same interests.

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

cluding 6 months' interest on consols), \$115,000; bal., surplus for year, \$21,589. Car miles, 3,934,151.

Officers—President, Albert Pack; Vice-President and Treasurer

J. C. Hutchins; Secretary, A. E. Peters; Gen. Man., A. B. du Pont.-V. 61,p. 749, 924; V. 62, p. 778; V. 63, p. 116, 402, 922; V. 64, p. 82.

#### DETROIT LAKE SHORE & MT. CLEMENTS RAILWAY-To be an electric road. Formed in 1897 to build a road from Detroit to Mt. Clements, (?)

miles. Stock is \$300,000. First mortgage is for \$260,000 (N Y. Security & Trust Co., N. Y. trustee), of 6 per cent, gold (\$1,000) bonds dated 1897, due July 1, 1927; interest J-J, at office of trustee.

President, George S. Davis; Secretary, Thomas N. Fordyce.

#### DETROIT & PONTIAC RY.-A trolley road.

First mortgage is for \$500,000 of 5 per cent gold bonds of 1897, due Feb. 1, 1922, (trustee, Washington Trust Co., New York), of which \$300,000 for debts and the extension of its lines from the present terminus at Birmingham, Oakland Co., Mich., to Pontiac, balance for double track or enlarging power house.

Office, Hammond Building, Detroit.

#### WAYNE & BELLE ISLE RAILWAY FORT WAY:

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

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-Pre-ident 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.

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. Switt,

INDEX-V. 62, p. 139; V. 63, p. 602.

### WYANDOTTE & DETROIT RIVER RAIL WAY-A trolley road.

ROAD, SECURITIES, ETC .- Operates 1012 miles of track. Stock authorized, \$250,000; issued to Dec. 31, 1896, \$200,000; bonds, \$200,000.

For year ending Dec. 31, 1995, 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

On June 30, 1896, loans and bills payable were \$135,987 and bonds outstanding \$94,000.

Owns 12<sup>1</sup>g 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.

# 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 n foreclosure in July, 1896.

STOCK & BONDS— Date. Interest. Outstanding. Malurily.
Stock, \$100,000 Feb., '97, none.
1st mortgage, \$100,000 Feb., '97, none.
ROAD—Owns road 6'4 miles long, parallelling a steam road and connecting Dover with Somersworth; 14 miles of track in all.

For year ending June 30, 1896, old Union Street Ry. carned: 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.

ORGANIZATION, ETC.—Successor Sept. 2, 1897, to Du Bois Traction sold in foreclosure subject to first mortgage of \$40,000 fs, due Sept. 1, 1901. There are 2<sup>1</sup>4 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. President John Wick Ly Section 1995.

dent, John Wick, Jr.; Secretary, Tyson Hileman.

# 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 November 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 \$900,000 \$15\$ M.(\$400,000) (\$1,000) \$1893 6 J-D 385,000 June 1, 1910 In default. Trustee, Old Colony Trust Co., Boston.

ROAD-Operates 1012 miles of track in the city of Dubuque, Iowa. extending to West Dubuque and to Stewart Park.

OFFICERS-Receiver, Horace Torbert.

DUBUQUE STREET RAILWAY-A trolley road. ORGANIZATION-Incorporated April 25, 1890.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity, Stock, \$500,000. \$375,000 |
1stcon.M.for\$250,000,gold.e\* 1891 6g. J-J Nov.'97,none Jn.1,1911

Trustee, Illinois Trust & Savings Bank, Chicago. Bonds are not subject to call before maturity.

ROAD-Owns 15 miles of track on 9 miles of street.

Officers-President and General Manager, J. A. Rhomberg; Secreary, 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 Minnes ota 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. Popula tion 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, 1430
do do 1890 5 J-J 900,000 Jan. 1, 1930
Consol. mortgage, gold. 1894 5 g J-J 1,039,000 July 1, 1924
\$2,500,000 (\$1,000)...e\* fint. 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 118 miles elevated incline road; whole road is doubletracked; 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.—July 1 to Sept. 30, three months, in 1897, gross, \$53,538; net, \$28,083. In 1896, gross, \$59,880; net, \$32,359.

EARNINGS—12 months. {1896-7.....gross, \$202,031; net, \$91,876 1894-5.....gross, 219,927; net, 120,865 1894-5.....gross, 213,605; net, 116,269

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 1987, 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  $3\frac{1}{4}$  miles of single track and  $\frac{1}{2}$  mile of sidings; 24 lb. T rails; 16 horses.

Officers-President and General Manager, J. J. Hibbard; Vice-Presi dent, R. P. Edson; Secretary, W. Warmer; Treasurer, B. Silverstein.

MOTOR LINE IMPROVEMENT.-A trolley road. ORGANIZATION—Chartered in 1890 for 30 years as a real estate com-pany 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. The East Liverpool Railway, presumably a reorganization, in June, 1897, was reported to have made a mortgage for \$300,000.

ROAD-Operates 814 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 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.

Leased Lines—
Pa. Motor Co. stock.

120,000
1st mort, \$60,000; { 3 1887 6 A-O 60,000 19 \$100 & \$500... {Interest at Treasurer's office, Easton, Pa. Baston & Bethlehem } Transit Co. stock. }

125,000 .......

Current liabilities June 30, 1896, \$96,476, and funded debt was given as \$307,000.

Dividends—For 1894, 212 per cent paid in February, 1895.

ROAD-On June 30, 1896, track 1912 miles, as follows:

Track owned in fee 9 Pennsylvania Motor 9 Pennsylvania Motor 13 Entire stock owned: Easton & Bethlehem Transit. 3 Weygadt Mt. RR. 2 Miles.

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 V WAY-A trolley road. VALLEY ELECTRIC RAIL-

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 CARPENTERSVILLE & AURORA RAILWAY.—A trolley road. Also owns an electric-light plant. Population of Elgin (school census) 1896 was 22,000.

ORGANIZATION, ETC .- A consolidation in 1897 of the Elgin City Ry and the Carpentersville Elgin & Aurora Ry.

Dividends—Old companies each in 1895 paid 6 p. c.; in 1896, 6 p. c.

Power company in 1897, 6 p. c.

ROAD-Owns 12 miles of track in Eigin (40 and 45-lb. T and girder rails), and 18 miles to Dundee, Coleman, Geneva, etc. (60 and 65 lb. T rails); total track, 30 miles.

Officers-President, William Grote; Vice-President and Gen. Man. J. B. Lane; Secretary, A. B. Church; Treasurer, E. D. Waldron.

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 s ubstitute trolley for horse power. Stock Jan. 1, 1897, \$50,000; Un funded 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.

ORGANIZAT'ON-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. The Improvement Company also operates gas works, electric-light plant and water-works in Elmira, and is controlled by the Mutual Life Insurance Co., N. Y. 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, 15% miles, all trolley except 34 mile of horse road.

EARNINGS-For years ending June 30:

Gross. 1895-96 ..\$68,435 1894-95... 70,966 1893-94... 73,105 Net. Other income. def.\*\$16,375 \$5,058 def. 4,197 1,05% net, 8,705 543 \$2,505 2,415 2,449 Balance. def.\$13,822 def. 5,554 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) \$105,000

# 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 Eric 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.

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.

EARNINGS-Jan. 1 to Oct. 31, 10 months, gros-, \$117,505 in 1897; \$128,746 in 1896.

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.

Construction and equip't.\$784,868
Real estate. 73,694
Investments 300,000
Miscellaneous 1,097
Profit and loss, deficit. 10,822

Liabilities. \$700,000
Funded debt. 350,000
Bills payable, etc. 120,481

\$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.

ROAD-In February, 1897, owned 2712 miles of trolley track. Rails 56 and 60 lbs. Westinghouse system.

OFFICERS-President, J. J. Shipherd, Cleveland, O.; Treasurer, Thos. S. Krutz, Mills Building, New York City.

FAIRHAVEN, WASH.
FAIRHAVEN & NEW WHATCOM RAIL-WAY .- 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 1812 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 24 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 in Nov., 1897. Pres., W. E. Turner; Treas., J. T. Robertson.

### GLOBE STREET RAILWAY-A trolley road.

ORGANIZATION-Incorporated April 16, 1880.

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 219 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 Dart. mouth & 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.
Gross earnings. \$323,521 \$269,787 | Dividends \$19,500 \$16,25 |
Net earnings. \$114,581 \$10,696 | Balance, surp. \$17,062 \$17,96 |
Interest paid. 78,019 76,479 | Tot.sur.Sept.30 ... 37,26 1896. 1896. 1896. 1896. 1896. 17,062 17,967 37,262

| GENERAL BALANCE SHEET SEPT. 30, 1896. | Assets. | Liabilities. | Construction. | \$1,593,275 | Stock | Liabilities. | \$650,000 | Equipment. | 340,486 | 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. .\$2,187,584

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. (I)
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 fears from 1887-rates of fare embodied in ordinance, 5 cents. Council reserved right to charge \$5 per annum per car operated. Has no paving to do, but must keep portion between ralls in repair so long as horses are used. Said to be operated by the Northern Ohio & Lake Erie Ry. Light & Power Co.

EARNINGS—For year 1895, gross, \$29,798; [net, \$9,490; interest, \$6,650; balance, surplus, \$2,075.

ROAD—Main line 419 miles double track, operated by electricity; Tiffin Ave. and West Park line about 4 miles, operated by horses; total track February, 1895, about 13 miles.

OFFICERS-President, Geo. B. Kerper; Vice-President, J. N. Kinney; Secretary, Jacob Strader; Treasurer, C. D. Kinney; General Manager and Purchasing Agent, C. Smith.

# FISHKILL-ON-THE-HUDSON, N.

POPULATION IN 1890 WAS 3,617; IN 1880 WAS 2,503; AND IN 1870 WAS 2,992.

CITIZENS' STREET RAILWAY.—A trolley road. ORGANIZATION—Opened to traffic August 27, 1892.

ORGANIZATION—Opened to traffic August 27, 1892.

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

(Due 1912, optional after 1897.)

Leased Line—
Fishkill Elec. 1st M., 6s, \$40,000

of 1895, due 1915.....}

ROAD—Owns 3 miles of single and 25 miles of second track.

Also operates Fishkill Electric Ry., 4 miles; Fishkill stock (\$50.)

OFFICERS—President, John T. Smith; Secretary, S. K. Phillips

Treasurer. W. H. Southard. 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 Lunenburg.

STOCK, BONDS ETC.— Date. Interest. Outstand'g. Stk. (au., \$500,000; par, \$100) ..... 8 p. c. \$250,000 lst mort. (\$500) c., \$150,000 .... 1897 5 A-O 150,000 Loans and bills payable Sept. 30, 1897 ..... 25,071 Last div. See earns. 1917

The old mortgage of 1890 has been canceled and the mortgage of 1897 is a first lien on the road.

DIVIDENDS-In year 1894-5 8 p. c.; in 1895-6, 8 p. c.; in 1896-7, 8 p. c. ROAD—Owns 18-91 miles of track, including 2-12 miles of sidings. EARNINGS—For years ending Sept. 30:

1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1896. 1897. 1898. 1897. 1898. 1897. 1898. 1897. 1898.

Clerk and Counsel, C. F. Baker; Treasurer, R. N. Wallis; Superintendent and Purchasing Agent, W. W. Sargent.

### 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. Maturity.

Mar. 1, 1908

ROAD-Operates 8:44 miles of track on 712 miles of street.

OFFICERS—President, General Manager, Superintendent and Purchasing Agent, Samuel McLoud; Vice-President, Benj. T. Duval; Secretary and Treasurer, Geo. T. Sparks. Office, corner Third & A Streets

## FORT WAYNE, IND.

POPULATION 1890 WAS 35,393; IN 1880 WAS 26,880 AND IN 1870 WAS 17,718.

### WAYNE CONSOLIDATED RAILWAY-A trolley road.

-A reorganization in December, 1895, of the Fort ORGANIZATION-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. Reorganization still pending in November, 1897.

STOCK & BONDS— Date. Interest. Outstand g. Maturity
Stock (par, \$100). \$2,000,000
Ft.W.Elec.1stM.\$600,000. 1892 6g. M-N
Ft.W.com.\$1,500,000.g.; 1895 5g. M-N
See text. Nov. 1, 1935
(\$1,000)notsub.to-call.c.; May, 1896, coupon last paid.

Trustees are Guardian Trust Co., Cleveland, Ohio, and A. S. Bond.
The mortgage of 1892 was to be canceled, most of the \$600,000 of 6
per cents having been exchanged. The new 5s (with the 6s all

redeemed) were to be outstanding to a total of \$1,200,000.

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 to acquire the street railway lines of the Fort Worth Land & Street Ry. Co. sold in foreclosure. Stock, \$100,000, all held by the Purchasing Committee in trust, which also holds title to 640 acres of Suburban lands. No bonds.

ROAD-Operates 712 miles of track on 512 miles of streets.

OFFICERS-President, Lewis Warfield, 54 Wall Street, N. Y.; Secretary, J. C. Terrell, Jr.; Treasurer, W. H. Harrison; Man., W. P. Quigg.

Manager, Milton M. Fenner.

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAYORGANIZATION, 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 pur-

chased by bondholders in June, 1895. The Ft. Worth & A. H. Street Ry. is leased for 5 years to Glenwood & Polytechnic College St. Ry.

Operates 612 miles of track on 212 miles in streets; balance, suburban.

### 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, first mortgage coupon gold 6s, dated 1896 due 1926; interest J.&.J at Mercantile Trust Co., New York; authorized, \$250,000; issued, \$150,000.

ROAD-Said to operate 12 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. Stock, \$50,000; bonds, \$50,000. 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.

\$611 7,140

OFFICERS-President, James R. Entwistle, Saxonville, Mass.; Treas, urer, F. E. Gregory, Framingham, Mass.; Clerk of Corporation, Ira B. Forbes, South Framingham.

### FRANKFORT, KY.

POPULATION 1890 WAS 7,892; IN 1880 WAS 6,958; AND IN 1870 WAS 5,396.

FRANKFORT & SUBURBAN RY.—A trolley road.
ORGANIZATION—Incorporated June 16, 1897. Successor to Capital
Ry. sold in foreclosure for \$10,000. Owns 5½ miles of track, which
has been equipped with modern improvements since purchase by new company. Stock and bonds not stated

OFFICERS—President, Charles R. Crain, Springfield, O.; Vice-President, Patrick McDonald; Secy., Treas. and Gen. Man., John T. Buckley, Frankfort, Ky. V. 64, p. 422, 1180.

# FRANKLIN, PA.

POPULATION IN 1890 WAS 6,221; IN 1880 WAS 5,010;
AND IN 1870 WAS 3,908.

FRANKLIN ELECTRIC STREET RY.—
Stock (par \$50), \$60,000; 1st mort. (\$200,000) 6s, 1894, due 1924,
\$2,000; unfunded debt June 30, 1896, \$40,197. Operates 3\(^1\)3 miles
of track through the principal streets of Franklin, Pa. Rail, 60 lb. For year ending June 30, 1896, gross, \$13,834; net, \$2,370. In 18945, gross, \$7,812; net, \$170.

Officers-President and Treas., E. W. Echols; Sec'ry, 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 troley 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. In June, 1897, purchased Fredonia gas plant for \$9,600, giving note therefor (included in bills payable June 30, 1897). Securities and earnings are as follows:

EARNINGS—Year ending June 30:
1897. 1896.
Gross.....\$18,888 \$19,885
Net.........7,479 4,848
Other income. 6,258 6,983
Int. and taxes. (!) 4,472
Dividends... (!) 6,000 OFFICERS.-President, Willard McKinstry; Secretary-Treasurer and

### 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. Outstanding. Maturity.
Stock (\$210,000), par \$100. \$210,000 \$150. \$210,000 \$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
b. T rails, in Galesburg, Ill., and extending also to East Galesburg.

OFFICERS-President and General Manager, Robert Chappell; 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.

RECEIVERSHIP.—R. B. Baer appointed receiver in October, 1897. Foreclosure suit has been brought, July, 1897, coupons being unpaid City of Galveston claims \$43,399 for overdue taxes.—V. 65, p. 824.

Dividends—In 1895, 25 cents per share in Jan. and July; none since.

Total of all.....

LATEST EARNINGS—9 months, {1897. Gross, \$163,399; net, \$60,713 Jan. 1 to Sept. 30. {1896. Gross, 161,692; net, 62,987 Vrs. end. Dec. 31, 1896. 1895. | 1896. 1895. Jan. 1 to Sept. 30. (1896. Gross, 161,692; net, 62,987)

Yrs. end. Dec. 31. 1896. 1895. Gross earnings. \$212,661 \$216,271 Net over taxes. 80,342 75,191 Net over taxes. 57,177 50,000 Tot.surp.year. 23,165 15,191 Net over taxes. 97,177 50,000 Net over taxes. 123,191 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; V. 65, p. 728,824.

### 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 

Bills payable June 30, 1897, \$83,808.

Interest at West End Tr. & S. D. Co., Phila., trustee.

Bonds—On June 30, 1897, \$68,500 of bonds were held in the treasury. 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, 1897, gross, \$62,401; net, \$19,991; other income, \$216; interest on bonds, \$25,260; taxes, \$2,062; other interest, \$806; balance, deficit, \$7,921. In 1895-6, gross, \$53,070; net, \$12,518.

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. Sold under foreclosure June 10, 1897, for \$50,-000 to a committee including President Dean of the West End Trust Co., Philadelphia. 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, com-

pleted an electric road, 2212 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.

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 2219 miles of track (length of line from extreme points about 15 miles), being in the form of a Y, with Girardville, where the power house is situated, as a centre. Rails 50, 60 and 70 lb. T

ANNUAL REPORT-Earnings for years ending September 30. Net is after deducting insurance and taxes.

 
 Years—
 Gross.

 1896-97.
 \$92,778

 1895-96.
 96,809

 1894-95.
 90,981

 1893-94.
 88,288
 Net. \$36,911 40,801 33,360 31,724 25,000

OFFICERS-President, Dallas Sanders, Drexel Building, Philadelphia; Secretary and Treasurer, J. A. Johann; General Manager and Parch. Agent, E. W. Ash.-V. 62, p. 334; V. 63, p. 795.

# GLENS FALLS, N. Y.

race track branch, 12 mile; So. Glens Falls Branch (completed Oct. '96) 119 miles; total track, 10.52 miles. Rails 40 lbs.

Annual-Earnings for fiscal years ending June 30:

Net. Other inc. Int. étax. Dividends. Bal., sur. \$23,003 \$204 \$10,621 (5%) \$6,875 \$5,711 20,129 181 9,688 (4%) 5,440 5,182 16,380 153 9,580 (1%) 1,360 5,593

Officers-President, J. M. Coolidge; Vice-President, L. Allen; Sec. retary, Treasurer, J. A. Powers; Supt., J. E. Derrick.

# GLOUCESTER MASS.

Population 1890 was 24,651; in 1880 was 19,329; and in 1870 was 15,389.

GLOUCESTER STREET RY.-At ORGANIZATION-Incorporated December 29, 1885. -A trolley road.

ROAD-Operates 9 miles of track and has 1/2 mile sidings, etc.

tion, D. S. Presson; Gloucester, Mass

GLOUCESTER ESSEX & BEVERLY RR.-An electric road opened Aug. 21, 1895.

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. Stock, \$350,000 \$1892 6g. A-O \$350,000 \$1922 \$1,000. guar. p. &i... Int. at Farmers' Loan & Tr., N. Y. City Current liabilities June 30, 1897. \$89,707

ROAD-Owns 1412 miles of single track and '4 miles of sidings.

EARNINGS-The earnings are included in those of the Fonda Johns town & Gloversville RR. Co.

OFFICERS-Address Fonda Johnstown & Gloversville RR. Co.

# JOHNSTOWN GLOVERSVILLE & KINGS-BORO 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.

ROAD-Owns single track, main line, from Johnstown to Glovers ville, 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. In 1896 population of Elkhart estimated at

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 in suburbs and \$10,000 per mile in city limits.

ROAD-Operates 6 miles of track in Elkhart and 5 miles in Goshen; 10 miles are to be built from Elkhart via Goshen to Wabash RR. at New Paris in spring of 1898.

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. [1887 6 J-D 600,000 June 1, 1912
\$1,000 ... c\* & r. \ Int. due Dec.1, 1896, paid June 1, 1897
Consol. St. Ry. Co. 1st M. 1891 5 g F-A 1,211,000 Aug. 1, 1916

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 paid June 1, 1897. Holders of these bonds were asked to exchange them for Consolidated St. Ry. 5s at par .- V. 64, p. 180.

First Mortgage bs of 1912 Committee: Chairman, B. D. Verrill, Portland; Wm. Blodget, Boston; W. J. Hayes, Cleveland; A. G. Hodenpyl Grand Rapids: A. G. Rogers, Portland, Me.; depositary, State Stree S. D. & Tr. Co., Boston: \$560,000 of these bonds have been deposited

-V. 64, p. 287, 610. Reorganization pending. ROAD—In May, 1896, said to operate 49 miles of track, including North Park Street Rallway,  $4^{1}$ 2 miles.

ANNUAL STATEMENT-For year ending Aug. 31, '93, and Jan. 31, '96.

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; V. 65, p. 367.

# 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 July 1, 1914
1st, \$75,000 (\$1,000) ... { 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.

Mortgage trustee, Massachusetts Loan & Trust Co., Boston. ROAD-Operates 823 miles of track and 812 miles of road.

EARNINGS-For year 1896 gross, \$26,091; net, \$2,568, against deficit under oper. \$1,476 in 1895.

GREEN BAY, WIS.
POPULATION IN 1890 WAS 9,069; IN 1880 WAS 7,464;
IN 1870 WAS 4,666.

FOX RIVER ELECTRIC RY.-Trolley,

ORGANIZATION, ETC.—Commenced operations in July, 1894. Capital stock, \$100,000. First mortgage authorized \$300,000; issued to May, 1897, \$130,000; dated 1894, due Jan., 1924; int., 6. p. c. gold, J-J, at Farmers' L. & T. Co., N. Y., trustee; bonds, \$500 and \$1,000 c\*.

ROAD-Owns 1412 miles track; 45 and 78-pound rail; 12 motor cars, 8 trailers. President, C. H. Holmes.

## 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.

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, 1897, gross, \$32,252; net, \$13, 489, applicable to interest, taxes, and 8 p. c. dividends. In 1895-96, 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, 1897, \$5,244. President, Frank E. Lowe, Greenfield, Mass.; Treasurer, Frank E. Pierce.-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.

HAGERSTOWN RAILWAY.—A trolley road.
ORGANIZATION—Chartered March 12, 1896, for 40 years.
STOCK & BONDS—Capital stock, \$200,000; par, \$50. First mort

gage is for \$200,000 gold 6 p. c. bonds, dated 1896, due May 1, 1916, interest, Q.—F., at office of Commonwealth Guaranty Trust & Safe Deposit Co. of Harrisburg, Pa., trustee of mortgage.

ROAD-Hagerstown to Williamsport and Funkstown, 13 miles of track.

EARNINGS-Receipts are said to average \$80 a day or about \$2,400 a month, and expenses \$1,500 a month.

President, Christian W. Lynch; Treasurer, Wm. Jennings.

# HAMILTON, OHIO.

POPULATION IN 1890 WAS 17,565; IN 1880 WAS 12,122; AND IN 1870 WAS 11,081.

CINCINNATI & MIAMI VALLEY TRAC-TION.—A trolley road.

ORGANIZATION—Chartered in 1896, with right to carry passengers freight, etc. Franchises run part 25 years and part 50 years. Road opened July 12, 1897. Operates from Hamilton to Dayton under traffic agreement with Dayton Traction.

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

Stock & BONDS— Date. Interest. Outstand'g. \$650,000

First mortgage, \$650,000 { 1896 | 5 J-J | 625,000 | 5 July 1, 1917 | (\$1,000) | (Int. at Finance Co. of Fa., Phila., trustee. Road—Owns Hamilton to Miamisburg, 27 miles of track, and runs from Miamisburg to Dayton, 12½ miles, over Dayton Traction tracks.

EARNINGS-Road opened July 12, 1897, and first month's passenger earnings were \$9,000.

OFFICERS-President, Dennis Dwyer; Vice-President and Treasurer O. B. Brown; Secretary, William P. Schwab.

# 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. 

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 Ky, 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.

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.

Passenger, of which it took possession any 1, 1895.

STOCK & BONDS— Par. Date. Interest. Outstand'g. Last Div. Harrisburg Traction, \$1,870,000 (titzens' Passenger— ( ... 1894 6 g. M-N 75,000 May 1,1924 1st M., \$75,000, gold \ 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 & Stealton Par were leased in 1891 and 1893, respectively, to the East 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; Harris burg City Pass., 5 miles; Middletown Highspire & Steelton Pass., 12 m

LATEST EARNINGS—4 months. { 1897....Gross, \$87,283; net, \$39,275 July 1 to Oct. 31. | 1896....Gross, 85,134; net, 34,767

EARNINGS for years ending June 30:

 12 mos.
 Gross.
 Net.
 Int., taxes, etc.
 Dividends.
 al., sur.

 1896-97...\$221,389
 \$90,028
 \$52,518
 \$18,700
 \$18,810

 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 Purchas 
 ing Agent, F. B. Musser.-V. 63, p. 227.

# HARRISBURG & MECHANICSBURG ELECTRIC RAILWAY CO.—A trolley road. ORGANIZATION—Chartered May 7, 1892.

Interest is payable at office of trustee, the Harrisburg Trust Co.

ROAD—In June, 1897, operated 6½ miles of track; extension to Mechanicsburg, 7 miles, not completed.

### HARTFORD, CONN.

POPULATION 1890 WAS 53,230; IN 1880 WAS 42,553; AND IN 1870 WAS 37,743.

HARTFORD MANCHESTER & ROCK-VILLE TRAMWAY CO.
STOCK & BONDSStock \$500,000 (par \$100)
15 mort, \$300,000
181 mort, \$300,000
182 5 A-0 200,000
Accts. payable Oct. 1,'97
2,507

ROCK-VILLE TRAMWAY CO.
STOCK & BONDS200,000
0ct. 1, 1924

Sec., J. W. Haynes; Treas., C. H. Wickham; Gen. Man., H. J. Wickham.

# HARTFORD STREET RAILWAY-A trolley road. STOCK & BONDS— Date. Inter't. Outstanding. Last div., &c. Stock (\$2,000,000, par \$100). ... J-J \$200,000 f.p. July 1,'97,3% Hartford & \{ \} 5-20 year Deb's. 1888 5 M-S 100,000 Sept. 1, 1908 do do

1890 5 M-N 200,000 1892 5 M-S 100,000 1893 5 J - J 100,000 1894 5 A-O 300,000 1894 5 J-D 300,000 1895 5 M-N :00,000 1895 5 M-N :200,000 1896 5 ... 250,000 May 1, 1910 Sept. 1, 1912 July 1, 1913 Oct. 1, 1914 Dec. 1, 1914 May, 1915 Aug., 1913 do Hartf.St.Ry. do do do do do Interest is payable at Connecticut Trust Co., Hartford, Conn.

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, 6 p. c. ROAD-Lines extend to Wethersfield, West Hartford and Windsor. East Windsor, East Hartford and South Glastonbury, in all 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. Part of the Newington Tramway, from Newington Church to Hart-ford, was purchased in 1897, and a through line from Hartford to New Britain is operated via the Central Ry. & Electric Co. of New Britain. EARNINGS-For years ending Sept. 30:

1897. \$576,992 1896. 531,389 1895. 405,546 Gross. Net. Int. & taxes. Dividends. Bal., sur. 897. \$576,992 \$188,351 \$145,386 \$12,000 \$30,965 896. 531,389 164,218 117,229 12,000 34,989 895. 405,546 92,074 52,866 12,000 27,208 OFFICERS—President, E. S. Goodrich; Vice President, Samuel G-

HARTFORD & WEST HARTFORD HORSE RAILROAD-A trolley road.

Sept. 30, 1896, funded debt was \$105,000; bills payable, \$121,067; other accounts payable \$26,876.

ROAD-Operates 1312 miles of track laid with 65-pound T rails, 10 miles of which it owns and upon 319 miles it has trackage rights. Ex tends 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; Treas urer, 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.

Sept. 30, 1896, electricity, 234 miles; steam, 44 miles; horses, 5 miles. ANNUAL REPORT-For years ending Sept. 30 earnings have been:

896-97. \$99,485 | 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, 1897. 12,595 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 Elecric Ry., capital \$75,000.

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.

PINS Jan. 1, 1897, 502,007.

ROAD—In August, 1896, was operating 23 miles of road laid with 60 lb. new steel T ralls, oak ties, well ballasted. Road extends rom 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-10 mos., \$1897....gross, \$91,465; net, \$41,864 Jan. 1 to Oct, 31. {1896....gross, 101,857; net, 47,226 YEAR'S EARNINGS-For year ending Dec. 31, 1896, gross, \$120,881. net, \$56,546; other income, \$3,684; interest and taxes, \$32,259; bal., surplus for year, \$27,971. Passengers carried, 2,620,847.

OFFICERS-President, C. W. Kline; Treasurer, N. C. Yost; Secretary, 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

ROAD—In November, 1896, owned about 24 miles of trolley track, Officers—President, H. M. Parchen; Vice-President, T. A. Marlow; reasurer, 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 RAIL-WAY-A trolley road.

ROAD-Owns about 5 miles of track.

EARNINGS—For fiscal year ending June 30, 1897, earnings were "sufficient to cover fixed charges and interest."

OFFICERS—President, E. P. Millett; Vice-President, E. W. Whiteby Secretary, E. G. Sebree, Jr.; Treasurer, D. Bank, Jr.

# HERKIMER, N. Y.

POPULATION IN 1990 WAS 4,666.

HERKIMER MOHAWK ILION & FRANK-FORT ELECTRIC RY.-

ORGANIZATION-Consolidation in February, 1895. On July 1, 1897 owned 5% miles of track; 6 motor and 6 trail cars. 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.

EARNINGS.—9 months, {1897......gross, \$29.709; net, \$13,618 Jan. 1 to Sept. 30. {1896......gross, 32,279; net, 15,825 For year ending June 30, 1897, gross, \$41,348; net, \$21,391; charges, \$10,434; dividends, \$9,000; bal., surplus for year, \$1,957. In 1895-6 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.

\$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, 1<sup>1</sup><sub>2</sub> 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, allowned by the North Hudson County RR. Co. Road runs through Hoboken, Jersey City,

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) { 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 Jears ending Dec. 31 show:

Balance. sur.\$20,523 sur. 4,795 def. 32,003

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, 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. Président, 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.

miles of track were built.

Dividends—In 1892 to July, 1897, inclusive, 8 per cent yearly. ROAD—In October, 1897, was operating 30.6 miles of track. Operates Mt. Tom (incline) RR., 4,900 feet long, under a 25-year lease. EARNINGS-For years ending Sept. 30 earnings have been:

| 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1898 | 1897 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 | 1898 |

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

HOMESTEAD & HIGHLANDS STREET

RAILWAY

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturi.y.
Stock, \$400,000. \$200,000 f.p.

1st mort., \$100,000, \$1894 6g, J-D 20,000 June 1, 1914 gold. \$1nt. at Pittsburg Tr., Co., Trustee, Pittsburg, Pa.
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, 1897, gross, \$18,321; net, \$663.

In 1895-6 gross, \$17,947; net, \$210.

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. BENNINGTON & HOOSICK VALLEY RY.-A trolley road.

ORGANIZATION-A consolidation in October, 1897, of the Hoosick Ry. and Bennington Electric RR. A line is to be constructed from Bennington to connect the roads, and a \$250,000 mortgage has been authorized, of which \$90,000 reserved for future needs and \$160,000 to be used to retire Hoosick Ry. 6s \$60,000 and to build above connection of 1212 miles.

STOCK & BONDS—Date.
Stock, com., \$130,000 (\$100).
Pref., non-cum., non-voting,
5 per cent (\$100). Date. Interest. Outstand'g. Maturity. \$130,000

Bennington, 2 miles in Hoosick Falls, and under construction between

these places and Wallamoosac, White Creek, etc.
President, George E. Greene; Vice-President, W. M. Holmes; Treasurer, I. E. Gibson; General Manager, C. B. Story.

DIRECTORS-Galen C. Moses, Edward L. Bates, Irving E. Gibson, William C. Goer, George E. Greene, Joseph Buckley, Watson M. Holmes, Levi Warden, and G. Frank Rising.

## 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.

-A trolley road.

ORGANIZATION—Chartered Dec. 16, 1891. Road completed in 1893.

STOCK & BONDS—

Date. Interest. Outstand g. Maturity.

Stock, \$50,000 (par, \$100).

Stock, \$50,000 (par, \$100).

1892 5 J-J 50,000 July 1, 1912

2d mortgage (\$500)...

1895 6 J-J 20,000 July 1, 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:

1896-97. \$11,896 1895-96. 12,707 1894-95. 12,763 Net Other inc. Int. & taxes. \$406 \$1,551 \$4,258 def. 276 516 4,300 459 2,060 3,243 Balance. def. \$2,301 def. 4,060 def. 724

Officers-President, Charles Adsit; Vice-President, F. D. Sherwood; Secretary, De Merville Page; Treasurer, George T. Rehn.

HORNELLSVILLE & CANISTEO RAIL-

WAY-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.

Maturity. Oct. 1, 1912

EARNINGS-For years ending June 30: Other inc. Int. & tax. \$30 \$4,426 4,802 30 4,873 1896-97 \$15,644 1895-96 15,156 1894-95 15,925 Net. \$6,373 6,606 5,312

Balance. sur.\$1,977 sur. 1,804 sur. 469 Officers-President, D. M. Page; Secretary, Charles Adsit; Treas, urer, G. T Rehn.

# HOT SPRINGS, ARK.

POPULATION 1890 WAS 8,086; IN 1880 WAS 3,554;

AND IN 1870 WAS 1,276.

HOT SPRINGS STREET RAILROAD—Trolley.
ORGANIZATION—Chartered in 1894; successor to Hot Springs Electric Street Railway.

Date. Interest. Outstanding. Maturity. \$200,000 | 250,000 June 1, 1924 

Trustee is St. Louis Trust Company, St. Louis, Mo.

ROAD—Operates 11.8 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

ORGANIZATION-Successor in September 1, 1896, to the Houston City 

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 are paved.

EARNINGS—Jan. 1 to June 30,6 mos., gross, \$92,595 in 1897; \$95,408 in 1896. 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:

189**6**. . . . . \$202,240 Net. Other inc. Int. & tax. \$76,479 \$1,680 \$\\$\\$\\$\\$22,272 Bal., sur. \$55.887

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 Elec-tric 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. First mortgage \$1,000 each; total issue, \$50,000 currency, c\*; dated 1897; due May 1, 1907, 6 p. c., M. & N., at National Hudson River Bank, Hudson, N. Y.; mortgage trustee, C. H. Evans. Hudson. Bonds subject to call at par on any interest day on 60 days notice. In year 1895-96 gross, \$15,650; net, \$2,787.

DIRECTORS.—William H. Traver, Samuel R. Rainey, Benoni S. John-

son, 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'y. Maturity.
Stock (par \$100)....\$20,000 \$20,000 July 1, 191
First mort., gold c\* { 1891 6 g. J-J 20,000 July 1, 191
First mort., gold c\* { 1891 6 g. J-J 20,000 July 1, 191

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.
1895-96.
\$5,594 def. \$42 \$931
1894-95.
6,817 2,807 1,551
1893-94.
7,648 2,741 1,669 Bal. sur def. \$973 1,256 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 Com-

pany, New York City.)

### 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. -See under Boston.

### INDIANAPOLIS, IND.

POPULATION 1890 WAS 105,436; IN 1880 WAS 75,056; AND IN 1870 WAS 48,244.

INDIANAPOLIS—A trolley road.

ORGANIZATION—Incorporated Activities

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.

In April, 1897, Judge Showalter in the U.S. Circuit Court declared the three-cent fare bill passed by the Indiana Legislature early in 1897 to be unconstitutional and granted an injunction forbidding the Citizens' St. RR. to charge less than five cents. In June, 1897, the Supreme Court of Indiana declared the law to be Constitutional, but Judge Showalter in July refused to change his former opinion and continued his injunction. An appeal has been taken from Judge Showalter's decision to the U. S. Court of Appeals by the city of Indianapolis.—V. 64, p. 842, 1180; V. 65, p. 151, 181.

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. Bushton, W. C. Houston, Joseph B. Neff, F. Dundore and W. J. Turner. Secretary and Treasurer is W. F. Milholland.—V. 64, p. 799, 842, 951, 1180; V. 65, p. 151, 181.

# 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, 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 RAIL 80 ROAD-A trolley road.

Organization-Chartered May 19, 1893, and Nov. 1, 1893, leased the Rochester & Lake Ontario Railway at the rate of 15 per cent per annum on its capital stock of \$65,000. Its securities, road, earnings etc., are as follows:

Stock (\$700,000) par \$100.\$700,000 | EARNINGS—Years ending June 30 | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 1896. 1895. | 189

Officers-President, J. N. Beckley; Secretary, W. D. Ellwanger Treasurer, Frederick Cook.

# IRONWOOD, MICH.

TWIN CITY GENERAL ELECTRIC—
STOCK & BONDS—
Date. Interest. Outstand'g. Maturity.
\$400,000
win City Ry. 1st M. gold. 1891 7g. M-N 25,000 Nov. 2, 1911
100,000 STOCK & BONDS-Stock Twin City Ry. 1st M. gold.. Mortgage, \$125,000.....

Old Colony Trust Co., Boston, is trustee of \$125,000 mortgage.

ROAD-Owns 712 miles of track. EARNINGS-For year ending Nov. 30, 1896, gross from lights, \$47, 617; from railway, \$15,397; total, \$63,014; net after paying interest, etc., about \$12,500. Owing to closing down of the mines at Iron wood since June, 1896, lighting business fell off about \$2,500 in all and

of Figers—President and General Manager, E. D. Nelson; Vice-President, H. M. Byllesby; Secretary and Treasurer, H. F. Jahn.

### 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 mort-Owns 6 miles and operates 7.5 miles of track, extending to Cornell University tampus, railroad stations and steamboat landing

 Date.
 Interest.
 Outstand'g.
 Maturity.

 \$1892
 6 J - J
 175,000
 July 1, 1922

 Int. payable at Farm. L.& T. Co., N. Y. City.
 175,000
 July 1, 1922

 1894
 6 J - D
 \$75,000
 July 1, 1922

 STOCK & BONDS— Stock, \$300,000,pr.\$100 1st mortgage..... 2d mortgage. Cayuga L. Elec. 1st M., gu 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, 1897, Street Ry. gross was \$70,935; net, \$28,634. For year 1895-96 total earnings were as

\$17,595 75 26 \$28,681 11,933 1,147 \$11,087 11,858 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,

Loans and bills payable June 30, 1896, \$44,069; secured bills receivable, \$31,049.

### 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. In June, 1897, property purchased by W. A. Bolan, of Lynn, Mass., for Eastern parties. Road to be improved and extended 4 miles to Vandercook's lake of 8 miles

### 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.

Date. Interest. Outstanding. Maturity. STOCK & BONDS-Stock \$50,000, par \$50... 1st mort., \$75,000, gold. 1892 6 g J - J \$33,450 f. p. 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.

Date. Interest. Outstanding. Maturity. STOCK & BONDS-

 Stock 8250,000 par \$50
 \$100,000

 1st M. \$300,000 gold, c\* {1893 6 g J - J
 300,000 Jan. 2, 1923

 \$1,000
 Interest payable at State Trust Co., Trustee.

 Bills payable June 30, 1896
 \$165,870

 Open accounts, net
 59,617

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, 1897, gross, \$85,002; net, \$16,802; other income, \$1,705; interest and taxes, \$20,358; bal., deficit for year, \$1,851. In 1895-96, gross, \$91,274; net, \$12,857; other income, \$690; interest and taxes \$22,505; bal., deficit for year, \$8,958.

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.

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.: V ce-Pres, Alexander Graham; Sec., Treas. and Gen. Man., W. R. Proudroot.

### 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-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

Croiley 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, \$1890 6 M-S 250,000 Mar. 1, 1910
\$1,000.

c { 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

Road—Operates 9\frac{1}{2} 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 RAILWAY.-A trolley road.

ORGANIZATION-Successor to Joliet Street Ry., sold in June, 1896. Population in 1897 (local census), 35,000.

ROAD-Operates 17 miles of track.

Officers-President, J. A. Henry; Vice-President, G. F. Duncan; Secretary and Manager, W. B. McKinley; Treasurer, H. P. Cox; Superintendent, C. C. Rush.

# 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. \$100,000 60,000 On er before Mar 30,1901 1st mortgage..... (?)% M-S Oth. indebted. Jan., '97 ... 7,250 Mortgage Trustees .- First Nat. Bank of Kalamazoo, Mich., and A. J.

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 read.

ORGANIZATION-Chartered Jan. 7, 1891.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
Stock. \$50,000

1st mortgage. \{\text{Trustee}, \text{ the Northern Trust Co., Chicago, Ill.}\}\}
Trustee, the Northern Trust Co., Chicago, Ill. Other indebtedness....

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

# KEYPORT, N. J.

POPULATION 1890 WAS 3,411.

KEYPORT & MATAWAN STREET RAIL-ROAD-A horse road.

ORGANIZATION-January 1, 1897, the company reported:

1895. \$4,974 1,483

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.

1896 5g. M-N 100,000 May 1,1926
1896 5g. M-N 75,000 May 1,1946 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.

Dividends in 1895-96, 6 per cent; in 1896-97, 6 per cent. Interest-Interest, except on consols, is paid in Rondout.

ROAD-Owns 2.85 miles of track in City of Kingston.

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. Cities Knoxville, North Knoxville and West Knoxville voted

(August, 1897,) to consolidate; population of consolidated cities about 40,000.

### 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. In November, 1897, Court confirmed this company's right to principal

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 16 miles long.

OFFICERS-Trustee for owners, J. Simpson Africa, Philadelphia; Treasurer for Trustee, W. S. Shields, Knoxville; Agent and Man. for Trustee, C. C. Howell.

INDEX-V. 61, p. 152, 196, 240; V. 62, p. 869; V. 65, p. 924.

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 23 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.

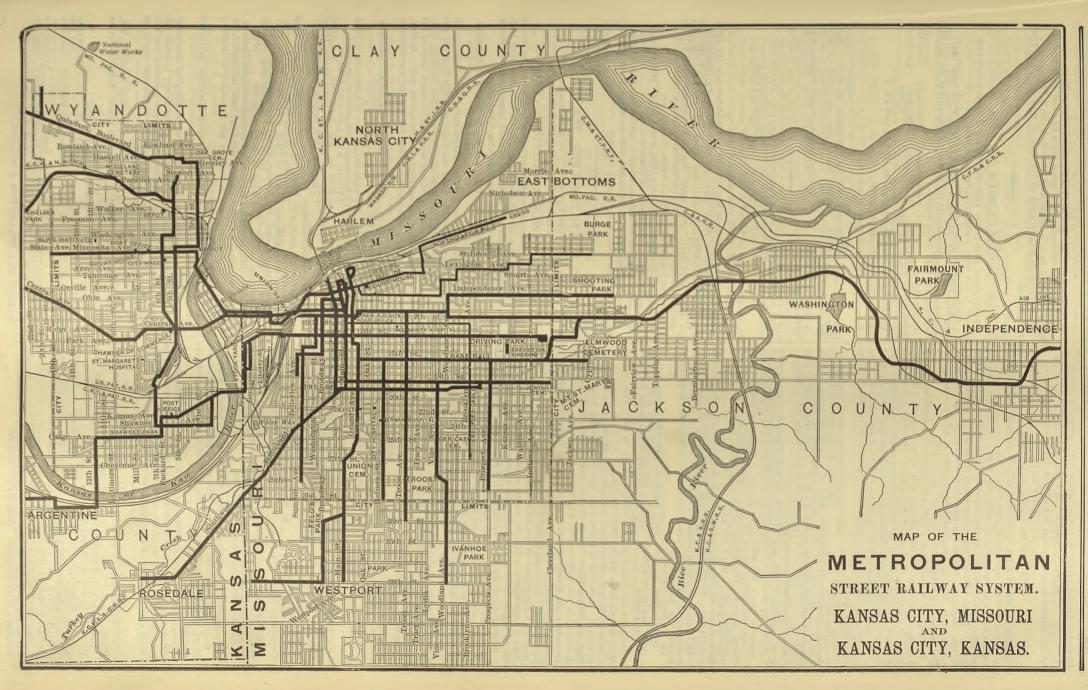
### KOKOMO, IND.

POPULATION 1890 WAS 8,261; IN 1880 WAS 4,042;

AND IN 1870 WAS 2,177.

KOKOMO CITY STREET RY .- A trolley road. 

Secretary and Treasurer, F. Woodruff.



# 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,

METROPOLITAN STREET RATE WAT Cast, 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.

May, 12 p. c.; Aug., 12 p. c.; Nov., 112 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:

 twice single, as follows:
 Miles.
 Roads owned.
 Miles.

 Main line (horse).
 6:32
 Kansas City & Rosedale St.
 6'46

 do. (trolley).
 36'64
 Ry. (horse).
 6'46

 So. Suburban St. Ry. (trol'y).
 2:50

 Kan. C. Elevated Ry. (trol'y).
 20:58

 Total (single).....

 Year ending May 31—
 1897.

 Gross earnings
 \$1,774,892

 Oper. exp., incl. taxes
 1,003,686

 1896. \$1,780,940 1,033,042 1895. \$1,701,155 1,058,136 \$747,898 478,897 5,330 \$771,206 \$643,019 518,047 371,720 111,736 111,736 \$271,299

Net surplus for the year. \$141,423 \$151,934 \$271,298 Kansas City Elevated RR., included above, had for the year 1896-7 gross, \$150,096; net, \$72,726. For 1895-96 gross earnings \$158, 052; net, \$59,824

OFFICERS—President and Treasurer, C. F. Morse; Vice-President and Genera! 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; V. 65, p. 112.

# NORTHEAST ELECTRIC RAILWAY-A trolley

ORGANIZATION-A reorganization in Nov., 1896, of Northeast Street

President, Superintendent and Purchasing Agent, William M. Reid; Secretary, E. C. Vaughan. Office, Kanses City, Mo.

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.

# 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. Population in 1897 about 10,000.

Dividends. Outstand'g. Last Div. STOCK, ETC.— Stock, \$100,000 (par \$50)..... Unfunded debt June 30, 1896. \$50,000 8,800 4%, '94-95 See text.

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:

Officers-President, A. G. Folsom; Secretary and Treasurer, Ed. mund Little.

### LA CROSSE, WIS.

POPULATION 1890 WAS 25,090; IN 1880 WAS 14,505; AND IN 1870 WAS 7,785.

## LACROSSE CITY RAILWAY-

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 was said all of the outstanding bonds of the Pennsylvania Traction Company would 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.

Securities of lines controlled.

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.

...... \$11,958,518 Total..... Total.... 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 1830 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 was in default, but subsequently paid. Maturity.

Date. Interest. Outstanding. \$100,000 1896 5 g. J&J. 100,000 STOCK & BONDS-Stick, \$100,000 ...... 1st M., \$100,000, gold. 

EARNINGS — Jan. 1 to June 30, 1897 (6 months), gross, \$12,295; net. \$2,965. For year ending Dec. 31, 1895, gross, \$22.525; net. \$2,902. President and Gen. Man., L. N. Downs; Secretary and Treas., Laurence

### 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.

Population of Lawrence by 1895 local census, 52,164.

Consols of 1893 are reserved for Merrimack Valley bonds when due.

DIVIDENDS.—In 1897, July, 1 p. c.; Oct., 1 p. c. ROAD—This system connects the cities of Lowell, Lawrence and Haverhill, and surrounding towns as follows:

| Miles. | M Total of all Sept. 30, 1897.. 58.8

Gross. Net. 1896-97. \$428,010 \$168,656 1895-96. 410,000 162,209 1894-95. 403,530 140,595

GENERAL BALANCE SHEET SEPT. 30, 1897.

 
 Liabilities.

 Stock
 \$1,520,000

 Funded debt
 1,331,000

 Unfunded debt
 110,085

 Profit and loss
 100,340
 

...\$3,061,425 Total.....\$3,061,425 OFFICERS.-President, G. H. Campbell, Lawrence; Treasurer, George Ames Building, Boston; Auditor, W. F. Pope, Boston.-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.

miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and miles to Soldiers' Home and 1 mile to Mt. Muncie Cemetery. Rails. .6-60 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:

Net. \$22,625 23,002 Interest. \$15,000 15,000 Bal., surp. \$7,625 8,002 1895.... OPFICERS—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.

In August, 1896, declared a semi-annual dividend of 212 p. c. ROAD-Owns 20 miles of track; leases 6 miles of track (Lebanon &

Myerstown St. By.); total operated 26 miles of track (Lebanon & 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. OFFICERS-President and General Manager, J. M. Shenk.

LEOMINSTER, MASS.
POPULATION IN 1890 WAS 7,260; IN 1880 WAS 5,772;
AND IN 1870 WAS 3,894.

LEOMINSTER & CLINTON STREET RAIL-

WAY—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.

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.

OFFICERS (Oct., 1897,).—President, C. E. Barnes; Clerk, J. F. Butman; Directors, F. E. Lowe of Greenfield, C. E. Hudson, A. S. Payton, H. L. Pierce, A. S. Dresser and G. R. Damon of Leominster.

# 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 August, 1897, a controlling interest in the consols was reported as purchased by a syndicate consisting of Galen C. Moses and Fritz Twitchell of Bath; I. C. Libby, of Waterville, and Anos F. Gerald, of Fairfield, in connection with Boston and New York capital-

ists. It is proposed to reorganize the company and issue new bonds for the purpose of building extensions to Brunswick, Bath, Turner and Sabattus, about 81 miles in all.

collateral only.

Interest on consols at International Trust Co., Trustee, Boston. ROAD-Operates 1434 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. President (July, 1897), H. W. True.—V. 65,

### 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.

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-Operates 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,

# LIMA, OHIO.

POPULATION 1890 WAS 15,981; IN 1880 WAS 7,567; AND IN 1870 WAS 4,500.

LIMA ELECTRIC STREET RA trolley road. Population 1896 (local census), 23,637. RAILWAY-A

ORGANIZATION-Incorporated Nov. 5, 1896; successor to the Lima Electric Ry., which was sold in foreclosure in October, 1896. Capital stock is \$200,000. Extensions and improvements have been made and road is reported in first-class condition.

ROAD-Operates 8 miles of track. President, (June, 1897,) E. W. Moore; Vice-President, Edwin Stone; Secretary, Treasurer and General Manager, Charles Currie, Lima, Ohio.-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 re-

maining \$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 set for Dec. 10, 1897.

The committee of first mortgage bondholders consists of M. L. Soud-

der, Chairman, 32 Liberty Street, New York; Henry R. Chace, of Chace & Butts, Providence, R. I.; Haley Fiske, Metropolitan Life In-surance Co., New York; William Belcher, New London, Conn. Depositary, New York Security & Trust Company. In February, 1896, \$570,000 bonds had been deposited. Plan of reorganization given below was adopted Aug. 28, 1897.—V. 65, p. 412, 976.

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 Lin-

coln, and in February, 1896, had \$600,000 consols deposited with the

Guaranty Trust Co. of N. Y. as depositary.—V. 62, p. 364.

PLAN.—First Morlgage Committee's Plan.—See V. 65, p. 277.

Securities: \$100,000 first mortgage 20-year 5 per cent \$700,000 preferred stock 5 per cent cumulative, and \$365,000 common atoek.

The old 1sts are to receive par in preferred stock and may subscrib at par for the new bonds, with a bonus of 50 per cent in new preferred Old consols get 25 per cent in new common stock and the old preferred gets the same on paying \$7 a share. The old common gets 10 per cent, n new common on paying \$10 a share.

& Trust Co. filed a foreclosure bill in March, 1895 .- V. 60, p. 562.

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; V. 65, p. 277, 412, 9 6

# LITTLE ROCK, ARK.

POPULATION 1890 WAS 25,874; IN 1880 WAS 13,138.

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. { 1895 6 g. J-D 400,000 June 1, 1915 (see text), \$1,000 each.c\* { Interest at St. Louis Trust Co., trustee. 2d M.,\$300,000, g.(\$1,000) { 1895 6 g. J-D 300,000 June 1, 1915 red. after 5 years at 104 { 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. 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 rights. Receivership-In

September, 1897, William B. Given was appointed receiver in the foreclosure suit under first mortgage.—V. 65, p. 685.

STOCK & BONDS—

Miles. Date. Interest. Outstand'g. Maturity.
Stock \$300,000.

\$300,000

1st M., \$150,000.

Trustee, West End Tr. & Safe Dep. Co., Phila.

ROAD—Operates three miles of track in Lock Haven and suburbs, ex. tending also to Castenea, Mill Hill and Flemington; six miles of track

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; Secretary, A. J. Martin.—V. 60, p. 562; V. 65, p. 620, 685.

# LOCKPORT, N. Y.

POPULATION IN 1890 WAS 16,038; IN 1880 WAS 13,522.

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. In 1895-96 gross earnings, \$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. 

\* 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 extends from Asbury Park through Long Branch to Pleasure Bay, 24 miles. In June, 1897, began operating its cars over the Asbury. Park & Belmar tracks to Belmar, 2<sup>1</sup><sub>2</sub> miles; total 26<sup>1</sup><sub>2</sub> 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.

EARNINGS-Road fully completed May 1, 1896, and fully equipped Aug. 10, 1896.

 Aug. 10, 1897.
 Gross.

 Realroad
 \$137,279

 Lighting
 50,801

 Operating, \$58,106 23,947 \$79,173 26,854 Total.....\$188,080 \$82,053 \$106,027 Taxes, insurance, rentals, etc. \$11,730 Interest charges \$1,350

Surplus for year....\$12,947

For year 1896 gross (RR. and lighting), \$180.529; net, \$97.815.

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. 63, p. 152; V. 64, p. 1223; V. 65, p. 867.

# 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) \$350,000

1st mort., \$500,000, g..... { 1896 5 g. J-J 350,000 July 1,1945 } 1st mort., \$500,000, g..... } Int. at Hamilton Trust Co., Bklyn, trustee.

ROAD-Operates from Monmouth St. and Shrewsbury Avenue in Red Bank to Broadway in Long Branch, 6<sup>1</sup>2 miles, and 2d track, 2<sup>1</sup>2 miles; in Long Branch, 3 miles; in Red Bank, 1<sup>1</sup>2 miles; total owned, 13<sup>1</sup>2 miles; trackage between Red Bank and Belford (N. J. S. RR.), 5 miles; total operated, 1812 miles. Under construction from Red Bank to Atlantic Highlands via Fair Haven and Oceanic.

Has traffic connections in Long Branch with Atlantic Coast Electric for Asbury Park and Pleasure Bay. Passengers and freight ship ed to New York via "Sandy Hook Route." EARNINGS—Since July 1, 1897:

| Editienedo one | To Detail To Too |         |         |           |            |
|----------------|------------------|---------|---------|-----------|------------|
| 1897.          | Passengers.      | Gross.  | Net.    | Interest. | Bal., sur. |
| July           | 87,673           | \$5,403 | \$2,860 | \$1.459   | \$1,402    |
| August         |                  | 5,558   | 3,126   | 1,458     | 1,668      |
| September      |                  | 4,429   | 2,154   | 1,458     | 696        |
| October        |                  | 3,450   | 1,300   | 962       | 338        |

OFFICERS—(November, 1896,) President, A. G. Greenberg, 29 Broaway, 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.-In Nov., 1897, was about to begin construction of new lines; 60 mlles of new track projected on 30 miles of road. A mortgage covering the new construction will be issued. Will be merged later into the New York & Queens County .-- 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.

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.

annum. The earnings are kept separate from the street railway.

STOCK & BONDS—
Stock, \$2,500,000 (\$100)

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 1892 6g. J - J 1,500,000 July 1, 1922

\$1,000 .... c\* Int. at State Trust Co., trustee, N. Y. City.

N.Y. & Queens Co. 1st M., 1896 5g. A-O 2,000,000 1946

gold, \$1,000 each... Trustee, Mercantile Trust Co., New York.

Specialloan (June 30, '96) ... 1,020,000

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. In October, 1897, the company was proposing to fund floating debt by sale of treasury securities.

was proposing to fund floating debt by sale of treasury securities.

ROAD—The system includes about 50 miles of track.

LATEST EARNINGS—On June 30, 1897, besides the special loan of \$1,020,000 shown in table above, there were notes payable \$58,570 and accounts payable \$52,526; and there was due the company on open accounts \$566,727.

For the years ending June 30 earnings have been:

0th.inc. Int. & taxes. Bal., sur. \$69,543 \$215,947 \$25,649 27,125 112,269 51,689 Gross. 1896-7....\$404,458 1895-6.....\$31,745 Net. \$172,051 136,833 DIRECTORS—President, R. T. McCabe; Secretary, Benjamin Orme, Walter Pease, of New York, E. J. Matthews, E. T. Stotesbury, Caleb T. Fox, Wm. Sh Imesdine and R. E. Cowen, Philadelphia. General office, 29 Broadway, New York .- V. 64, p. 470, 822.

# LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595. (IN 1895 ESTIMATED AT 10,480.)

LORAIN & CLEVELAND RR. Trolley.
ORGANIZATION—Chartered in 1895. Under construction in August
1897, between Lorain and Cleveland. To be completed by Nov. 1.

STOCK & BONDS-Capital stock, \$1,000,000 (increased from \$500,-000 in August, 1897). First mortgage authorized, \$00,000 of 5 p. c. gold bonds. President, B. Mahler; Vice-President, E. G. Tillotson; Secretary, James B. Hoge; Treasurer, E. W. Moore.

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.

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. Maturtty. 

all such certificates, with interest thereon, are fully paid

EARNINGS-Year 1896, gross, \$693,804; net, \$233,113; charges, \$33,525.

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.

### LOS ANGELES TRACTION-A trolley road.

ORGANIZATION, ETC.—Chartered in 1895, franchise runs until 1944. Capital stock is \$250,000. First mortgage secures \$250,000 gold bonds, \$1,000 each, dated 1895, due May, 1925; interest 6 p. c., M. & N., payable in New York.

ROAD-In June, 1897, 1414 miles of track laid with 60-lb. rail.

EARNINGS-For year ending Aug. 31, 1896 (on 12 miles track), gross \$73,402; net \$31,511.

# 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, 1897, 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 Los Angeles to Pass

dena and 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. Officers (June, 1897)—President, P. M. Green; Treasurer, F. C. Bolt; Auditor, H. I. Chatfield; General office, Pasadena.

PASADENA & PACIFIC RY.-A trolley road. RGANIZATION, ETC.-Owns 45 miles of track; 23 cars. Capital stock ORGANIZATION, ETC.—Owns 45 miles of track; 23 cars. (s \$1,000,000; bonds, \$400,000. President, L. P. Hausen.

### TEMPLE STREET CABLE RAILWAYsteam road.

ORGANIZATION-Chartered Oct. 31, 1885. Operates 44 miles of track. Ralls 38-lb. girder. Stock, \$400,000; 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's Last div., &c. 

converted into preferred, making \$2,500,000 preferred, on payment of \$50 per share; the \$250,000 raised from assessments being required for improvements.

DIVIDENDS-On preferred 5 p. c. per annum. On common-First dividend was paid in April, 1896, 114 p. c.; in October, 114 p. c.; in 1897, 212 p. c. Prior to consolidation old companies paid 6 per cent.

ROAD Owns 145 miles of track on 83 miles of street, of which (Feb., 1897), 1301g electric and 141g animal power.

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 RY.—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.

### & SUBURBAN STREET RAIL LOWELL WAY .- A trolley road.

ORGANIZATION-A consolidation May 1, 1891, of Lowell Horse and Lowell & Dracut street roads. Capital stock has been increased from time to time.

STOCK & BONDS— Miles. Par. Interest. Outstand'g Last Div., etc St'k auth., \$1,200,000 ... \$100 Text. \$800,000 Text. 1st M. 1891, gold.e\* ... 1,000 5 g. J-D 1,000,000 Dec. 1, 1911 Loans & bills pay. Oct. 1,'96 ... 363,340 Dec. 1, 1911

Interest in Boston by the American Loan & Trust Co., trustee. Dividends-in 1892-93 6 per cent on \$400,000 stock; in 1893-4, 6

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:

Gross earn'gs. \$381,804 \$392,739 | Dividends. . . . . \$48,000 \$36,000 Net earnings. 147,503 | 149,163 | Bal., surplus. . . 11,848 34,068 Int., taxes, &c. 87,655 79,095

GENERAL BALANCE SHEET SEPT. 30, 1896.

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.

ROAD—Said to operate 5½ miles of track on 2% miles of street. Stock was \$250,000; bonds, \$250,000. RECEIVER-In Sept., 1896, John R. Abney of New York was receiver

### LYNCHBURG & RIVERMONT STREET RAILWAY.

STOCK AND BONDS— Miles. Date. Interest. Outstand'y. 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.e... 1896 (!) Interest on 6s of 1894 at Mercantile Trust & Deposit Co., Baltimore

ROAD-Said to operate 512 miles of track on 2 miles of streets. Officers - President, J. P. Pettyjohn; Vice-President, R. I. Owen;

Secretary and Treasurer, J. T. Bouman.

# MACON, GA.

Population 1890 was 22,746; in 1880 was 12,749; and in 1870 was 10,810.

MACON CONSOLIDATED STREET RAIL-ROAD-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. Divi

dends in 1895, 1 per cent. In 1896 was operating 25% 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. Beston, Mass. 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, and sale has been set for Dec. 1, 1897; amount due no principal and interest \$174.413. Grass carnings are said to averon principal and interest, \$174,413. 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. city limits and 114 miles extend to Elmside and Schuetzen Park.

INDEX-V. 62, p. 414; V. 65, p. 729.

## 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.

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

Organization—Incorporated July 20, 1876, under perpetual charter. Controls all street roads in Manchester and West Manchester. Stock is held by the President.

ROAD-In November, 1896, owned 2012 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:

OFFICERS-President, C. Williams; Treasurer, C. H. Bartlett; Superin tendent, 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. [ZENS' ELECTRIC RY. LIGH

LIGHT POWER CO .- A trolley road.

ORGANIZATION-Chartered in 1891 for 21 years. Successor to the Mansfield Electric Street Ry. Owns also an incandescent light plant with about 7,000 lights.

### 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.

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. 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.

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. 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.

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.; in 1896-7, none. ROAD—Operates 7:37 miles of main track and :57 mile of sidings, etc.

EARNINGS-For year ending Sept. 30 earnings have been:

OFFICERS—(January, 1897,) President, S.H.Howe; Treasurer, Thoma T. Robinson, 178 Devonshire Street, Boston; Superintendent and Purchasing Agent, H. E. Bradford; Clerk of Corporation, Fred. L. Claffin.

# MARSHALLTOWN, IA.

Population 1890 was 8,914; in 1880 was 6,240; and in 1870 was 3,218.

MARSHALLTOWN LIGHT POWER & RY.

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 rallway.

STOCK & BONDS—

Date. Interest. O stand'g.
Stock (\$500,000) (\$100).

Stock (\$500,000) (\$100).

Stock (\$100).

Stock (\$1000).

Stock ( amount of old gas company bonds.

EARNINGS—For years ending June 30:

| 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1897. | 1897. | 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897

ROAD—Total track. 3<sup>12</sup> 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.

AND IN 1870 WAS 40,226.

MEMPHIS STREET RAILWAY CO.—
ORGANIZATION—Chartered in 1895 and consolidated with the Citizens' St., East End Street, City & Suburban and Memphis & Raleigh Springs lines; franchise runs till 1945. No new bonds to Nov. 10, '97 STOCK & BONDS—Miles. Date. Interest. Outstand'g. Maturity. Stk\$500,000(\$100) \$500,000 Citz. St. RR. 1st M. \ 40 1887 6 g. J-J 995,000 Jan. 1, 1916 (\$1,000), gold..c' \ Int. at U. S. Nat. Bk. of N. Y. and Memphis, Tenn. City & sub. RR 1st M... 1891 6 M - S \$65,000 Mar. 1, 1911 Subject to call aft. Mar. 1, 1896. Interest at Security Bank, Memphis. East End St. Ry. 1st M., \ 1894 6 A - O \$100,000 Apr. 1, 1924 currency, (\$100, etc.). \ Endpect Co., trustee of mort., Memphis, Tenn. ROAD—Operates 66 miles of track in Memphis and suburbs as follows:

Miles.

City & Suburban Ry. 5 Memp. & Raleigh Springs RR. 11
East End Street Ry. 8 Rails 70 to 90 lb. T and Johnson.

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 RAIL-

WAY & 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. \ 1891 5 A-O 85,000 Oct. 1, 1911

1st mortgage..... { Interest at Girard Life, etc., Co. of Philadelphia.

Meriden Horse RR. \ 1894 5 g. J-J \$415,000 Jan. 1, 1924

con.M.,g.,\$500,000 } Interest at Girard Life, Philadelphia.

Sept. 30, 1896, bills payable, \$86,600.

ROAD—In Meriden, extending also to Wallingford, 1612 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 .trolley road since February, 1895. Population in 1897 estimated at 17,500.

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.

| Date |

BONDS—The balance of the bonds (\$225,000) can be issued for actual cost of extensions, equipment and betterments. Under electric-light contract with city \$375 is to be deposited monthly (for 10 years from Aug. 1, 1894) with mortgage trustee to pay interest on bonds,

EARNINGS—Including electric-light plant, for *10 months* ending Oct. 31, 1897, gross, \$12,806. For calendar *year* 1896, gross, \$12,399. In 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. Serves

population of about 17,000.

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.

FARMINGS-For 12 mos. end. Sept.

# 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 & Maturity
Stock, \$400,000, par \$100. \$275,000 f.p.
Old Co's.1stmort., \$200,000, \$1894 f.g. J = 200,000 Jan. 1, 1919
gold, \$1,000, s.f. ... e' Int.at Farmers' L. & Tr.Co., N.Y., trustee.
Middlet'n-Bloomb'g 1st M. \$1895 f. M.&N. 75,000 May 1, 1920
gold (\$1,000)\$200,000 s.f. Int. at Farmers' L. & T. Co., N.Y., trustee. 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 19 mile only of 80 lb. girder. EARNINGS-Fiscal year ends June 30. Balance sheet

Total net...... \$3,513 \$12,442 |
OFFICERS—President, J. C. Hincheliffe, Paterson, N. J.; Vice-President, M. J. Wightman; Sec'y, E. G. Wightman; Treas. and Gen. Man., W. B. Rockwell, Stapleton, Staten Island.—V. 63, p. 558; V. 65, p. 867.

# 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, oans 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 \$17

der 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 fur nishing in May, 1896, 31,000 in candescent lamps, about 800 h. p. in motors and 1,625 are 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'y. Maturity

Common stock (par \$100). \$3,500,000

Elec. Ry. & Light.—V. 63, p. 1110.

STOCK & BONDS—
Common stock (par \$100).

Pref. stock, \$4,500,000, 6 }
p.c., non-cum, par \$100 }
Milw. City RR. 1st mort., 1888 5g, J-D 1,000,000 Dec. 1, 1908
41 m., \$1,000,000, gold.c\* Central Trust Co., N. Y. City, is trustee.
West Side Street Ry., 1st 1889 5g, J-J \$500,000 July 1, 1909
mort., covers 18 miles... 1889 5g, J-J \$500,000 July 1, 1909
mort., covers 18 miles... 1896 5g, F-A \$5,500,000 Feb. 1, 1926
consol.M.\$8,000,000,g.c\* 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 13312 miles—all trolley except one branch of 5 miles to White Fish Bay, overated with dummies. The Milwaukee & Wauwatosa Motor Ry., 12 miles, was purchased in July, 1897, in interest of M E. Ry. & L. Co., and construction to Waukesha is under way; Waukesha & Pewaukee Beach Electric was also purchased. Line between Milwaukee and Pewaukee Lake is expected to be opened in June, 1898.

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. The report of the North American Co. in V. 64, p. 1179, states that the gross earnings of the Milwaukee Electric from Jan. 1, 1896, to May 1, 1896 (the time of the strike) were the largest in its history to that date, amounting for the four months to \$502,892. For the corresponding four months of 1897 they have been \$503,487. Further comparisons with last year are—on account on account of the strike and boycott, which lasted from May 1, 1896 to July 1-of course without significance. The earnings of the Milwaukee Light, Heat & Traction Company are not included in the foregoing statement. No statement of earnings for the full year 1896 is furnished. For previous years earnings were:

Gross. \$1,147,683 \$35 206,482 \$8 Yrs. end. Dec.31. Gross.
Railway. ....\$1,315,963 \$487,375
Lighting. ....\$231,074 101,121 Net. \$351,249 84,821 \$1,354,165

\*588,496 Combined....\$1,547,037 In the above statement the items of taxes, in urance, 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   | SECTION AND ADDRESS. | Consols                      | 7,000,000   |
| mortgage bonds  | 1,500,000            | 1st mortgage bonds           | 1,500,000   |
| Accounts receivable   | 33,672               | Arc Light Co. mort           | 20,000      |
| Trustee, appeal cases.  | 8.753                | Bills and accounts           |             |
| Securities in trust   |                      | payable                      | 231,744     |
| Cash  |                      | Accrued interest             | 127,083     |
| Profit and loss   | 44,872               | Mil. St. Ry. securities.     | 6,700       |
| THE RESIDENCE THE PARTY OF THE |                      | AT AN CONS. 1008. 178 MIC 13 |             |

..\$15,888,527 Total... 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. 63, p. 154, 1115; V. 64, p. 1179.

### MILWAUKEE RACINE ELECTRIC RY.-A trolley road. KENOSHA &

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. 

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—The affairs of this Company are in process of liqui-

### 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 owner-ship 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 combinedpopulation of St. Paul and Minneapolis in 1895 was said to be 400,000

| STOCK & BONDS—<br>Twin City Rap. Tran.—         | Date.       | Interest.     | Out standing. | Maturity.   |
|---|-------------|---------------|---------------|---|
| Common stock,\$17,- \\ 000,000; par \$100 \     |             |               | \$15,010,000  | None.   |
| Preferred stck. cum. }<br>\$3,000,000 (\$100) } | 1895        | 7 Q J.        | 1,137,200     | Oct.,'97,134%   |
| Minn. St. Ry. Co                                |             |               |               |   |
| 1st M., g., red. at 105.<br>yearly.             | 1880        | 7 g M N.      | 330,000       | Nov. 1, 1910  |
| 2d mort., golde*&r                              | 1883        | 6 g M N.      | 600,000       | Nov. 1, 1913  |
| 1st consol.mort.gold,<br>\$5,000,000c*          | 1889        |               |               | Jan. 15, 1919   |
| Certificates, guar                              | 1893        | 6 per cent    | See text      | 1898  |
| St. Paul City Ry. Co                            | To a second |               | 10000000      | 10 to |
| 1st consol. M., gold                            | 1884        | 6 g A O.      | 680,000       | Oct. 1, 1934  |
| Cab. con., g., see text.                        |             | 5 g J.15 - J. | 3,618,000     | Jan. 15, 1937   |
| Debentures, gold                                | 1890        | 6 g M N.      |               | 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 pre ferred stock on which interest is payable quarterly.

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.

Dividends-All dividends on preferred to and including Oct., 1897 (134 per cent), have been paid.

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 \$930,000 are held in trust by the Farmers' Loan & Trust Company to redeem the \$930,000 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 Aug. 18, 1897, 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 (\$1,025,000) 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—9 mos. {1897.gross, \$1,465,252; net, \$806,639 Jan. 1 to Sept. 30. {1696.gross, 1,547,736; net, 887,617

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\$ Receipts from other sources | \$2,037,935<br>21,283   | \$1,964,772<br>24,031 | \$1,981,705<br>21,973    |
| Total receipts   |   | \$1,988,803           | \$2,003,678              |
| Insurance and general expenses                         |   |                       | \$890,031<br>47,702      |
|  |   |                       | 106,814                  |
| Injurios and damagos                                   | 00,007  |                       | 100,014                  |
| Total operating  | \$995,159   | \$979,485             | \$1,044,547              |
| Net earnings   | 31,064,059  | \$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  |                       | 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                |
|  | Total receipts. Operating expenses. Insurance and general expenses. Injuries and damages. Total operating. Net earnings. Interest on bonds and 6% ctfs. | Total receipts        | Receipts from passengers |

BALANCE SHEETS.—Twin City Rapid Transit Company general balance sheet of December 31, 1896, was as follows:

....\$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

ORGANIZATION-A consolidation in April, 1897, of the M. L. & Rail

 way and Mobile & Spring Hill Ry.
 Franchise is perpetual.

 STOCK & BONDS—
 Date. Interest. Outstanding.

 Stock, \$400,000, par \$100
 \$400,000

 1st mortgage, gold (\$1,000)
 1897 5g. J-D
 400,000
 June 1, 1937

 STOCK & BONDS—
Stock, \$400,000, par \$100

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 are lamps

light plant of capacity of 6,000 incandescent lamps and 30 are lamps with power circuit and power house.

OFFICERS-President and General Manager, J. H. Wilson; Vice-President, L. H. Rust; Secretary, C. W. Chase.-Y. 60, p. 929; V. 61,

### 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.

Miles. Date. Interest. Outstand'g. Maturity, \$500,000 240,000 May 1,1923

purpose of electrically equipping the road, for extensions and improve-

ments. 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.

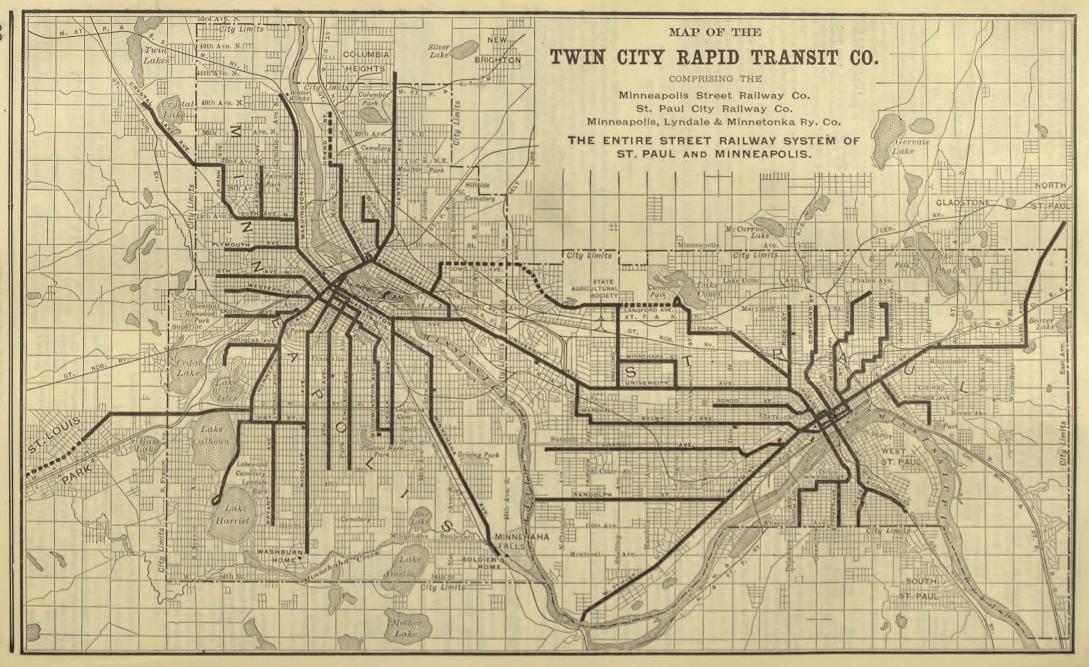
POPULATION 1890 WAS 12,000; IN 1880 WAS 7,800; AND IN 1870 WAS 4,166.

MOLINE CENTRAL STREET RAILWAY-A trolley road.

ORGANIZATION-Chartered October 2, 1884.

Mortgage trustee is the American Trust & Savings Bank of Chicago. Coupons are mostly paid at Company's office.

ROAD—Operates 5 miles of track on 5 miles of street.



OFFICERS-President, W. L. 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 14.25 1893 6g. F-A 290,000 1923
\$350,000, gold... 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  $14^{1}$ 2 miles of trolley road in city of Montgomery. Rails  $51^{1}$ 2, 66 and 84-pound girder and 60-pound  $\top$  rails

LATEST EARNINGS-10 mos., \$1897...Gross, \$47,488; net, \$23,999
Jan. 1 to Oct. 31. {1896...Gross, 47,794; net. 24,657
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.
Stock \$100,000
Mortgage. (1) Maturity.

ROAD-It is said to operate 4 miles of track and road. Additional franchises granted in May, 1897.

Officers-President, Alexander Troy; Treasurer, Robert Woolfolk 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.

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.

ORGAN ZATION-Chartered in February, 1893. Its charter is for 25 years, and its franchise for operating street railways gives it, so it is said, the exclusive right to do street railway business in the city for said, the excitative 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 are lights and 270 gas street lamps for a period of ten years. The Home Electric L. & P. Co. was acquired in 1896.

Date. Interest. Outstand'g. STOCK & BONDS-Maturity. 

LATEST EARNINGS—9 months, 5 Gross. Net. Interest.
April I to Dec. 31, 1894. \$34,041 \$11,857 \$6,750
ANNUAL REPORT—Fortheyear 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) \$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: Net. \$17.180 10,573 def.1,323 def.4,147 Int. & taxes. \$10.675 8,903 8,155 8,831 Bal ince. \$6,505 sur.1,670 def.9,478 def.12,978  $\begin{array}{cccc} 1896‐97 & Gross. \\ 1895‐96 & \$61,104 \\ 1895‐96 & 53,640 \\ 1894‐95 & 26,840 \\ 1893‐94 & 26,995 \end{array}$ 

Officers-President, John A. Fisher; 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.

and Superintendent, J. K. Spicer.

NASHVILLE STREET RAILWAY—A trolley road Organization—Chartered in 1894, and succeeded to the property of the United Electric Ry., sold in foreclosure in April, 1894. petual franchise, giving it exclusive rights on streets occupied. 63, p. 1115.

63, p. 1115.

STOCK & BONDS— Date. Interest.
Stock (\$1,500,000 auth.)...

McGavock & Mt. Vernon 1st 1883 6 F-A
Do Summer St. 1st M. 1886 6 J-J
Do 2d series....... 1887 6 J-J
Do 2d mortgage..... 1889 6 A-O
Nashville & Edgefield 1st M. 1886 6 J-J
Do consol. M. \$400,000 1289 6 J-J
South Nashv. St. RR. 1st M. 1884 6 J-J
Nashville St. Ry. consol. M. }
\$2,000,000, gold \$1,000...}

1895 5 g. J-J
Interest. Date. Interest. Outstanding. Maturity.

5 1883 6 F-A 150,000 Aug. 1, 1913
1886 6 J-J 65,000 1926
1887 6 J-J 485,000 1937
1889 6 A-O 200,000 Oct. 1, 1919
1886 6 J-J 126,000 Jan. 1, 1917
1889 6 J-J 274,000 Jan. 1, 1919
1884 6 J-J 216,000 1914 484,000 Jan. 1, 1925

Interest is payable by Moore & Schley, 80 Broadway, N. Y.

Of the consol. mortgage of 1895, \$1,516,000 are in escrow to redeem underlying bonds.

ROAD-Owns 46.9 miles of trolley road in city of Nashville, Tenn. Rails 40-lb. T and 45 and 80-lb. girder. Cars, 84 motor and 32 trailers. Fiscal year ends April 30.

EARNINGS— Yrs. end. Apl. 30— Gross. Net. Taxes & Ins. Interest. Bal., sur. 1896-7 \$350,426 \$167,221 \$21,461 \$120,000 \$25,760 1895-6 322,566 139,804 1894-5 311,896 125,527

OFFICERS-Elected in May, 1896-President, Thomas M. Steger; Viceresident, T. D. West, May 1896-President, Thomas M. Steger; Viceresident, T. D. West, May 1896-President, Thomas M. Steger; Viceresident, Thomas M. Steger; Vic 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. Stock, \$100,000.... Interest. Outstanding.

ROAD—Operates 9<sup>1</sup>3 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 RAIL-WAY-A trolley road.

ORGANIZATION-Owns 11 miles of main line track and 12 mile sidings. Stock \$100,000, par \$100. No bonds. Unfunded debt Sept. 30, 1897, \$20,000. On August 1, 1897, 2 miles of road through Framingham was completed and equipped. Dividends-In 1893-4, 6 p. c. on \$31,100

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.

Interest. Outstand'g. See below. \$100,000 5 g.F-A 100,000 Maturity. Feb. 1, 1915

Loans and bills payable Oct. 1, 1897, \$49,000

Interest payable at International Trust Company, Boston. Dividends: In 1894, 6 p. c.; in 1894-95, 2<sup>1</sup>2 p. c.; in 1895-96, 4 p. c. ROAD-Owns 13<sup>1</sup>2 miles of track; rails 45 and 50-lb. T.

(AAD—Owns 15-2 miles of track; rains 45 and 50-10. 1. EARNINGS—Year ending September 30, 1897, gross, \$52,074; n t, \$21,034; interest, \$5,030; taxes, \$1,643; divid-nds, \$5,500; bal., surplus for year, \$5,861, from which deduct \$3,055 for depreciation Total sur. Oct. 1,'97, \$5,027. In 1897-6, gross, \$51,009; net, \$16,460

### WIS. NEENAH,

Population 1890 was 5,083; in 1880 was 4,202; and N 1870 was 2,655.

MENASHA & NEENAH STREET RAIL-WAY-A horse road. Electricity being introduced in July, 1897, and road was extended to Appleton and Lake Winnebago.

ORGANIZATION, ETC.—Chartered in 1885-86. Purchased July 1, 1897, by Dagnon Improvement Co. of Cleveland, O. Stock (par \$50), \$25,000; 1st mortgage (par \$500), \$25,000.

ROAD-Owns 4 miles of track.

### NEGAUNEE, MICH.

POPULATION 1890 WAS 6,078; IN 1880 WAS 3,931; AND IN 1870 WAS 2,559.

NEGAUNEE & ISHPEMING STREET RAIL WAY & 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; no bonded debt. funded debt in Aug., 1897, \$17,000. 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 Albany, 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, Louis-

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, Organization—incorporate in 1835. Successed on December 1, 1895, New Albany Highland RR., sold in forcelosure.

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 Origanization, 21c.—Socia, 4150,000; far inert., \$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 S3,184; interest, \$4,512; taxes, etc., \$3,531; dividends, \$14,250; bal.'s ur. 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 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.; 1896-97, \$37,000.

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 Oct. 31, 10 months, gross, \$182,554 in 1897; \$187,400 in 1896.

EARNINGS-For years ending Sept. 30.

| 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1898. | 1897. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898. | 1898 OFFICERS-President, H. H. Crapo; Vice-President, F. S. Stevens Secretary and Treasurer, Arnold C. Gardner,-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.

, 1923

Note-All bond interest to June 1, 1896, was canceled, and since

then paid regularly at maturity.

ROAD-Oct. 1, 1897, owned road 18.62 miles in length, being 412 miles in city streets and 4½ miles to Plainville; 4 miles to Berlin; 3½ miles to Newington Centre; switches, etc., 2 miles. Length of road paved, 10.25 miles. The Newington Tramway was formerly owned jointly with the Hartford Street Rallway, but 3½ miles to Newington Center was purchased in 1897 by Central Railway & Electric and balance by Hartford Street Railroad. The two roads roads join at Newington Church, and through cars are operated from New Britain to Hartford under a 99-year contract. Rails 35, 40, 56, 60 and 67 lbs. Cars, 13 closed and 23 open.

EARNINGS-For years ending Sept. 30.

From pass, Sundries, Elec. light. 1896-97. \$91,419 \$.....\$62,598 1895-96. 84,412 1,677 56,726 1894-95...64,560 426 50,854 Total gross. \$154,017 Net. \$49,933 46,343 28,373 \$..... 1,677 426 142,815 115,840

From net in 1896-97 paid taxes, \$6,606; bond interest, \$26,650. In 1895-96 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, unfunded debts, \$257,759. The mortgage of 1896 is for \$500,000 of 5 per cent gold \$1,000 e\* bonds due July 1, 1926; bonds cannot be called; interest J. & J. at office of trustee; outstanding (February, 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-Pres dent, 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 pro-posed to build from New Brunswick to South Amboy, by way of South River and Sayresville, about 14 miles. In November, 1895, read from New Brunswick to Milltown was opened.

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. A consolidation of the
New Castle Electric Street Ry. and New Ca-tle & Mahoningtown Street Population in 1897 estimated by company's officials at 26,000.

Interest. Outstanding. \$500,000 5 g. Text. STOCK & BONDS— Stock, \$500,000 (\$50) 1st M., \$500,000, g... Dividends . Date. 1927 1897

In Nov., 1897, the company was about to issue \$500,000 of bonds.

ROAD-Owns 1834 miles of track. Rails, 66-lb. to 80-lb. girder.

EARNINGS-Reconstruction completed in September, 1897. To Feb.,

1897, was operated only part of the time. To June 30, 1897, gross (from 214 days operation), \$26,257; net, \$13,257. From July 1 to Oct. 31, 1897 (4 months), gross, \$30,824; net, \$17,702. OFFICERS AND DIRECTORS (Nov., 1897): President, R. R. Quay; Sec-

retary and Treasurer, DeWitt Dilworth, J. D. Cameron, J. M. Cameron, Walter Lyon, Arthur Kennedy.

### 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 ssued Jan. 2, 1895, to pay for putting in trolley. In January, 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
Stock auth. (\$1,500,000). \$25 J-J
Twelve notes, \$10,000. N.H. & Centerville 1st M., \$25 go., assum'd by F.H. & W. \$25 go., assum'd by F.H. & W. \$25 go. Dividends. Outstanding. J-J \$900,000 120,000 365,000 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 910 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 1134 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.,

| Year to Oct. 1— 1896.<br>Gross \$275,632<br>Other 5,391<br>Total earns. \$281,023 | 5,932 | 1896. Net earnings \$75,730 Taxes 10,782 Dividends 48,000 Interest 6,750 | 8,420    |
|---|-------|--|----------|
|   |       | Vestville, Sept 30, 1896:  | ¢600,000 |

 Construction Acet.
 \$587,291
 Stock.
 \$

 Equipment
 135,513
 Bills payable.
 Cosh on hand.
 3,701

 N.H. & No. Haven St. Ry.
 21,133
 Profit and loss.

\$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 112 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

AV. RK. Co. of New Haven, conin., and also controlled the Flymouth & Kingston Ry. Co. of Plymouth, Mass. See V. 63, p. 229.

STOCK.—

Par. Dividend. Outstanding. Last Div.

Cap. st'k \$5,000,000 \$\frac{\$25}{\$25}\$ text Q.-J. \$\$1,081,925 Oct 15,797,340 Dividends: In 1895, 44 p. c.; in '96, 43 q. c.; in '97, Jan.,1 p.c.; Apl.,1 p.c.; J'ly, 3 p.c.; Oc. 3 p.c.

LATEST EARNINGS—From Jan. 1 to March 31, 3 months, gross, \$48, 116 in 1897; \$48,777 in 1896. For year ending Dec. 31, 1896, gross

(of Winchester Ave. and Plymouth & Kingston), \$277,928; in 1895, \$262,417; in 1894, \$237,190.
OFFICERS President, E. E. Floyd; Vice-President, A. R. Mitchell, Bos-

ton, Mass.; Treas.. Israel A. Kelsey, West Haven, Conn.-V. 63, p. 229.

# NEW HAVEN STREET RAILWAY-A trolley

ORGANIZATION-Has perpetual charter from State of Connecticut. It has absorbed the State Street Horse RR., the New Haven & Morris Cove Railway, the Lake Saltonstall RR. and the Edgewood Street RR. and Edgewood Avenue Electric companies. It has also taken a 99-year lease of the Whitney Avenue Railway Co. As to charter see editorial article in May, 1895, SUPPLEMENT.

Date. Interest. Outstand'g. Last dividend. STOCK & BONDS-STOCK & BONDS—

Stock (\$1,250,000) \$100... See text. \$1,000,000 July18,'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.\$250,000g..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 212 p. c.; in 1895-96, 212 p. c.

EARNINGS-For years ending Sept. 30 earnings have been: | 1896. | 1895. | 1896. | 1895. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896 1895

ROAD. -In Oct., 1896, was operating 2819 miles of track in the city of New Haven and suburbs; 2 miles were to be built in fall of 1896. 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.

 1895-96.
 \$58,138

 1894-95.
 44,201

 Interest. \$18,250 13,782 Net. \$23,508 20,833 Bal., sur. \$2,035 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.

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.

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;

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 S   | HEET SEPT. 30, 1896.      |             |
|---------------------|-------------|---------------------------|-------------|
| Assets.             |             | Liabilities.              |             |
| Construction        | \$609,221   | Stock                     | \$600,000   |
| Equipment           |             | Bonds                     |             |
| 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      |                           |             |
|                     |             | the same than the same of | \$1,223,128 |
| 8                   | \$1,223,128 | The second second         |             |

OFFICERS-President, W. F. Ford; 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.) { ... J-J \$247,500 Jly.1,'97(3\frac{1}{2}) 1st M., \$150,000, gold. 7:18 1893 5 g A-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, 212 p. c.; in 1895, 6 p. c.; in 1896, 7 p. c.; in 1897, 7 p. c.

ROAD-Owns 7.18 miles of road (single track) laid with 48-lb. T rails. LATEST EARNINGS—10 months, 1897..Gross, \$47,126; net, \$17,230 Jan. 1 to Oct. 31. 1896..Gross, 47,304; net, 18,870 ANNUAL REPORT-For years ending Sept. 30 earnings have been:

| 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1897. | 1897. | 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897

OFFICERS—President and Secretary, Walter Learned, New London; Treasurer, Wm. A. Tucker, Boston, Mass.; Superintendent and Pur-chasing 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—
Capital stock author'd, \$240,000, par \$40...

1st mortgage, subject to call after 5 years. Consol. M., gold, \$890,-\ 000 (\$500 & \$1,000) \ \text{Interest at New Orleans office.} \end{array}

Date. Interest. Outstand'y.

1892 6 M-N 141,000

1896 6g. M-N 650,000

O00 (\$500 & \$1,000) \ Interest at New Orleans office. Last div., etc. July, 1897, 4%

1912 May 1, 1946

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, but in 1897 paid 8 p. c.

ROAD-The authorized mileage is 60 miles, of which 16 miles were completed to November, 1897.

Officers-President, Jos. H. DeGrange; Sec. and Treas., B. J. De-Grange. 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.

(par \$100) stock of the N. O. City & Lake, 16,217 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; the 1st mortgage of La. Elec. Light Co. has been foreclosed.

On June 30, 1897, the company reported outstanding loans and bills payable of \$249,826 (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.

were \$284,000 Traction collateral trust notes in the treasury.

LATEST EARNINGS—6 mos., \ 1897.... Gross, \\$654,567; net, \\$224,119

Jan. I to June 30. \ \ 1896.... Gross, \\$681,730; net, \ 304,837

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.

gross, \$951,025; het, \$531,020.

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, C. D. Wyman and
J. C. Denis, all of New Orleans, and G. W. Norton, Louisville, Ky,—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.

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 n 1893 leased to New Orleans Traction at 8 per cent on stock

Ky.,) is for \$\$5,000,000, of which sufficient is reserved to retire the 1st 6s of 1879, and balance unbsued 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 RAIL ROAD-A trolley road.

Date, Interest, Outstand'g, Last div.,etc. . . . . text Q-J \$1,200,000 Oct. 20,'97,1'29 STOCK & BONDS— Capital stock, \$100.... 2d mortgage, gold ...... 1893 6 F - A 350,000 (1996 Interest at Hibernia Nat. Bank, N.O. 1997 (f) (f) (f)

Dividends in 1894 and 1895 were at rate of 6 per cent per annum;

in 1896, 6 p. c.; in 1897, 6 p. c.; paid at company's office. ROAD-Operates 1619 miles of track on 814 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

debt and improvements.

Dividends-June, 1894, 119 per cent; December, 1894, none.

ROAD—Operates 9 miles of road on 9 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. Interest, Outstand'g. Last div., etc. text, Q - J \$1,000,000 Oct.15,'97,112 6 J -D 75,000 June1'97-1901

Stock increased from \$600,000 to \$1,000,000 in February, 1895.

Dividends in April, 1894, 112 per cent; July, 2 p. c.; Oct., 2 p. c.; 1895, Jan., 2 p.c.; in 1896, April, 1½ p. c.; July, 1½ p. c.; Oct., 1½ p. c., in 1897, 6 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.

MANHATTAN (ELEVATED) RAILWAY-See INVESTORS' SUPPLEMENT.

METROPOLITAN TRACTION— In October, 1897, went into liquidation.—See Metropolitan Street Railway below and V. 65, p. 620.

METROPOLITAN STREET RAILWAY-

Cable, underground trolley, horse.

ORGANIZATION—Chartered in 1893, and by consolidation, lease and otherwise has acquired control of practically all the street railways of Manhattan Island except the Manhattan Elevated and the Third Avenue RR. The Metropolitan Traction Company, which during the growth of the system owned all the capital stock of the Street Railway was wound up in October, 1897, and its \$30,000,000 stock exchanged dollar for dollar for the stock of the Metropolitan Street Railway Co., a distribution of 20 per cent (\$6,000,000) in debenture certifi cates being made to stockholders to represent assets transferred to the Street Railway Company—(see V. 65, p. 621.) An agreement with Third Ave. RR. as to Kingsbridge road and Amsterdam Ave., etc., was reached in November, 1897.- V. 65, p. 977.

The Metropolitan Street Ry, I as absorbed by consolidation the following companies, embracing the "lines owned" in the mileage table below:

Houst, West St. & Pavonia Ferry, Chambers St. & Frand St. Ferry, Broadway Rallway, South Ferry RR.

In 1894 AND 1895— Metropolitan Crosstown. Lexington Ave. & Pay. Ferry (Cable). Columbus & vth Ave. RR. (Cable).

In addition the companies shown in the table of mileage as "leased etc.," have been acquired from time to time by lease or stock owner-ship. The latest acquisitions are: In July, 1896, the New York & Harlem RR.; in 1897 the Central Crosstown (including Christopher and 10th Street) and Second Avenue. The miles of track operated has thus been increased as follows: From 80 in 1893 to 131 in 1894, to 140 in 1895, to 172 in 1896, to 230 in 1897.

It is proposed to introduce the underground electric system on nearly all the present horse car lines, but the work on Sixth and Eighth Avenue lines has been prevented by injunction.—See V. 63, p. 1063; V. 64, p. 330, 1181; V. 65, p. 27. Company's possession of Eighth Avenue line was confirmed in May, 1897, (V. 64, p. 1001) Work on Fourth Avenue is expected to be completed in Dec., 1897--V. 65, p. 278.

DIVIDENDS-The dividends paid have been as follows, those prior to 1898 having been paid on the Metropolitan Traction Stock, which was increased in September, 1892, from \$20,000,000 to \$30,000,000, and which in October, 1897, was exchanged dollar for dollar for the stock of the Street Railway Co:

Year— ) 1891, 1892. Per cent. ) 4 3 1893. 1894. 1895. 1896. None. 5 5 5 In October, 1897, a distribution of 20 per cent in debenture certifi-

cates was made to represent assets transferred to Street Ry. Co.

BONDS—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 com-

panies were assumed by the Metropolitan Street Railway Co.

The general coll. trust mortgage of 1897 is secured by deposit of the

stocks (par value) of the Broadway & 7th Ave., \$1,400,000; 42d Street & Grand Street Ferry RR., \$400,000; Central Park N. & E. River RR., \$300,000; 34th Street Crosstown Ry., \$990,000; also all property of H. W. St. & P. V. RR., Chambers St. & Grand St. Ferry RR., Broadway Ry., So. Ferry RR., Met. Crosstown Ry., Lex. Ave. & Pav. Ferry RR., Columbus & 9th Ave., and Ft. Lee Ferry Extension; also leasehold interests, contracts, real estate (valued as below stated), etc. See application to N. Y. Stock Exchange in V. 65, p. 826.

ROAD-The system includes seven principal lines extending practically the entire length of Manhattan Island, from the Harlem River to or toward the Battery, with numerous branches and crosstown lines.

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.

INVESTMENTS-(See official list in V. 65, p. 826.)-The following is the par value of the principal stocks and bonds of subsidiary street railways, which in October, 1897, were the property of the company:

REAL ESTATE—The real estate in New York City (see V. 65, p. 826), owned in fee, subject to the general mortgage & collateral trust deed of 1897 (including \$2,450,000 subject to the prior lien of the Lexington Avenue mortgage) was valued in October, 1897, at \$3,681,969; owned by subsidiary companies, \$3,389,750; total, \$12,071,719.

General Finances.—In July, 1897, \$12,500,000 of general mortgage and collateral trust bonds were sold, increasing the fixed charges

by \$625,000 per annum. The proceeds of these bonds, it is stated, will provide for all changes in motive power, etc., now in progress and contemplated. The change in mode of operation it is expected, will so reduce the cost of operating as to provide for this additional charge, leaving as nearly clear gain the increase in earnings which is expected to come from using mechanical traction in place of animal power. The \$6,000,000 of debenture certificates distributed to the Traction Company stockholders in October, 1897, will be entitled to interest, beginning after Oct. 15, 1898 (see text of debentures in V. 65, p. 977), calling for \$300,000 yearly.

LATEST EARNINGS - For 3 months ending Sept. 30:

3 months - Gross. Net. Oth. inc. Int. laxes, etc. Bal., surp
1897....\$2,217,942 \$1,003,591 \$164,385 \$783,791 \$384,186
1896....2,137,100 918,180 134,237 785,585 266,83

ANNUAL REPORT-Full statement for year ending June 30, 1897 with balance sheet of Sept. 30, was given in V. 65, p. 827, showing on 180 miles:

Total net income..... \$4,724,790 Bal. for dividends....

Dividend of 5 per cent yearly on \$30,000,000 calls for \$1,500,000. The interest (\$98,692) on investments was paid into the treasury of the Traction Company, but as the inve-tments are now owned by the

Street Railway Co. the item is here added. The following shows the growth of the company's system and business in the last six years:

ALL LINES CONTROLLED.

Year. Miles. Pay'g Pass. Transfers.
1596-97. 230 211,614,558 72,259,899
LINES INCLUDED IN EARNINGS
1896-97. 150 177,338,677 56,929,611 1892-93...80 63,011,755
1895-96... 172 145,965,251 28,450,996 1591-92...61 45,239,670

OFFICERS-President, H. H. Vreeland; Vice-President D. B. Hasbrouck; Secretary, C. E. Warren; Treasurer, H. S. Beattie; Purchasing Agent, A. C. Tully. Office, 621 Broadway, N. Y. INDEX-V. 65, p. 618, 620, 824, 826, 925, 977.

METROPOLITAN STREET RY. SYSTEM-BLEECKER STREET & FULTON FERRY RAILROAD—A horse road.

ORGANIZATION-Chartered Dec. 12, 1864. 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  $1^{1}2$  per cent per annum on stock.

ROAD.-23d St., N. R., to Fulton Ferry, 412 miles; 23d St., N. R., to Union Square, 134 miles; second track, 614 miles. Total line, 1212 miles.

Interest, Outstanding. Maturity, etc. 112 J.-J. \$900,000 July, 97, 34% 7, J.-J. 700,000 Jan. 1, 1900 

METROPOLITAN STREET RY. SYSTEMBROADWAY & SEVENTH AVENUE—A horse and cable road.

ORGANIZATION-Chartered May. 26, 1864. Leased May 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, of which Metropolitan Street Ry. Co. Sept. 30, 1897, owned \$1,406,200.

STOCK & BONDS-

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 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. 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.

ROAD—Owns in fee. Miles.

59th St. & 7th Av. to Barclay
St. and Broadway. 4:22
51st St. aud 7th Ave. to Park
Place and Broadway. 4:00
Second track. 8:22
Second track. 3:12

Total track operated......22.68 INDEX-V. 58, p. 733. Office 761 Seventh Ave.

METROPOLITAN STREET RY. SYSTEM.—CENTRAL CROSSTOWN RR.—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 in the interest of the Metropolitan St. Ry., which in October, 1897, was said to own over \$400,000 of the stock.—V. 64, p. 1001, 1042.

STOCK & BONDS.— Par. Interest. Outstand'g. Last div., &c. Stock (\$600,000, 100 7 Q. - J. \$600,000 July 1, '97, 2\frac{1}{2} 1st mortgage. 1,000 6 M. - N. 250,000 Nov., 1922 Dividends.—In fiscal year 1898-4 paid 7 p. c.; in 1894-5, 7 p. c; in 1895-6, 812 p. c.; in 1896-7, (?).

ROAD—Owned in fee. Miles.

23d St. and East River to Hoboken Ferry.

Second track.

2 Sidings.

14 Total track.

Miles.

Operated under lease. Miles.
Christopher & 10th St. RR.

34
Second track.

1134

| ANNUAL REPORT—For years ending June 30. (See V. 63, p. 268); | Yr. 10 June 30. 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. |

John D. Crimmins, John D. Crimmins, Jr., Pierre Jay, Thomas J Regan, D. H. Shea, H. H. Hollister, George G. Haven, Jr., J. S. Barnes Sheppard Gandy, George W. Linch and J. J. Traynor. Office 170 Christopher St., N. Y. City.—V. 64, p. 286, 951, 1001, 1042. 1137.

METROPOLITAN STREET RY. 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 thereo. at 8 per cent on stock till October 1, 1897, thereafter 9 per cent (V 55, p. 894). Metropolitan St. Ry. owned in October, 1897, \$300,000 of the stock.

Coupons payable at Bank of New Amsterdam, New York City.

| ROAD - Lines Owned. | Miles | Lines Leased. | Miles | 54th St. & 10th Ave, East | and West to South Ferry | 9½ | Second track. | 3½ | Second track | 3½ | Weight of rail per yard | 60 lbs. | Total operated | 26

METROPOLITAN STREET RY. SYSTEM.—CHRISTOPHER & TENTH STREETS RAILROAD—A horse road.

ORGANIZATION-Chartered April 25, 1873. Leased to Central Cross

 ORGANIZATION—Chartered April 25, 1873. Leased to Central Cross town 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% of the colspan="2">Oct., '97, 2% of the colspan="2">Oc

METROPOLITAN STREET RY. SYSTEM-EIGHTH AVENUE RAILROAD-A horse road.

ORGANIZATION Chartered Jan. 10, 1858. Road is leased to Metro politan 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 proposed. - see V. 65, p. 27.

STOCK & BONDS.— Par. Outstand'g Last div.,&c. \$1,000,000 See text. 1,000,000 Feb., 1914 Interest. .60 lbs

Annotal Report of the years ending states of the years of the years ending states of the years ending

METROPOLITAN STREET RY. SYSTEM-FORTY-SECOND STREET & GRAND STREET FERRY-A horse

ORGANIZATION-Chartered February 16, 1863.

Outstanding. Last div., &c. \$748,000 Nov., 97, 4\frac{1}{2}\% 236,000 Jan. 1, 1909 Interest. 18 Q.—F. 6 J.-J.

LEASE.—Leased to Metropolitan
Street Railway Co. from May 13,
1893, for curation of charter and
renewals thereof at 18 per cent on
stock, payable in lawful money.
Met. St. Ry. in Oct.. 1897, owned
\$400,000 of the stock. 

METROPOLITAN STREET RY. 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 controlled by the Metropolitan St. Ry.

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

Stock, \$500,000 \$500,000 \$500,000 Nov. 1,1995
p. and i. Met. St. Ry. c? 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 STREET RY. 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 rallroads 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. On June 14, 1897, State Railroad Commissioners granted company permission to change motive power to underground electric, and work was begun in August .-- V. 64, p. 1181.

The following table and earnings apply only to the street roads.

ANNUAL REPORT-For years ending June 30:

Clarke; Secretary and Treasurer, Edward V. W. Rossiter; Superintendent, Alfred Skitt.-V. 62, p. 949, 990, 1088.

METROPOLITAN STREET RY NINTH AVENUE RAILROAD—A horse rallroad. RY. SYSTEM

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 STREET RY. SYSTEM. SECOND AVENUE RAILROAD .- A horse railroad.

ORGANIZATION.-Chartered Jan. 1, 1853. In October, 1897, the Metopolitan Street Ry, was said to own about \$1,240,000 of the stock. Motive power is to be changed to underground electric system.

Last div.,&c. Jan., 1897, Nov., 1909 Jan., 1909

DIVIDENDS—Since 1891 in fiscal years ending June 30: 1891-92, 4 p. c.; 1892-93, 4 p. c.; 1893-94, 4 p. c.; 1894-95, 5 p. c.; 1895-96, 5 p. c.; in 1896-97, July, 1 p. c.; Oct., 1 p. c.; Jan., 4 p. c.; April, none. See statement in V. 64. p. 664.

ROAD— Miles.
2d Av., Harlem Riv. to Peck Slip. 8
Branch to 92d St. Ferry. 2
Branch to 59th St. and 1st Av. 3<sup>1</sup>2
Weight of rails, per yard. 60 lbs.

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, \$30,906. For year, eaching Lucy 20. year, \$30,996. For years ending June 30:

General balance sheet of June 30, 1897, was given in V. 65, p. 276.

showing loans and bills payable, \$215,000.

Officers-President (elected May, 1897), Pierre Jay; Vice-President

J. Sanford Barnes, Jr.; Secretary and Treasurer, H. E. Doremus. INDEX-V. 63, p. 268, 881; V. 64, p. 235, 472, 664, 955; V. 65, p. 276 METROPOLITAN STREET RY. SYSTEM-SIXTH AVENUE BAILROAD—A horse railroad. ORGANIZATION—Chartered Sept. 6, 1851, and leased to the Metropol-

Itan Street Rallway 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 Variek 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 STREET RY. SYSTITHIRTY-FOURTH STREET CROSSTOWN RY.—A horse road. SYSTEM-

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. Stock AND BONDS Stock \$1,000,000

Ist M. (\$1,000), grar. { 1896 5 A-O 1,000,000 Apl. 1, 1996.
p. and i. Met. St. Ry... { 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 STREET RY. 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, owning in Oct., 1897, all the stock and \$1,000,000 or the bonds.

STOCK & BONOS— Date. Interest. Outstanding. Maturity
Stock, \$1,500,000 (\$100).

1st M. \$1,500,000 (\$1,000) | 1896 5g. A-O 1,500,000 Oct. 1, 1996
gu.p.ki. Met. St. Ry,g.c. Trustee, Central Trust, New York.
ROAD—Projected to extend across town on 28th and 29th streets,
593 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 STREET RY. SYS
TWENTY-THIRD STREET RAILWAY—A horse railroad. SYSTEMderground 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.

FULTON, WALL & CORTLANDT ST. FER-RIES 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 at New York, Dec. 2, 1897.-See V. 64, p. 952; V.

NEW YORK ELMSFORD & WHITE PLAINS RAILWAY-A trolley road.

ORGANIZATION-Organized in January, 1894. In July, 1897, the

property, franchises, etc., were sold to a Philadelphia syndicate, which also purchased the Citizens' Gas & Electric Co. of White Plains, the Portchester Gas & Electric Co. and the Portchester Ry. (projected) and will consolidate all the companies.

Road extends from Elmsford station on the New York & Putnam Railroad to White Plains on the New York & Harlem RR. and to Silver Lake, 54 miles of track. Is to construct extensions from Elms ford to Tarrytown on Hudson (under construction in Nov., 1897), White Plains to Mamaroneck on Sound and to Oakland Beach and Rye Beach, 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, S. R. Bullock; Secretary, C. V. D. Boek; Treas urer, H. T. Jennings. DIRECTORS—(Elected August, 1897)—Samuel R. Bullock, of Philadelphia; V. A. Krepps, of White Plains; Herbert T. Jennings, William D. McQueston and Charles B. French, of Mount Vernon, N. Y.; Dwight S. Mason, Charles V. D. Beek, Paul Armitage and William J. McCormick, of New York.

N. Y. WESTCH. & CONN. TRAC. | SUPPLEMENT, \ August, 1897. PEOPLE'S TRACTION.

### THIRD AVENUE RAILROAD-A cable railroad.

ORGANIZATION.—Chartered Oct. 8, 1853. A cable road since Dec. 5, 1893. In June, 1897, the Court of Appeals decided that the King's Bridge franchise was invalid (see V. 64, p. 1138). Application for a new franchise has been made. In November, 1895, company obtained this 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; trolley was to be used. Also purchased control of the 42d Street Manhattanville & St. Micholas Ave. line. See V. 61, p. 872, 926. Control of Dry Dock E. B. & B. was obtained Aug. 23, 1897. (V. 65, p. 194). An agreement was made with Metropolitan St. Ry. as to King's Bridge Road and Amsterdam Ave., etc., in November, 1897. (V. 65, p. 977.)

| STOCK & BONDS. Par. Interest. Outstanding. Last div., &c. \$10,000,000 Nov. 29, 397, 32.   | ORGANIZATION—Formed in 1892. In August, 1896, was operating the following lines: From 129th St., via 3d Ave., to Bedford Park.  |
|--|---|
| 1st mortage, gold.1,000 5 g. J. & J. 5,000,000 July 1, 1937<br>STOCK—Stock was increased from \$7,000,000 to \$9,000,000 in Jan.,<br>1895. Proceeds for floating debt and cable construction and equipment,  | From 129th St., via 3d and Boston Aves., to West Farms. From 8th Ave., via 135th St., Madison ave. and 139th St., to Port Morris. From  |
| the last \$400,000 being issued in November, 1895. On August 19, 1896, was authorized the issue of \$3,000,000 additional stock (making  | 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.   |
| 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   | The Westchester Electric RR. extends the system to Mt. Vernon and New Rochelle, owning all the lines in those places. Southern Boulevard  |
| and extension of the Kingsbridge Road, about 11 miles.  ROAD—Owned. Miles.   Miles.  | Railway stock is \$250,000; Westchester Electric stock, \$500,000.  STOCK & BONDS.— Par. Interest. Outstand g. Last div., &c., 8tock  |
| City Hall via 3day.to 130th st. 8 <sup>1</sup> 4   Sidings 38 North River to 125th st., E.R. 2 <sup>1</sup> 2   Total track owned 28 <sup>3</sup> 8 10th Av., 125th to 186th sts. 3 <sup>1</sup> 4   Weight of rails 60 lbs.   | 1st mort, 1892, gold. {1,000 5 g. FA. 2,000,000 Aug. 1, 1942 Int. is payable at Central Trust Co., N. Y. City.  |
| Second track   | Westch. 1st M., gu., p.ti1,000 5 g. J. – J. 500,000 1943<br>80. Boule. RR. 1st.gold 5 g. J. – J. 250,000 July 1, 1945   |
| p. c.; Nov., 2 p. c. See V. 64, p. 955.<br>FINANCES.—To pay for cable, &c., the stock was raised in 1891 from  | ROAD—Aug., 1896— 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  |
| \$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 June 30, 1897, \$1,675,000.  | Second track  |
| ANNUAL REPORT.—Annual report for year ending Oct. 31, 1897, was n V. 65, p. 923, showing results as follows:   | LATEST EARNINGS—July 1 to September 30, 3 months: 3 mos. Gross. Net. Oth. inc. Int., taxes, &c. Bal., sur. 1897\$163,017 \$81,322 \$167 \$35,195 \$46,294   |
| Years ending Oct. 31—     1897.     1896.     1895.       Gross earnings.     \$2,570,842     \$2,610,161     \$2,583,011       Net earnings.     1,126,194     1,202,744     1,054,542  | 1896 155,511 80,012 83 31,773 48,322 Loans and bills payable Sept. 30, 1897, \$259,050.   |
| Other income         47,368         66,953         67,052           Total income         \$1,173,562         \$1,269,697         \$1,121,594   | ANNUAL REPORT—For year ending June 30, 1897, was in V.65, p. 193.<br>Yr.endne 30. 1897. 1896.<br>Gross earnings. \$541,855 \$489,668   Total net inc\$219,822 \$184,886   |
| Taxes and interest. 372,286 367,463 330,590 350,000 890,000 559,000 359,000 Balance, surplus def.\$48,724 \$12,234 \$232,004   | Gross earnings.\$541,855 \$489,668   Total net inc\$219,822 \$184,886   Net   |
| BALANCE SHEET OCTOBER 31, 1897. Assets. Liabilities.   | Assets. Cost of road and equip. \$4,562,085   Capital stock. \$2,000,000   Accrued interest, etc. 5,675   Funded debt. 2,000,000  |
| Cost of road   | Supplies on hand         29,330         Loans and bills payable         264,609           Open accounts         52,546         Int. due and accrued         41,666           Miscellaneous         17,843         Due for wages, etc.         80,725                            |
| Dry Dock E. B. & B.stk 2,257,400   Profit & loss, surplus.   258,331   Cash.   79,403  | Cash on hand.     48,199     Profit and loss.     328,678       Total.     \$4,715,678     Total.     \$4,715,678   |
| Total \$19,336,731 Total \$19,336,731 OFFICERS.—President, A. J. Elias; Secretary, Alfred Lazarus, Office  | OFFICERS—President, General Manager and Purchasing Agent, E. A. Maher; Secretary and Treasurer, T. W. Olcott. Office, 2389 3d Ave.  |
| 65th Street and Third Avenue.  INDEX-V. 64, p. 235, 331, 844, 1138; V. 65, p. 194, 413, 923, 977.  | DIRECTORS—Elected in 1895, Charles A. Stadler, Edward A. Maher Adolph G. Hupfel and Thomas Olcott, of New York; John W. Mc. Namara, Anthony N. Brady and Robert C. Pruyn, of Albany, and  |
| THIRD AVENUE SYSTEM-DRY DOCK EAST BROADWAY & BATTERY RR.—A horse road.   | William Shaw, of Troy.   INDEX-V. 64, p. 182, 1043; V. 65, p. 193.  |
| Organization—Chartered Dec. 8, 1863. Control obtained by Third<br>Ave. RR. Aug. 23, 1897. V. 65, p. 194.   | NEWARK, N. J.   |
| STOCK & BONDS— Par. Interest. Outstand'g. Last div., &c. Stock   | POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508;<br>AND IN 1870 WAS 105,059.   |
| ROAD—(60-lb. rails).   Miles:   Mains   Miles:   Main   Miles:   Miles: | CONSOLIDATED TRACTION OF NEW JER-<br>SEY-<br>ORGANIZATION—Incorporated in March, 1893, to acquire control of  |
| 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  | street railways in New Jersey. January 2, 1894, leased for 999 years<br>New Jersey Traction Company (which see) and so Newark Passenger   |
| per cent; 1895, August, $1^{1}2$ p. c.; Nov., $1^{1}2$ p. c.; in 1896, 6 p. c.; in 1897, Feb., $1^{1}2$ p. c.; in May none.—See V. 64, p. 843.   | Railway; also secured the Jersey City & Bergen road. System reaches from Jersey City to Newark, Orange, Elizabeth, Bloomfield, etc.  In connection with the Passaic & Newark Electric Traction (whose   |
| LATEST EARNINGS—For 3 months ending Sept. 30: 3 mos. Gross. Net. Other inc. Int. & & Bal., surp. 1897\$177,657 \$61,468 \$593 \$33,327 \$28,734  | entire capital stock is owned and whose bonds are guaranteed) carries passengers to Passaic, thence by steamer to Bay Ridge, L. I., and via   |
| 1896 187,785 52,331 1,571 34,264 19,638 ANNUAL REPORT—Fiscal year ends June 30. Results for 1896 7, with balance sheet, were given in V. 65, p. 568, as follows:   | Long Island RR. to Manhattan Beach and Coney Island. V. 65, p. 277.  STOCK & BONDS Jan. 1, '96. Date. Interest. Outstanding. Maturity.  |
| Fr.end.J.ne30.     1897.     1896.       Gross earnings.\$687,646 \$743,474     Taxes, etc     \$137,626 \$33,634       Net  | 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 income 31,067 12,566 Dividends (4 <sup>1</sup> 2)54,000 (6)72,000  Net income \$204,898 \$197,324 Bal. for year.su.\$13,272 df.8,185   | Other debts Jan. 1, 1897  |
| Officers (elected April, 1897,)—President, Gustav E. Kissell, N. Y.;<br>Secretary, E. T. Landon; Treasurer, John Byrnes. Office, 605 Grand St.   | Underlying Bonds.           Newark Passenger Railway 5s, guar. p. & i   |
| NDEX-V. 62, p. 232, 988; V. 63, p. 401; V. 64, p. 843, 1041; V. 65, p. 194, 568.   | Newark Pass. Ry. sub. companies. 1,600,000 Jersey City & Bergen Railroad 258,000 The gold bonds of 1893 are free from tax and secured not only by   |
| THIRD AVENUE SYSTEM-FORTY-SECOND ST. MANHATTANVILLE & ST. NICHOLAS AVE. RYA horse road.  ORGANIZATION-Chartered Aug. 29, 1878. In November, 1895, control  | 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 &  |
| was purchased by the Third Avenue RR. See V. 61, p. 926. Motive power is to be changed to underground electric system.   | Kearney Bailway Co. Bonds for \$7,000,000 were retained<br>by trustee to be issued from time to time to an amount equal to 75   |
| STOCK & BONDS.— Par. Interest. Outstand'y Last div., &c. 82,500,000  1st mortgage \[ \begin{pmatrix} \{1,000\\ & \\ & \\ & \\ & \\ & \\ & \\ & \   | per cent of the actual cash value of extension, betterments, equipments, or new construction. These bonds may also be issued  |
| 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  | 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   | ROAD.—In January, 1897, the Consolidated Traction Company was said to have in operation 175 miles of track, including:  |
| 1 And St. 3'29 42d St. via 7th Ave., etc., to Boulevard, etc. 4'02  Total owned. 24'90   | Roads Absorbed— N. J. Traction CoStock owned. Newark Pass'ger Ry. Stock owned. Newark Pass'ger Ry. Losed Owned. Newark and Jersey City over   |
| N.Riv., Manhattan St., St.Nich.<br>Ave., 110th St. to East Riv. 2.76 Weight of rail  | Rapid Transit St. Ry. Leased. J. C. & B erg'n RR Stock owned. J. C. Har. & K. RR Stock owned. Newark Plank Road. Stock owned. Newark Plank Road. Stock owned.   |
| Yr.end.June 30.       1896.       1895.         Gross earnings. \$667,584 \$636,218       Irt. on bonds. \$72,000       \$72,000         Net   | Stock, debts and mileage of the leased and controlled lines:  Miles. Stock. Debts.  |
| Other income 4,026 4,000 miscellan'ous 14,800 14,829 Taxes 126,394 36,000 Bal. for year. sur.3,594 def.3,110 INDEX-V. 63, p. 838; V. 64, p. 330.   | 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  |
| UNION RAILWAY OF NEW YORK-A trolley road.  | Jersey City & Bergen RR       41½       1,000,000       258,000         Jersey City Har. & K. Ry       10       100,000          Newark Plank Road       4½       162,000       90,934         Passalc & Newark Elec. Trac       9¾       1,000,000       500,000               |

| EARNINGS-4 months. [1897Gross  | s, \$1,076,284; n    | et, \$572,177                  |
|--|----------------------|--------------------------------|
| July 1 to Oct. 31. [1896Gross  | s. 1.008,421; n      | et. 516.268                    |
| For the year ending Dec. 31: 1896.<br>From passengers\$2,779,264<br>Other income21,318 | 1895.<br>\$2,487,104 | 1894.<br>\$2,086,891<br>13,854 |
| Total\$2,800,582   | \$2,507,556          | \$2,100,745                    |
| Operating expenses1,468,440  | 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; V. 65, p. 277.

### CONSOLIDATED TRACTION SYSTEM-JER-SEY CITY & BERGEN RAILROAD-

ROAD-Owns line 84 miles, from Jersey City to Bergen Point, etc. total track, 4112 miles. Controlled by Consolidated Traction Co., ali the stock being deposited as part security for the Traction Co. 1st M STOCK & BONDS— Date. Interest. Outstand'g. Maturity.

1st mortgage (\$1,000)...e\*.1873 7 J.-J. 258,000 Jan. 1,1903 Total cost of road and equipment to Jan. 1, 1897, \$1,442,298.

# CONSOLIDATED TRACTION S NEWARK PASSENGER RAILWAY-Mostly electric.

ORGANIZATION-Incorporated June 16, 1890. On July 29, 1893, CRGANIZATION—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- I             |      | Interest.<br>Text. | Outstanding.<br>\$6,000,000 | Maturity.       |
|------------------------------|------|--------------------|-----------------------------|-----------------|
|                              | 401  |                    | 100,000                     | Feb. 1, 1901    |
| Orange & Newark 1st M        | 88   | 6 A-O              | 496,500<br>anhattan Tr. (   | Apr. 1, 1905    |
| Belle, & Newark 1st M        | 27   | 7 J-D              | 200,000                     | June 1, 1900    |
| Newark & Irvington 1st1      | ,000 | 6 J-D              | 50,000                      | June 1, 1900    |
| Essex Pass. cons. M. \$500   |      |                    | ##6 #66                     | 37              |
| & \$1,000                    |      |                    | 753,500                     | Nov. 1, 1905    |
| Newark Passenger cons. ) 1   | ,000 | 5 g. J - J         | 4,250,000                   | July 1, 1930    |
| 1890, \$6,000,000 ge* (      | Trus | tee Solicit        | ors Loan & Tr               | ust Co., Phila. |
| The \$6,000,000 stock is all | depo | sited as a         | ecurity 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 re ported) 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 debt Jan. 1, 1897. Dividends in 1893 aggregated 10 p. c.

### TRACTION CONSOLIDATED NEWARK PLANK ROAD CO. SYSTEM-

ORGANIZATION-Of the stock \$161,625 is deposited as security for the Consolidated Traction Co. first mortgage.

STOCK, ETC.— Outstanding. Paid Stock (Jan. 1, 1896) \$162,000 \$162. Unfunded debt Jan. 1, 1897 90,934 ROAD—Jan. 1, 1896, there were 445 miles of track. Paid in. \$162,000 \*\*\*\*\*\*\*\*\*

# CONSOLIDATED TRACTION SYSTEM-RAPID TRANSIT STREET RAILWAY. ORGANIZATION—In February, 1892, leased to Newark Passenger hall-

way, and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system. Rental is 1134 per cent on stock, besides interest, taxes, etc.

Dividends of 114 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.

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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, 3 p. c.; in 1894, 2 p. c; in 1895, 212 p. c.; in 1896

ROAD-On Jan. 1, 1897, operated 18 miles of track.

EARNINGS-For year ending Dec. 31:

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 between the Hackensack and Passaic rivers, through the towns of Hasbrouck Heights, Woodridge, Carl-stadt, 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.

Of the \$290,000 bonds, \$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. Copeand. 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.

### CONSOLIDATED ELECTRIC NEWARK RAILWAY-A trolley road.

ORGANIZATION-Successor Feb. 15, 1896, to Newark & Granville Checking Allon-Successor Feb. 13, 1896, to News a Coranna Electric Ry., but before bonds could be issued the president of the old company applied for a receiver and James F. Lingafelter was appointed receiver in May, 1896. Statutes of Ohio do not allow a corporation to issue more bonds than stock and validity of old bonds is questioned. Case has been remanded to Common Pleas Court of Licking County, Ohio.

| STOCK & BONDS - Miles. Date. Interest. Outstand'g. Maturity
| Stock, \$100,000, par \$50. . . . . . \$73,000 |
| N. & Granv. Elec. St. 1st \$ . . . . 1892 6 g M-N 120,000 May, 1912 |
| M. \$120,000, g., \$1,000 } Equitable Trust Co., Trustee, Chigago. do 2 M. \$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 13<sup>1</sup><sub>2</sub> miles of track, connecting the city of Newark with Granville. Rails 30 to 61<sup>1</sup><sub>2</sub> lb.  $\top$  and girder.

EARNINGS—For year ending Dec. 31, 1896, gross, \$26,895; net, \$4,613; no interest paid. In 1894, gross, \$28,022; net, \$9,266.

OFFICERS—President, W. E. Miller; Secretary, W. C. Miller; Treas

John Schlagel.-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.

ROAD—Owns 10.81 miles of track (including Walden & Orange Lake 5.29 miles) and leases 5.40 miles (Newburg & O. L.).

LATEST EARNING 3 mos. (1897......Gross, \$30,893; net, \$16,676
July 1 to Sept. 30. (1896......Gross, 32,917; net, 18,285

YEARLY EARNINGS-For the years ending June 30:

1896-7 \$83,668 1895-6 94,592 1894-5 69,086 Net. Oth. Inc. Int., lax, &c. Bal., sur. \$35,193 36,570 \$615 \$32,536 \$4,649 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 RAIL ROAD.-A trolley road.

ORGANIZATION-Incorporated May 23, 1871. Maturity. 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<br>Net | 25,380 | Int., taxes, etc. 25,577<br>Bal, for year sur.869 |       |
|                               |        | Tot. sur. Sept. 30 .10,124                        | 9,256 |

GENERAL BALANCE STREET SEPT. 30, 1896.

| Assets.                        | Liabilities.   |
|--------------------------------|--|
| Cost of railway \$324,610      |  |
| Cost of equipment 160,153      | 3 Funded debt 350,000  |
| Land and buildings 45,644      | Loans and bills payable. 113,011   |
| Bills & accounts receiv. 5,47: | Profit and loss surplus. 10,124  |
| Materials and supplies 14,923  | S CONTROL OF THE SECOND PROPERTY.  |
| Cash on hand 2,330             | DESCRIPTION OF THE PARTY OF THE |

. \$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

Forms connecting link between Hartford and New Britain, part of the tramway being purchased in 1897 by Hartford Street Ry. and part by Central Ry. & Electric of New Britain.

### 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. \$77,000 See below.
30,000 {July 1, 1897,
50,000 Dec. 1, 1910 Common stock..... 5 p. c. in '96 \$77,000 Pref. stock, 7 p. c., cum.. ..... 7 J-J 1st M. \$50,000 (\$500).c. 1890 Unfunded debt Jan.1,'97 ..... 5 J-D

Interest is payable at the Industrial Trust Co., Providence, R. I.

Dividends—On preferred from 1890 to July, 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.

Balance. \$1,234 sur. 1,117 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. e. gold \$500 e\* 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 Trust Co. standing \$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. Claffin; 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 \$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 Oct., '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, 8 p. c.

ROAD—Owns from Newton to Waltham, Watertown, etc., 9.7 miles main track (measured as single); sidings, 34 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                    | francisco de la constitución de |

......\$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.

teal estate mortgage. 20,000

ROAD—Owns 10 miles of track. Operates Newtonville & Watertown

St. Ry., 314 miles, under lease of 1897.

EARNINGS—In year ending Sept. 30, 1897, gross, \$53,685; net, \$18,-250; interest and taxes, \$9,497; bal., surplus over charges, \$8,753. In 1895-96, gross, \$33,026; net, \$11,072.

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; Supt., L. H. McLain.

# NEWTONVILLE & WATERTOWN STREET

RAILWAY A trolley road.

ORGANIZATION—Nov., 1896, 3<sup>1</sup>4 miles of track. Stock, \$50,000: par, \$100. Unfunded debt Sept. 30, 1896, \$12,000. No funded debt. Operated by Newton & Boston St. Ry., under lease of 1897.

EARNINGS—For year ending Sept. 30, 1897, gross, \$8,096. In 1895-96, gross, \$7,737; net, \$290; charges and taxes, \$985; bal., deficit, for year, \$695.

OFFICERS-President, H. B. Parker.

WELLESLEY & BOSTON ST. RY.—Trolley. Capital stock, \$100,000 (par \$100). Oct. 1, 1896, loans and bills payable, \$2,500; no bonds. In May, 1897, \$60,000 stock was issued for extension to Nonamtum Square in Newton and for equipment. 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 RAILROAD-

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, gold c\* 6s, J & D, dated 1896, due June 1, 1916. Interest payable at office of trustee. F. M. Hays, H. C. Howard and others of Buffalo are interested.

FALLS & LEWISTON RAIL-NIAGARA ROAD-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 Kniekerbocker Trust Co., N. Y., as trustee. Year ending June 30, 1897, gross, \$87,321. 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.

| 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897

ROAD—Aug., 1896, operated 16:41 miles track on 10:57 miles street OFFICERS (Aug., '97)—President, J. T. Jones, Buffalo; Vice President, Wm. B. Rankine, N. Y.; Secretary and Treasurer, Chas. B. Hill. Buffalo, N, Y.; Supt., J. C. Brewster, Niagara Falls.

# NIAGARA FALLS WHIRLPOOL & NORTH-ERN 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, 1897, gross, \$2,730; net, \$15. In 1895-96, 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.

\$1,000,000, g. (\$1.000)c. 7 int. at Merc. 17. & Dep. Co., Balt., trustee.

ROAD—Owns 20 miles of track in City of Norfolk, Va., and extendingto 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. | NDEX—V. 62, p. 186.

PORT NORFOLK ELECTRIC RAILWAY-ROAD, ETC.—Operates 4 miles of track. Stock, \$150,000; 1st mortgage gold 6s, \$60,000; dated 1892, due August 1, 1907; interest payable, F. & A. A second mortgage for \$20,000 was issued in August 1897, for paying floating debt and for extensions. President, W. H Stewart; Treasurer, General Manager and Purch. Agent, W. W. Mason

NORFOLK & OCEAN VIEW RAILROAD-A trolley road.

ORGANIZATION, ETC .- Stock, \$50,000; first mortgage bonds, \$300, 000; miles of track, 12. Receiver O. E. Smith appointed April, 1896.

### NORRISTOWN.

POPULATION 1890 WAS 19,791; IN 1880 WAS 13,063; AND IN 1870 WAS 10,753.

SCHUYLKILL VALLEY TRACTION-A trolley

ORGANIZATION-Incorporated in September, 1893, as successor to the Norristown Bridgeport & 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 Nor-ristown Pass. Ry. The corporate existence of the several companies will be maintained, but their bonds will be taken up as rapidly as pos sible. In October, 1895, control of the Traction Co. changed hands and the authorized stock was increased from \$250,000 to \$1,000,000.

Date. Interest. Outstanding. \$500,000

both those held by the public and by the parent company:

both those held by the public and by the parent company:

Company, dc.—

Miles. Interest. Issued. Ma'urity.

\$50,000

Citizens' Pass. Ry. stock. 64 80,000 f.p.

1st mort, gold, \$80,000, \
guaranteed \$

Conshocken Ry. stock. 54 145,000

1st mortgage, guaran'd; 54 52 5g. J-J 100,000 July 1, 1924

principal and interest. 5

Montg. Co. Pass. Ry. stk. 14 150,000

1st mortgage. 14 6 J-J 15,000

1st mortgage. 1924

Norristown Pass. Ry. stk. 44 75,000

1st mortgage. 1924

Norristown Pass. Ry. stk. 44 75,000

1st mortgage. 1924

ROAD-Operates about 22 miles of track, including the lines of the

above-mentioned companies.

LATEST EARNINGS-For year ending June 30, 1897, gross, \$62,963; net, \$15,295; interest charges, \$13,450; balance over charges, \$1,845; extraordinary repairs, \$4,000; balance, deficit, \$2,155. In 1895-96 gross, \$57,773; net, \$17.954; interest and taxes, \$1,268; rentals,

Styles, Sof, 17, 186, \$17,304, Interest and taxes, \$1,205, Tentals, \$9,385; balance, surplus for year, \$7,301.

Officers—President, C. D. Beebe, Syracuse, N. Y.; Secretary, Treasurer and General Manager, R. M. Douglass. Office, Norristown, Pa. INDEX—V. 61, p. 795; V. 62, p. 279.

# 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

BOAD.—Owns 11.65 miles of main line track and 0.42 miles of sid-

ings, 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 Attle-

Borough North Attleborough & Wrentham Street Ry. and the Inter-State Street Railway, foreclosed in March, 1895. See V. 60, p. 606.

STOCK & BONDS—

Date. Interest. Outstanding. Maturity.
Stock, \$380,000, par \$100.

6 Q.—J. \$330,000 Oct.1, '97,1'2%
Bonds and bills payable Oct. 1,'97

50,000

Loans and bills payable Oct. 1,'97

50,000

DIVIDEND-In 1897, 6 p. c.

ROAD-Owns 22.42 miles main line track and 112 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—1 month, \$1897... Gross, \$10,956; net, \$2,443 Oct. 1 to Oct. 31. \$1896... Gross, \$1,956; net, \$2,443 EARNINGS—Year ending Sept. 30, 1897, gross, \$126,736; net, \$37,492. In 1895 96, gross, \$120,923; net, \$33,253.

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.

Dividends-In year 1893-94 distributed \$12,000; in 1895, 10 p. c.; 1896, 10 p. c.; Jan., 1897, 5 p. c.; July, 4 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:

| 1897. | 1896. | 1897. | 1896. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897. | 1897 GENERAL BALANCE SHEET SEPT. 30, 1897.
Assets. Liabilities.

 
 Construction
 \$211,250
 Stock
 \$300,000

 Equipment
 82,702
 Funded debt
 25,000

 Other property
 78,299
 Bills payable, etc
 34,000

 Cash and current assets
 7,623
 Profit and loss, surplus
 20,874
 Total assets ...... \$379,874 Total liabilities...... \$379,874

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.

NORWALK STREET RAILWAY—A trolley road.
ORGANIZATION—Chartered in May, 1862.
Stock (\$500,000), \$25,\$100,000f.p. | Road—Operates 7 miles of track connecting Norwalk, South Norsusk and Winnipauk Subj. to call at 105 after July 1, '99.
Oct. 1,'27, bills payable, \$38,000.
Dividends in 1896-97, 6 per cent.

EARNINGS-Year ending Sept. 30, 1897, gross, \$50,834; net, \$16,414; interest charges, \$8,474; taxes, \$1,940; dividends (6 p. c.), \$6,000

In 1895-96, gross, \$53,522; net, \$14,349.
OFFICERS-President, E. Hill; Vice-President, John A. Osborn; Secretary, Treasurer, Gen. Manager and Purchasing Agt. W. F. Acton;

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 t, to July, 1895, dividends of 2 per cent

yearly paid J. & J., none since.

ROAD-Owns and operates from Broad River through City of Norwalk to South Norwalk and Westport, and also to the excursion grounds at Roton Point on L. I. Sound, to Gregory's Point, to Five Mile River, Darien, Noroton and Stamford, a total trackage, with sidings, of 1912 miles. Road laid with 48 and 58 and 70 lb. T rails.

EARNINGS—For the year ending Sept. 30, 1897, gross, \$60,670; net-

\$20,802; interest, \$16,525; taxes, 3,486: balance, surplus for year, \$791. In 1895-96, gross, \$50,161; net, \$17,032; interest, \$11,156.
OFFICERS—Prest., T. M. Waller; Vice-Prest., G. N. McKibbin; Second Trees, G. W. Manafald, Surd, and Purch, Art. F. W. Manafald.

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.

ORGANIZATION—Interpreted in 1882 and has a perfect of the perfect

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., 212 p. c.; July, 212 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:

### ANNOAL REPORT — To Fears claims of the state of the s

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 1896 the "Realty Syndicate" was formed to control street roads in Oakland.

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.

Sinking fund for bonds is \$4,000 yearly for 10 years, beginning 1902 then \$8,000 yearly for 10 years.

ROAD-Operates 54 miles of track on 3 miles of street.

EARNINGS-For years ending Oct. 31:

| 1895. | 1894. | 1895. | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1895. | | 1894. \$1,852 4,035 of times. 4,660 5,887 Balance, surplus. 875 4,035 Officers.—President, W. F. Reck; Vice-President, A. H. Clough; Secretary, W. F. Rudolph.

OAKLAND STREET RAILWAY-A EAST trolley road.

ROAD -Said to operate 6 miles of track. Purchased by realty syn dicate in August, 1897, for \$60,500.

HIGHLAND PARK & FRUIT VALE RAIL-ROAD-A trolley road.

ROAD—A troney road.

ROAD—Said to operate 10½ miles of track on 6 miles of street Stock, \$500,000; bonds, \$200,000. Receiver, F. J. Woodward.

OAKLANDCONSOLIDATEDSTREETRAIL-WAY .- An electric road.

ORGANIZATION-Principal franchise dated Sept. 18, 1889, "grants the exc usive use of the prominent streets and avenues of Oakland and suburbs for a period of fifty years."

STOCK & BONDS— Date. Interest. Outstand'g Maturity, etc.

Oapital stock \$50.

1st mort. \$500,000 gold, { 1894 6g, F-A 361,000 Aug. 1, 1911 } {181,000.

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. | 1895. | 1895. | 1895. | 1894. | Other interest | 1895. | 1894. | Other interest | 1895. | 1895. | 1895. | Other interest | 1895. | 1895. | 1895. | Other interest | 1 \$4,671 2,365 2,443 2,390

Officers-President, Frank M. Smith; Secretary and Superintendent, A. K. Grimm; Treasurer, California Sate 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 RAI Principally a trolley road, RAILWAY CONSOLIDATED

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.

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.

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 112 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 RAIL-WAY-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.

ROAD-Owns 10 miles of track laid with 48 lb. rails. Equipped with trolley in 1896.

EARNINGS-From Jan. 1 to Oct. 31, 10 months, gross \$16,474 in 1897. \$14,825 in 1896. For year ending June 30, 1897, gross, \$16,689; net, \$5,592.

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

ORGANIZATION-Chartered March 1, 1880. In July, 1897, stock authorized to be increased from \$16,000 to \$300,000.

authorized to be increased from \$16,000 to \$300,000.

The securities, road, earnings, etc., are as follows:
Stock \$300,000, par \$100. (?)
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.

V 65 p. 152

EARNINGS—For year ending June 30 earnings were:

1896. 1896. 1896.
16705. 1896. 18

-V. 65, p. 152.

### 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 112 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 noins an excusive 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, \$86,750. No bonds. Unfunded indebtedness Nov. 1, 1897, \$12,022.

Dividend of 6 per cent paid January, 1894; none since.

ROAD—Operates 545 miles of single track on 312 miles of street.

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.

Dividends .- During fiscal year 1895-6 paid dividend of 1 p. c., calling for \$50,000.

ROAD-Operates about 90 miles of track: During 1895-6 spent \$60,000 for new construction and equipment.

Weight of rail (T and girder) 45 lbs., 58½ lbs.; number of cars, 270. EARNINGS—For year ending Nov. 30, 1896, gross, \$559,388; net, \$209,873; interest charges, \$122,995; bal., surplus for year, \$86,878; dividend (1 p. c.), \$50,000. In 1894-5, 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—Obtained a new charter for 50 years from Oct. 1, 897. The Union Pacific Railway Co. in 1888 sold its interest in the

Council Bluffs St. Ry. Co. to this company.

Refunding.—In August, 1897, sinking fund payments for \$66,667 were in default and total floating debt was \$171,657. Negotiations were pending for refunding bonds at lower rate of interest .- V. 65, p. 236.

Maturity. '

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 unentoumbered. 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; Gen. Supt., W. S. Dimmock. - V. 65, p. 236.

# 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 1\(^1\)2 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

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.-A trolley road.

SALE-Foreclosure sale has been adjourned from time to time, but it is hoped that the road will be reorganized by the bondholders at an

STOCK & BONDS -Stock is \$1,500,000; Or. & Bloomf. Crosstown Ry. 1st mortgage, \$60,000; consol. mort. (\$1,500,000) of 1893, \$477,000 Trustee, Am. Loan & Trust Co., Boston. "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 | 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.

ORGANIZATION, ETC.-In 1897 this company purchased the Oshkosh St. RR. for \$37,000. Road now owned comprises 14 miles of track-Population of Oshkosh and South Oshkosh in 1897 was given as 39,000

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.

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. Fore-closure suit under Oswego Street Railway first mortgage of 1891 begun in February, pending in November, 1897.

REORGANIZATION.—Committee composed of Robert Maelay, C. Sidney Shepard and Max B. Richardson have prepared the following plan. Plan.—Either or both Oswego St. Ry, first mortgage and L. O. & B. first mortgage to be foreclosed. New company to issue: Common stock, \$200,000; 4 per cent non-cumulative preferred, \$100,000; first mortgage 30-year 5 per cent gold bonds, \$100,000; and second mortgage 30-year 3 per cent gold bonds, \$200,000. Holders of the \$125,000 old Oswego Street Ry. bonds will receive 100 per cent in the new second mortgage bonds, 50 per cent in the new preferred stock and 25

second hortgage honds, 50 per cent in the new freierred stock and 20 per cent in the new common. The new first mortgage bonds will be available for improvements, floating debt, etc. See V. 65, p. 278.

Bondholders' Committee—Oswego St. Ry. 1sts.—S. M. Coon, Oswego; C. Sidney Shepard, New Haven, N. Y.; M. B. Richardson, Oswego; deositary, Knickerbocker Trust Co., N. Y.; about 98 per cent of these honds has been deposited. 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, 14 miles. President, Geo. W. Burt; Vice-President, W. N. Stranahan; Secretary and Treasurer, G. D. Hart.—V. 63, p. 652; V. 65, p. 278.

# OTTAWA, ILL.

POPULATION IN 1890, 9,985; IN 1880, 7,834.

OTTAWA STREET RAILWAY.—A trolley. ORGANIZATION.—Chartered Dec. 31, 1896, for twenty years. This company purchased the Ottawa Electric Street Railway and secured new franchises. Commenced operations July 1, 1897. Population in 1897 (local census), 16,000.

STOCK AND BONDS.—Capital stock authorized and issued, \$100,000. First mortgage 5 per cent gold bonds—authorized \$100,000; issued, \$75,000; in treasury, \$25,000 (\$1,000 each).

ROAD.—Eight miles of track; 56-lb. center-bearing rail; 12 cars, of which 8 are motor cars, 4 trail cars, Hamilton Corliss engines, Gen

eral Electric dynamos and motors, Pullman cars

OFFICERS.—President, Wm. F. Ellis; Vice-President, M. T. Maloney; Secretary, Gen. Man. and Purchasing Agent, Geo. J. Paul; Treasurer, A. F. Schoch; Supt., W. G. Nicholson.

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 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 June 1, 1912

Sf.notsub.to call \$1,000.e\* | Ill. Tr. & Sav. Bank, trustee. Chicago.

ROAD—In 1895 company operated 7½ miles of track in eity of Ot

tumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder an 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-Presdent 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).

1st M., \$500 each. {8½ 1888 6 J-J 25,000 1908.}
2d \$100,000 (\$500). cur., \$8½ 1894 6 J-J 75,000 Jan., 1917 not subject to call ... {Interest at Louisville Banking Company.}
Bonds—Of the \$100,000 second mortgage 6s \$25,000 are reserved for

first mortgage when due. ROAD—Owns 812 miles of trolley track in Owensboro and suburbs.

OFFICERS—President, W. E. Whitely; Secretary, R. A. Miller; Treas-

urer, 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 TRAC-TION-A trolley road.

ORGANIZATION—Incorporated April 30, 1895, and acquired the Passaic & Newark Electric Ry. Consolidated Traction Co. of New Jersey owns all the stock and guarantees the bonds.

STOCK & BONDS—
Date. Interest. Outsland'g. Maturity.
Stock., \$1,000,000 (par \$100).
1st M.,\$1,000,000,guar. p&i. \( \) 1897 5 J-D 500,000 June 1, 1937
by Consol. Trac. of N. J. \( \) (Int. at N. J. Title Gu. & Tr., Jersey City.
Interest payable at Peoples' Bank & Trust Co., Passaic, trustee.

ROAD-Owns 934 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, W. G. Shailer; Treasurer, F. M. Stillman. - 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, 1658 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
 601,952

MORTGAGE-Trustee is the Mercantile Trust Company of N. Y. City. 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 Singae, 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.

 Passaio, Garfield, Clifton, Haledon and Acquackanonk City.

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

 Stock (\$100)...
 1...
 \$1,250,000f.p...
 1...

 Paterson Ry, 1st M.
 1888 6
 J.-D.
 \$200,000 June 1, 1908

 Paterson City Ry.
 1890 6
 F.-A.
 50,000 Aug. 1, 1907

 Consol. M., gold, \$1,250, {1891 6 g, J.-D.
 1, 100,000 June 1, 1931

 000 (\$1,000)...
 2 Trustee, Knickerbocker Trust Co.

 2d gen. mort., \$300,000.
 1894 6 A.-O.
 225,000 Oct. 1, 1914

 Trustee, Paterson Savings Institution.
 Trustee/ Paterson Savings Institution.

car houses, etc., \$2,704,217.

LATEST EARNINGS—10 m., 1897..... Gross, \$288,536; net, \$128,038 Jan. 1 to Oct. 31. 1896..... Gross, 270,101; net, 110,816 Fixed charges 10 months \$90,325 in 1897; \$86,988 in 1896.

FARMINGS-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. 812 in.; rail 5812 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:

ORGANIZATION—The securities, road, earnings, etc., are as follows:

Stock, par \$100.....\$150,000 f.p.
1st mort. 5s, 1915
(used as collateral) 46,000
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 58½-1b. g. rails, and has 18
cars; Westinghouse motors.

OFFICERS—President, William Barbour; Vice-President, Eugene Stevenson, 200,000 and 200,000

venson; 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

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.

# GLEN OAK & PROSPECT HEIGHTS RAIL-WAY-A trolley and steam road. ORGANIZATION-A consolidation of 1896. Stock issued, \$81,000;

first mortgage gold 6s (M&N), due 1916, \$100,000; Royal Trust Co. of Chicago, trustee; miles of track, 7.2. President, M. Sieberling.

## 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.

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. Saven.

### 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 SUPPLE-

STOCK— Par. Stock (part \$30 pd.) \$50 Dividends. Issued. \$8,297,920

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 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.

### TRACTION SYSTEM-CITIZENS ELECTRIC 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. 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

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 \$950 per annum, but the dividend for 1896 and for the first half of 1897 was at the rate of \$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. 8tock issued, 21,204 { Stock iss

### FAIRMOUNT PARK TRANSPORTATION COMPANY.

ORGANIZATION-A New Jersey corporation formed in 1896. Charter perpetual; license from Park Commission runs until July 24, 1939. From Nov. 30 to May 1 in each year the operation of the road is optional with the company. Owns Woodside Park.

As to bonds of 1897 see V. 65, 620.

ROAD—The road runs through West Park and East Park, 8:47 miles of track, and crosses the Schuylkill River on a steel bridge. Rails are 90 lbs.

EARNINGS-Road was completed in Nov., 1896, and to Sept. 1, 1897, gross earnings were \$97,605; net, \$61,559.

OFFICERS-President, (July, 1897.) James Rawle; Secretary and Treasurer, Ellsworth H. Hults; office, Bullitt Bldging, Philadelphia--V.62, p. 778; V. 65, p. 327, 620.

# 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.

Guaranteed rental 999 year lease— Fairmount Pk.& Had'gt'n ) Pass. Ry. St'k, par \$50. \ .... 6g F-A 300,000 Feb., '97, 3%

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 et.; July, 3 p. c. On common, July, 1896, 219 p. c.; in 1897, Jan. 24 p. c.; July 212 p. c.

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, 1897, road owned 17.83 miles of track in Philadel-phia; leased and operated 6.25 miles; total, 24.08 miles. Rail in main track 90 lbs. Owns 153 cars.

ANNUAL REPORT-Report to the State of Pennsylvania for years

| mand anno oo shon cutillings hall   | DILLOWS.                   |          |
|-------------------------------------|----------------------------|----------|
| 1897. 1896.                         | 1897.                      | 1896     |
| Gross receipts. \$534,344 \$576,912 | Interest\$67,632           | \$48,257 |
| Operating exps. 310,732 344,402     | Rentals 18,500             |          |
|                                     | Dividenda 130.339          | 32,034   |
| Net earns\$223,612 \$232,510        | Taxes 51.779               | 29,150   |
|                                     | Bal.& rentals.df.44,638 st |          |
|                                     |                            |          |

The passengers carried in 1896-97 numbered 10,415,290, against 11,142,897 in 1895-96, 7,560,094 in 1894-95 and 6,043,230 in 1893-94.

| GENERAL BALANCE 8   | HEET JUNE 30, 1897.  |  |
|---------------------|--|--|
| Miscellaneous 1,514 | Liabilities. Capital stock. Bonds. Ground rents & mort. Loan (F. P. & H. P. Ry.) Accounts payable. Profit and loss | 1,250,000<br>30,52:<br>100,000<br>16,000 |
| Total\$2,373,886    | Total  | \$2,373,886                              |

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 troiley road.

ORGANIZATION-Incorporated in 1890. Opened Oct. 6, 1895.

STOCK & BONDS— Date. Interest. Outstand'y. Maturity.

1 Stock (par \$50) \$800,000 \$675,000 \$675,000 \$8675,000 \$15 mort. \$400,000, gold. \$1895 5g. M-N 400,000 May, 1925.

\$1,000 and \$500....c\* Trustee, West Phila. Title & Trust Co.

Interest is paid at R. E. Title Ins. & Tr. Co., Philadelphia. STOCK-Authorized and issued 16,000 shares of \$50 each, of which

2,500 shares (\$125,000) were held in treasury in August, 1897. BONDS-The bonds cannot be redeemed before maturity.

ROAD-Total track owned, 16:13 miles; track leased, 1:11 miles; total track operated, 17:24 miles. Transfers to Electric Traction Company s system.

SARNINGS-For year ending June 30, 1897, gross, \$105,493; net, \$30,008; int., taxes, etc., \$27,016; bal., surplus, for year, \$2,992. From Oct. 6, 1895 (opening day), to June 30, 1896, 9 months, gross, \$59,567; net, \$15,644. Officers.—President, John T. Windrim; Secy. and Treas., Frank F. Bell; Gen. Man., C. P. Holcomb.-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.)

Date. Dividends. Issued. STOCK, ETC .-Maturity. Capital stock \$30 } ..... See text. {200,000 shs.} ......

To distribute surplus from past operations, in August, 1896, was declared a dividend of 412 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, defleit, \$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.

Par. Date. Int'st. Outs'd'g. Last Div., etc \$50 ..... Q-J See text. Oct. 5, 1897 STOCK & BONDS-Stock \$50 .....
Fairm'nt Pk. & Del. | 500 1864 5 J-D
RiverPass.Ry.M.r | 500 1879 5 A-O
Germant'n Pass. M.r | \$1,000 1879 5 A-O See text. Oct. 5, 1897 \$67.500 June 1, 1904 Oct. 1, 1899 160,000

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

Dividends are 12 p. c. per annum.

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.

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. \$\begin{cases} 60,000 \\ 81,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 82,000 \\ 83

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

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. Receipts from passengers....\$2,035,082 Receipts from other sources... 23,431 1895. \$1,647,776 12,900 1894. \$1,014,585 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.

Interest at Security Trust Co., Philadelphia, trustee.

ROAD-Philadeiphia 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. (about 210 miles of track), 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 collatera 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.

pen acets. July 1, '96. \$3,835,963

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 (about \$35,000 a year). These bonds and floating debt are "assumed" by the Union Traction Co.

DIVIDENDS— 1885, '86, '87, '88, '89, '90 to '93, '94, 95' '96, and since Per cent 2 3 6 5 4 6 8 (?) 8 p.c. per an Per cent { 2 3 6 5 4 6 8 (f) 8 p.c. per an 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.

-The system now assigned to the Union Traction Co. aggregated 210 miles, consisting of the following "Passenger Railways:

| Miles.                       |                       | Tiles. |
|------------------------------|-----------------------|--------|
| Union Passenger Ry52.0       | Phila, City Pass. Ry  | 9.45   |
| West Phila. Pass. Ry27.25    | 17th & 19th Streets   | 8.84   |
| Ridge Ave. Pass. Ry15.25     | 22d & Allegheny       | 8.25   |
| Phila. & Darby Pass. Ry14.80 |                       | 7.30   |
| 13th & 15th Streets 13.10    |                       | 5.10   |
| Phila. & Gray's Ferry10.20   | Other lines 1         | 8.86   |
| Continental Pass. Ry 9.80    | Control of the second | -      |
| Empire Pass. Ry 9.80         | Total of all21        | 0.00   |

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.

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 hare 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.

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

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.

1870 7JJ 200,000 July, 1900

1st M., \$300,000 (500).c. { 1870 7JJ 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. SYSTEM-

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 : 0 per share. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to the Union Traction Co.

PHILADELPHIA TRACTION SYSTEM-PHILADELPHIA & DARBY RAILWAY—A trolley road.

ORGANIZATION—Incorporated May 2, 1881. Leased to the Philadel-

phia City Passenger Railway Company for 999 years from Jan. 1, 1870,

pma City Fassenger Railway Company for 959 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. 8tock, par \$50. 4 J.J \$200,000 July, '97, 2% 1st mortgage. 6 Last div., etc. 4 M-N 100,000 May 1, 1927 Interest at People's Bank, Philadelphia, Pa. ROAD—Owns 14:80 miles track.

TRACTION PHILADELPHIA 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, par \$50 ..... 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.
Stock, \$750,000 } Par \$50...... \$12 Q-J { 15,000 shrs. } Oct. 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—SEV-ENTEENTH & 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. } July, 1897, 1½ {1st M. (\$500)...c} ... 1876 5% J-J \$100,000 July 1, 1919 Extended..... } 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.

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 Philadel-

phia 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.

ROAD-Owns 56 miles of track.

PHILADELPHIA TRACTION SYSTEMWEST PHILADELPHIA PASSENGER RAILWAY—Cable and horse. SYSTEM-

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.

ROAD—Owns 27.25 miles of track. Due lessee for additions to July 1896, \$2,434,535.

### WEST CHESTER PHILADELPHIA TRACTION

ORGANIZATION-Chartered in 1895. This company proposed to absorb the Delaware County & Philadelpnia, Castle Rock & West Chester Pas senger Railway Company, and to construct an electric line to West Chester.—V. 60, p. 837. Capital stock, \$329,700; par \$50.

ROAD—Owns 1214 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 & NOR-

RISTOWN 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 Aug. 18, 1897. Capital stock, \$198,400.

LATEST EARNINGS-10 months, 1897. Gross, \$74.740; net, \$25,412

Jan. 1 to Oct. 31. (1896. Gross, 67,883; net, 21,097

For year ending June 30, 1897, gross, \$80,514; net, \$24,463; other income, \$690; interest, etc., \$19,076; balance, surplus for year, \$6,078. In 1895-6, gross, \$69,612; net, \$18,118. President, R. H. Carson 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 feased 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

Stock, \$30,000,000,?

par \$50.

Trust Co.certificates 1895 4 g, A-O 29.724,876 red.aft.Oct.1.'45 gold, guar. p. & i. Interest at Pa. Co. for Ins. on Lives & Granting by Union Tr.....

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 year ending September 30, 1896, follow: Capital stock. \$57,891,200
Union Traction Co.—
Capital stock. \$0,705,600
Union Traction Co.—
Capital stock. \$0,000,000
Capital stock. \$0,0000
Capi \$2,135,000 580,000 1,600,000 1,189,000 600,000 Capital stock....... 30,000,000 Collateral trust 4s... 29,735,000 \$6,104,400 215,000 \$129,301,800 Less stocks in trust. 21,000,000 Less rent & int. rec ...

Total net capital'n.\$108,301,800

ROAD—On June 30, 1896, operated 448 miles of track.

ANNUAL REPORT—Fiscal year ends June 30. Statement for 1896-7,

Total net charges ..

\$5,889,400

With balance sheet, was given in V 65, p. 514, showing earnings:

Gross.......\$10,381,015 | Net income.......\$5,530,795
Op. exp. (47.68 p.c.).........4,949,850 | Taxes,&c.,pd.&accrued 913,389
Fixed charges accrued. 5,469,340

\$5,431,165 99,630 Bal., deficit for year.... Figures for the year ending June 30, 1896, which were made up from the separate reports of the four companies to the Secretary of Internal Affairs, are given below, in comparison with the figures of the report for the year just closed, for what they are worth:

\$1,493,590 received from instalments on shares), of which \$954,526 was for construction work, \$385,878 (or stocks of underlying companies and \$533,961 advanced in open account; balance miscellaneous.

OFFICERS—President, John Lowber Weish; Vice-President and Gen-Manager, John B. Parsons; Secretary and Treasurer Charles O. Kruger, Directors (Sept., 1897)—John Lowber Weish, John B. Parsons 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. 65, p.514, 516.

# PIQUA, OHIO.

POPULATION 1890 WAS 9,090; IN 1880 WAS 6,031; AND IN 1870 WAS 5,967.

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.

### 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. Pittsburg Weir City & Columbus RR. has been merged into P. F. & S. and its bonds assumed Date. Interest. Outstanding.

STOCK & BONDS-STOCK & BONDS—

Date: Interest. Outstanding. Maturity.

Stock \$100,000 (par \$100).

1st mort, \$125,000, gold ( 1896 6 g. J-J 125,000 Jan. 1, 1911 redeemable in 10 years) Int. at R. E. Title Ins. & Tr., Phila., trustee.

Pitts.Weir C. & Col.1st M. 1897 6% J-D 28,000 Dec. 1, 1906 \$75,000 assumed by P. F. & S.

The first mortgage covers all the railway, property, franchises, electric-light plant and real estate.

EARNINGS-Including electric-light plant and P. F. & S. and P. Weir City & Col. railways: January 1 to June 30, 1897, 6 months, gross-\$16,843; net, \$10,797; interest. 6 months, \$4,500; balance, surplus 6 months, \$6,297. From Nov. 1, 1895, to Oct. 30, 1896 (12 months), gross, \$15,842; net, \$7,310.

ROAD-In July, 1897, operated 17.3 miles of track, running from Pittsburg to Frontenac, Litchfield, Medway, Cornell and Yale. Extension to Fleming and Weir City under way in November, 1897. President, Robert Simons; Sec., Samuel Barrett: Treas., L. M. Bedell.

# PITTSBURG, PA.

POPULATION 1890 WAS 238,617; IN 1880 WAS 156,389 AND IN 1870 WAS 86,076.

UNITED TRACTION CO.—See Map on page 71.
ORGANIZATION.—Formed in 1896, and in June 1897, and purchased all the property and franchises of the Second Avenue and North Side traction companies, and secured control of the Pittsburg Allegheny & Manchester through a lease for 950 years and the purchase of it stock. The Federal St. & Pleasant Valley Passenger Ry. is controlled through its lease for 950 years to the North Side Traction.

Underlying Securities-( See these companies further below).

|                                       | Outstanding | Annual   |
|---------------------------------------|-------------|----------|
|                                       | Not Owned.  | Charges. |
| Federal St. & Pleasant Valley stock 1 | . \$650,000 | \$32,500 |
| Federal & Pleasant Valley bonds       | . 1.275,000 | . 64,500 |
| Pitts. Alleg. & Man. bonds \"         | . 1,500,000 | 75,000   |
| Second Avenue Traction bonds          | 2,500,000   | 125,800  |
|                                       |             |          |

Total (of bonds, \$5,275,000)...... .. \$5,925,000 Second Avenue Traction bonds for \$2,500,000 as above (assumed by

Second Avenue Traction bonds for \$2,000,000 as above (assumed by United Traction Co.) include:

Second Ave. Trac. Mort. { 1894 5g. J - D 2,000,000 Dec. 1, 1934 gold (\$1,000).... c\* { Trustee, Maryland Trust Co. Balto., Md. Interest at Brown Bros. & Co., N. Y., or A. Brown & Sons, Balto. 2d Ave. Passenger 1st M... 1882 6 J - J 30,000 July, 1902 General mortgage...... 1889 5 J - J 120,000 July 1, 1902 2d Ave. Traction Co. M... 1893 5 J - J 300,000 July 1, 1933 Braddock & Turtle Cr'k1st. 1891 6 A - O 50,000 April 1, 1911 STOCK.—The capital stock of the United Traction is \$20,000,000,00 of the control of the Co. Son. Son. Son. Son.

which \$17,000,000 is common and \$3,000,000 is preferred. It is offic ially stated that "in order to secure the control of the above properties and effect their consolidation the United Traction Company has expended, in addition to the exchange which it succeeded in effecting of its common stock for the common stock of the Second Avenue Traction Company, \$1,980,000 in excess of what it received from the sale of the above issue of bonds, which sum it has secured through a sale of its preferred stock." The Pittsburg Allegheny & Manchester Traction stockholders received \$41 per share, \$25 per share in cash and \$16 per share in receipts for United Traction bonds redeemable in cash at par and interest within six months at option of Alex. Brown & Sons.

BONDS.—The new United Traction mort. is limited to \$10,000,000

bonds cannot be redeemed before maturity; Maryland Trust Co. of Baltimore is trustee. Of these bonds, \$5,275,000 are to be reserved to retire the divisional bonds (above mentioned); \$725,000 reserved for betterments and improvements after January, 1898, and \$4,000,-000 were sold to Brown Bros. & Co. and Alex. Brown & Sons, and the proceeds, in addition to proceeds from the preferred stock, used to provide the purchase money paid for the several roads.

ROAD—The miles of track owned and consolidated are:

| North Side Traction. Pittsburg Allegheny& Manchester Traction. Second Avenue Traction. | 21.00 |
|--|-------|
| m.+.4  | 0.00  |

annual charges of \$297,800, as shown above.

The gross earnings of the three companies for the year ending Dec. 31, 1896, were \$1,428,292; operating expenses, including taxes and insurance, \$783,241; net earnings, \$645,051; and deducting charges as above, \$297,800, leaves \$347,251 surplus for year over all charges

which would be applicable to interest (amounting to \$200,000) on the \$4,000,000 new 5s.

Officers—President, James D. Callery; Secretary, J. H. Callahan, Office, Pittsburg, Pa. Financial Agents, Alexander Brown & Sons, Baltimore, Md.—V. 64, p. 1181; V. 65, p. 27, 112, 736.

# UNITED TRACTION SYSTEM-FEDERAL ST. & PLEASANT VALLEY RAILWAY.—See Map—A trolley road.

ORGANIZATION-Incorporated March, 1868, and has since consoli-

dated its various subsidiary companies. The franchise is perpetual.

The North Side Traction Co. 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, of which it owns \$750,000.-V. 63, p. 31, 76, 189.

| Unaeriying morigages—         |      |   |       |         |              |   |
|-------------------------------|------|---|-------|---------|--------------|---|
| Observatory Hill 1st M        | 1887 | 5 | J - J | 125,000 | July 1, 1907 | ı |
| Federal St. & Pl. Val. 1st M. |      | 6 | J-J   |         | July 1, 1903 | ı |
| Jack's Run mortgage           |      | 5 | J - J |         | 1913         | ı |
| Fed. St. & Pl. Val. mort      | 1889 | 5 | J-J   | 300,000 | July 1, 1919 | ı |
| Allegheny & Bellevue 1st M.   | 1890 | 5 | J-J   | 100,000 | Nov. 1, 1920 | ı |
| Allegheny St. 1st mortgage.   |      | 5 |       | 75,000  |              | ı |
| Perry St.1st mortgage         | 1890 | 5 | J - J |         | Nov. 1, 1920 | ı |
| Troy Hill 1st mortgage        | 1890 | 5 | J-J   | 100.000 | Nov. 1, 1920 | ł |
| Mortgage car house            |      |   |       | 15,000  |              | ı |
|                               |      |   |       |         |              | 1 |

Dividends-Dividends are payable at Farmers' Dep. Bank; in January, 1895, 2 per cent; in 1896, none; in 1897, 5 p. c.

Bonds-The consolidated mortgage of 1892 is for \$1,250,000, of which the balance unissued is in the hands of trustee to retire all the other issues; mortgage trustee is the Fidelity Title & Trust Co., Pittsburg.

ROAD-In June, 1896, operated 33 miles of track (including sidings) on about 17 miles of street.; rails 45, 56 and 66 pounds.

ANNUAL REPORT-For years ending June 30 earnings were:

| 1896.                | 1895.   | 1896.                    | 1895.    |
|----------------------|---------|--------------------------|----------|
| Gross earns\$443,083 | 393,231 | Interest\$66,900         | \$66,325 |
| Net earnings148,350  |         | Rent, taxes, etc. 13,101 | (3)      |
| Other income 40      | 13,455  | Bal. for yearsur.68,390  | (3)      |

OFFICERS-President, D. F. Henry.-V. 63, p. 31, 76, 189.

### UNITED TRACTION SYSTEM.-PITTSBURG AL LEGHENY & MANCHESTER TRACTION.—See Map.

ORGANIZATION-Consolidated with United Traction in June, 1897, which purchased all, or nearly all, the capital stock (V. 65, p. 27). Property turned over July 10.

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-V. 64, p. 1001.

STOCK & BONDS—

Date. Interest. Outstand'g. Last div., etc.
Stock, \$3,000,000 (\$50) f. p.

General mort. (\$1,500,000). 1890 5 A - O \$1,400,000 Oct. 1, 1930
Interest at Fidelity Title & Trust Co., Pittsburg, trustee.

Pittsb. Un. Pas. Ry., 1st M. ..... 5 A - O 100,000 Oct. 1, 1901

Dividends-In 1892, 14 per cent; 1893, 5 per cent; 1894, 212; 1895 February, paid 21/2 per cent; August, 2 per cent; in 1896, Feb., none. The floating debt was paid by the United Traction Compay.

ROAD-Operates 21 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. | 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

OFFICERS-President, George B. Hill .- V. 65, p. 27, 70.

## CONSOLIDATED TRACTION-Trolley road.

ORGANIZATION-Chartered July 15, 1895. The company has merged the Fort Pitt Traction. Co. and assumed its leases 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.
Common stock \$50
Pf. stock, 6 p. c. cum. 50 Outstanding. Bividend. \$15,000,000 15,000,000 My4,'973% Interest. 6 M & N

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. In November, 1897, no dividend was paid. See V. 65, p. 685.

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.-V. 62, p. 948.

0ld stock. \$3,000,000 2,500,000 1,500,000 3,000,000 500,000 New pref. or cash, \$37. or \$2,220,000 70, or 3,500,000 30, or 900,000 40, or 2,400,000 Leased to Ft. Pitt. 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 October, 1897, gross about \$181,000, against about \$158,000 in 1896. It was stated officially in May, 1897, 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; V. 65, p. 685.

# CONSOLIDATED TRACTION SYSTEM-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. Lastdiv., etc. Stock, \$500,000, par \$50. . . . . 5 p. c. \$500,000 See text. Guaranteed bonds— Millvale Etna & Sharps-} . . . 1893 5g. M-N 750,000 Nov. 1, 1923 burg1st M. \$750,000 g. Trustee, Pittsburg Trust Co., Pittsburg.

ROAD-Including Millvale Etna & Sharpsburg, 1812 miles of road.

INDEX-V. 62, p. 184.

# CONSOLIDATED TRACTION SYSTEM—CENTRAL TRACTION,—Cable and trolley.

LEASE-Leased from April 2, 1896, to the Consolidated Traction fo 950 years at 3 p.c. per annum on par value of \$1,500,000 stock, se V. 61, p. 1154—and in May, 1896, stockholders were offered privilege o exchanging their stock for receipts, which were redeemed at \$30 pe share on Oct. 1, 1896, in Consolidated Traction Co. preferred stock a 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. STOCK & BONDS—Miles. Date. Interest. Outstanding. Maturity.

Stock—par \$50, }
see text. .... }

1889 5 J - J \$30,000 shares }

1880 paid up. }

1880 5 J - J \$375,000 July 1, 1929 cable line \$500 \ Interest at Union Trust Co., Pittsburg.

1881 8 J - J \$375,000 July 1, 1929 cable line \$500 \ Interest at Union Trust Co., Pittsburg.

1881 8 J - J \$300 Oct. 1, 1924 Oct. \$1,000 Oct. 1, 1924 Oct. \$1,000 July 1, 1924 Oct. \$1,000 July 1, 1924 Oct. \$1,000 July 1, 1924 Oct. \$1,000 Oct. \$1,000

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, 312 miles.

ANNUAL REPORT-For year ending June 30, 1896, gross, \$131,954 net, \$15,111: interest and taxes, \$24,534; dividends, \$30,000.—V 60, p. 930; V. 61, p. 153, 794, 1154; V. 62, p. 948, 1087.

### CONSOLIDATED TRACTION SYSTEM-CITI-ZENS' 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

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. The Consolidated Traction has assumed the Fort Pitt lease of Citizens' Traction. V. 61,

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 15miles of street) of which 12.2 cable, 8 electric and 8.5 horse.

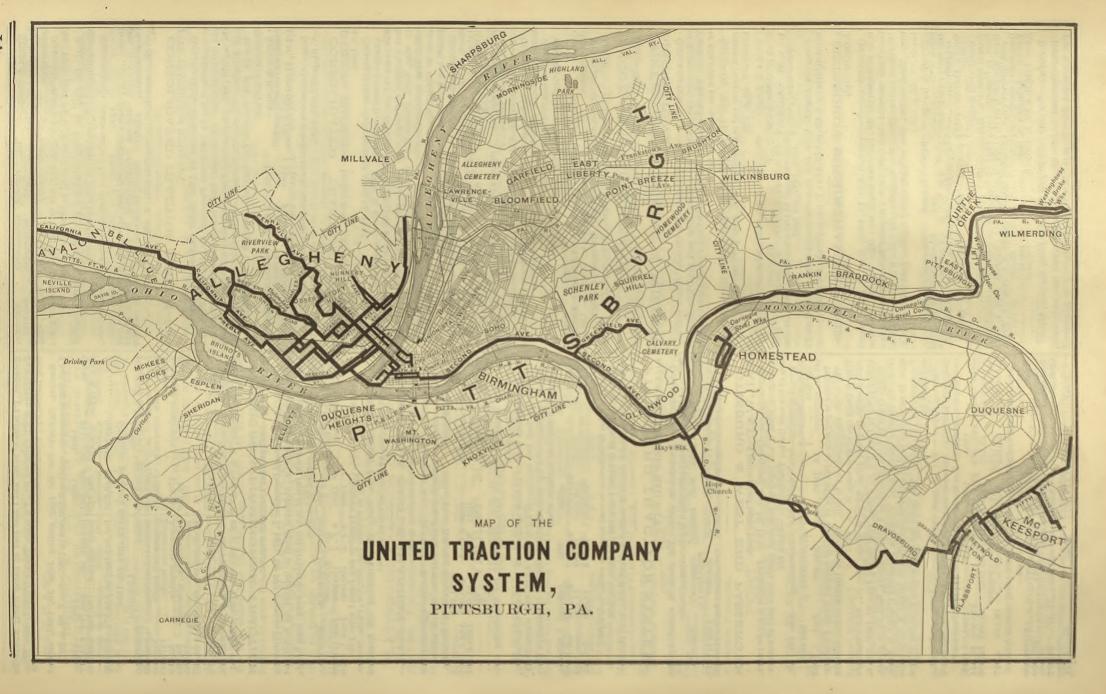
ANNUAL REPORT.—For the year ending June 30, 1896, gross, \$680, 703; net, \$323,088; other income, \$4,680; interest, \$99,611; taxes, \$49,259; dividends, \$150,000. For the years ending October 31:

| 1896. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895 1895.

Officers.—President, John G. Holmes; Vice-President, H. S. A. Stewart; Secretary, John G. Bright; Treasurer, Nathaniel Holmes.—V. 60, p. 930; V. 61, p. 112, 516, 661.

# CONSOLIDATED TRACTION SYSTEM-DU-QUESNE 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,



Date. Interest. Outstanding. STOCK & BONDS .-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 33316 miles of road.

EARNINGS-For years ending June 30 earnings have been as follows: 1896. 1895. 1895. 1896. 1896. 1896. 1896. 1896. 1896. 1896. 1895. 1896.

#### CONSOLIDATED TRACTION SYSTEM-FORT PITT TRACTION-A trolley road.

ORGANIZATION-Chartered in 1895 under perpetual franchise. 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 stocks Allegheny Traction Co. for same period at 5 per cent on the stock.

The Ft. Pitt Traction Co. has been merged in the Consolidated Traction, which see.

STOCK & BONDS—
Stock, \$3,000,000, par \$50.

1st M., \$1,000,000 (\$1,000). { 1895 | 5 J.-D. | 938,000 | 1925 | 1nt. at Pittsburg Trust, Pittsburg, Pa. ROAD-Controls 58 miles of track, including 48 miles leased. -V. 61, p. 517, 661, 1154.

CONSOLIDATED TRACTION SYSTEM-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. 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.

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. | 1895-6. 1894-5. | 1895-6. 1894-5. | 1895-6. 1894-5. | 1895-9. | 1895-9. | 1895-96. 1894-5. | 1895-96. 1894-5. | 1895-96. 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | 1895-96. | Officers.-President, George W. Elkins. V. 62, p. 1087.

#### DUQUESNE INCLINED PLANE.-

ROAD-Said to operate 1,586 feet of track. President, S. Severance.

#### McKEESPORT DUQUESNE & WILMER-DING RAILWAY-

ORGANIZATION-This company includes the Citizens' Street Railway of McKeesport, the McKeesport & Wilmerding and the White Electric The last-named company in 1893 had a bonded indebtedness of \$35,000 6 per cents, due 1911.

SALE .- On June 11, 1897, Fidelity Trust Co. of Pittsburg was appointed receiver and road was sold Aug. 4 for \$175,000 to Horace G. Crosby.-V. 65, p. 328.

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; V. 65, p. 328.

## PITTSBURG & BIRMINGHAM TRACTION-

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.

DIVIDENDS-For year 1892-93 paid 2 p. c.; in 1896, January, 12 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 Rv., 512 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.<br>Gross \$412,288<br>Exp. & taxes. 224,423 | 1895.<br>\$384,561<br>234,735 | 1896.<br>Rentals, etc\$36,794<br>Bond interest109,700 | 1895.<br>\$18,117<br>109,700 |
|---|-------------------------------|---|------------------------------|
| Net\$187,865                                      | \$149,826                     | Bal., sur. for y'ar. \$41,371                         | \$22,009                     |
| CENEDAT   | DATAMON S                     | HERT TIME 20 1996                                     |                              |

Liabilities.

| Property and railway. \$2,8 | 98,030 | Stock                    | \$3,000,000 |   |
|-----------------------------|--------|--------------------------|-------------|---|
| Improvement 1,6             | 38,888 | Bonds and mortgages      | 1,500,000   |   |
| Stock of oth. compan'e 7    | 03,550 | Guaranteed bonds         | 519,000     |   |
| Horses                      | 700    | Debenture bonds          | 147,000     | ¢ |
| Accounts receivable 1       | 70,149 | Accounts payable         | 56,919      |   |
| Cash                        | 14,159 | Interest, etc., accrued. |             |   |
|                             |        | Loans                    | 75,000      |   |
|                             |        | Profit and loss, surplus | 94,127      |   |
|                             |        |                          |             |   |

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 \$\begin{array}{c} 1890 6 J-J 100,000 July 1, 1920 \\ 2nd mortgage \end{array} \begin{array}{c} 1890 6 J-J 100,000 June 1, 1910 \\ Subject to call on any June 1 after 1894. \\

Int. at Fidelity Ins., etc., Co., Phila., trustee. \\

ROAD—Road extends from Forty Hill, Pittsburg on Bradford \\

Street to Washington Avenue on top of hill.

Street to Washington Avenue, on top of hill.

#### PITTSBURG & CASTLE SHANNON RAIL-ROAD-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

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., 612 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 SYSTEM-BLOOMFIELD STREET RAILWAY-

ORGANIZATION-Chartered in 1893. The stock is owned by the

## 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— Mts. 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,

| 000,000 |
|---------|
| 000,000 |
| 50,000  |
| 65,677  |
| 15,677  |
|         |

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. 

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, Stock, \$150,000 f. p.: 1st mortgage, \$1,000 each; 68, Al-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.

SUBURBAN RAPID TRANSIT.—A troney 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.

#### PLATTSBURG, N. Y.

Population 1890 was 9,500; in 1880 was 8,283; and in 1870 was 8,414.

PLATTSBURG TRACTION CO.—A trolley road.
ORGANIZATION, ETC.—Chartered in 1896. Capital stock, \$100,000
(par \$100). First mortgage 6 p. c. bonds of 1896, due 1926; int., J-J;
authorized \$100,000, issued \$80,000 to June 30, 1897. For year ending June 30, 1897, gross, \$18,439; net, \$6,846.

Road-Owns 612 miles of track; rail, 50 lbs. President, Henry M. Plerson.

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

Real estate mortgages. 6 p. c. 7,000 On demand. Unf'd debt Sept. 30,96. 24,000 On demand. 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.; in 1896-7, 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 \$6,000 2,191

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,

Population in 1894 by State census, 18,140.

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 1012 miles of track on 912 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. 2,011abt2,200
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 mort-gage bonds to meet this expense.

STOCK & BONDS— Miles. Date. Interest. Outst'ng. Maturity. St'ck auth. \$500,000,\$100 ... 6 F.-A. \$493,966 Aug., 1897 1st mortgage, \$500,000 g 16½ 1893 4½g. 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, 6 p. c.; in 1896, 6 p. c.; in 1897, Feb., 3 p. c.; Aug., 3 p. c. ROAD—Owns 29 miles of track in Portland, Deering and Westbrook. Maturity.

ANNUAL REPORT-For the years ending June 30 as below:

| 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1896 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 | 1897 |

OFFICERS-President, Wm. R. Wood; Secretary, Treasurer and Pur chasing 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.

Date. Interest. Outstanding. Maturity. \$450,000 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 (634 months) gross, \$25,-

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 Willa mette Bridge Railway and Trans-continental Street Railway com

panies. STOCK & BONDS-Date. Interest. Outstandg. Maturity. 

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.

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 Dec. 8, 1893, before the first coupon on its bonds matured. In September, 1897, it was stated—"reorganization not yet in sight."

STOCK & BONDS— Miles. Date. Interest. Outstandig. Maturity
Stock, \$250,000 \$250,000

1st mortgage. \$1893 6 g.M-S 300,000 Mar. 1, 1923
\$300,000 gold. {Trustee Secut. Sav. & Tr. Co., Portland, O.
ROAD—Operates 23 miles of road on the east side of the river, includ-

ing 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—Receiver, Joseph Simon. 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. \$700,000 ... \$700,000

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 Metro-

politan Ry., which for 1895 showed a deficit under operating expenses'

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

Secretary and Treasurer, J. F. Batchelder.

PORTLAND TRACTION—A trolley and cable road.
ORGANIZATION—Successor in 1894 of Portland Cable Co. Owns 7½
miles of track, of which 5 miles operated with trolley and 2½ miles with cable. Stock, \$400,000; President, S. P. Smith, San Francisco.

#### PORTSMOUTH, VA.

POPULATION 1890 WAS 13,268; IN 1880 WAS 11,390.

PORTSMOUTH STREET RAILWAY-Being changed to an electric line.—V. 62, p. 86.

ORGANIZATION-Chartered in 1887. Municipal franchises expire in Dec., 1918.

Date. Interest. Outstand'g. Maturity. STOCK & BONDS— Stock authorized \$200,000... 

 Stock authorized \$200,000
 \$50,000

 1st mortgage \$50,000
 (3)

 Mercantile Trust Co., N. Y., trustee.

 2d M. for \$100,000
 1897

 2d M. for \$100,000.....

d M. for \$100,000............ 1897 ...... (?)

In August, 1897, a second mortgage for \$100,000 was reported to have been made to the United Security Life Ins. & Tr. Co. of Pennsylvania, as trustee.

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. \$155 6 g.M-N \$00,000 Feb. 1, 1925

\$500 and \$1,000.0° { Int. at Real Estate Trust Co., Phila., trustee.

Sinking fund first mortgage is \$5,000 per annum, beginning February

Bills and accounts payable June 30, 1895, \$114,227.

ROAD -When completed the lines of the company will connect Potts-ville 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 18945, 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, -POTTS-VILLE & READING RAILWAY, -A trolley road.

ORGANIZATION—In 1894 leased for 99 years to the Schuylkill Electric 

#### POUGHKEEPSIE, N. Y.

POPULATION IN 1890 WAS 22,206; IN 1880 WAS 20,207;

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 re-

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 exceed-

ROAD-Owns 15:10 miles of road; second track, 1:14 m.; sidings, :59 m.; total, 16.79 miles of track.

LATEST EARNINGS—9 mos., 1897..... Gross, \$66,616; net, \$28,541 Jan. 1 to Sept. 30. 1896..... Gross, 67,706; net, 31,002 EARNINGS—Year ending June 30, 1897, gross, \$85,300; net, \$33,667; interest, \$18,100; dividends, \$15,000; balance, surplus, for year, \$567. In 1895-96, gross, \$91,813; net, \$33,457; other income, \$479; inverest, taxes, etc., \$39,297; bal., deficit for year, \$5,361. Total profit

and loss, surplus, June 30, 1897, \$6,923.

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 bords the entire street railway system of the city of Providence and of the towns of North Providence, East Providence, Cranston and Johnston, and all the street railways of the cities of Pawtucket, Central Falls (except the Inter-State Consolidated) 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, Cranston and Scituate, 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. Div., Mat., Etc. \$8,000,000 Oct. 1, '97. '12%

Stock.
United Tr. & Elec. Co., 1893 5 g. M. - S. 8,247,000 Mar. 1, 1933
Prov. & Paw. issue Interest payable at Central Tr., N. Y., Trustee.
1st (coll.) M. \$1,000, g. Dividends-In July, 1897, the first dividend was paid, being 12 p. c.;

Oct., 12 p. c.

Bonds-Totalissuelimited 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.—In August, 1897, there were completed and in operation 136.6 miles, which include 7.3 miles of the Pawtuxet Valley Electric Street Railway.

SECURITIES PLEDGED.—The securities pledged include all of the \$8,700,000 capital stock of the *Union RR*. of Providence, all of the \$500,000 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—3 mos., } 1897....Gross, \$489,163; net, \$244,682 July 1 to Sept. 30. } 1896....Gross, 484,834; net, 184,752. YEARLY EARNINGS-Fiscal year ends June 30. Earnings have been: 

 Tears end. June 30— Gross.

 1896-97
 \$1,702,342

 1895-96
 1,720,784

 1894-95
 1,532,375

 Net. \$660,395 659,425 634,939 Charges. \$412,350 412,350 400,000 Bal., sur. \$248,045 247,075

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. 65, p. 464.

### PUEBLO, COL.

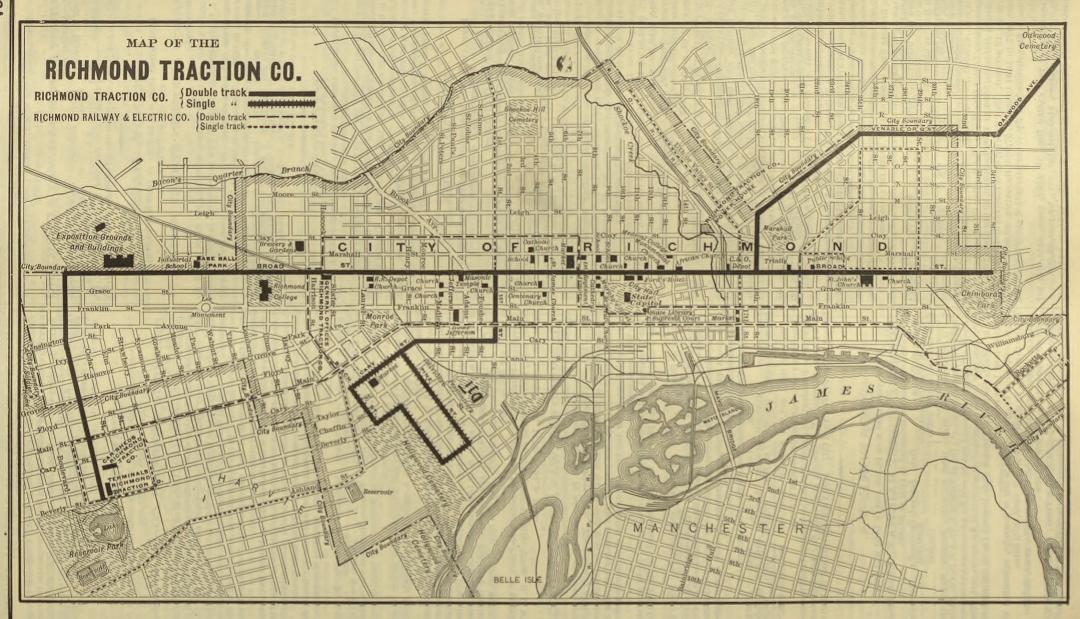
POPULATION IN 1890 WAS 24,558; IN 1880 WAS 3,217; AND IN 1870 WAS 666.

PUEBLO ELECTRIC STREET RAILWAY-A trolley road.

ORGANIZATION-Chartered in September, 1895. In October, 1897, it was stated that this company would be reorganized and consolidated with the Pueblo Light & Power Co. (capital \$250,000), which controls the three electric-light plants. Officers of the consolidated companies are to be: President, M. D. Thatcher; Vice-Pres. and Treas., Andrew McClelland; Secretary, John O. Albert; General Man., John F. Vail 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.

ROAD-In Feb., 1895, owned 25 miles of track. Rails 35 lb. T .- V. 61, p. 472.



### 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-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.

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; in 1896-97, 7 per cent.

EARNINGS—For years ending Sept. 30 earnings have been:

Bal., sur. \$4,627 8,612 17,011 

 Year—
 Gross.

 1896-97....\$118,395

 1895-96....\$101,830

 1894-95....\$6,452

 Total surplus Oct. 1, 1897, \$55,916.

### RACINE, WIS.

POPULATION 1890 WAS 21,014; IN 1880 WAS 16,031; AND IN 1870 WAS 9,880.

BELLE CITY ELECTRIC CO.—A trolley road.

ORGANIZATION—Successor to the Belle City Street Ry., which was

sold to bondholders on July 20, 1897, for \$150,000. Capital stock is \$250,000 and first mortgage is for \$250,000 of 5 p. c. bonds. Owned 12 miles of road with 15 miles of track. Officers: President, Joseph Miller; Vice-President, H. M. Wallis; Secretary, Jackson I. Case, Treasurer, Frank J. Miller. -V. 65, p. 68, 111, 150.

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, \$400,000 (par, \$50)...\$

1st M., coll. trust, gold, \$150, \ 1896 5gJ-1 149,900 Jan.1,1926
000 (par \$100 & \$1,000)...\$

Trustee, R. E. Title, Ins. & Trust, Phila.

Interest is payable at Co.'s office, Reading, Pa. Bonds are subject to call at par after three years.

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, 68 of which are operated by electricity.

EARNINGS—From Jan. 1 to Oct. 31, 10 months, gross, \$167,016 in \$97; \$164,245 in 1896. Jan. 1 to Dec. 31 (12 mos.), gross, \$189,493 in 1896; \$188,396 in 1895.

OFFICERS-President, John A. Rigg; Vice-President, R. N. Carson

Secretary and Treasurer, M. C. Aulenbach. INDEX-V. 61, p. 1014, 1118.

UNITED TRACTION SYSTEM-READING TRAC-TION-A trolley road.

ORGANIZATION-Chartered in 1893 to operate the Reading City Pas-Senger Railway and East Reading Passenger Railway, which it equipped with electricity and leased for 99 years, the former from 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.

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' East Reading Elec. bonds of 1897 issued for extensions.

Dividends on Leased Line Stocks-The Reading City Passenger stock to receive dividends, 1896 to 1900 inclusive, 10 per cent; 1901 and thereafter, 12 per cent. East Reading stock receives dividends: 1896 \$6,500; 1897 to 1900 inclusive, \$7,000; thereafter, \$8,000. Readin, & Temple Elec. dividends of 7 p. c. are guaranteed under lease of Oct.

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. 

### 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 .)-An electric road.

ORGANIZATION-Incorporated Aug., 1895. First division of road opened for business June 20,'96. Operation of entire system commenced Apr.10 1897. This company operates a douole-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. stee girder rails on white oak cross-ties and 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 The population of Richmond and its suburbs, including Manchester, is . estimated at 115,000.

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 14 p. c. annually of all bonds issued begins July 1, 1900.

ROAD-Total track is 164 miles. Equipment 26 open cars, double

"G.E. 1,000" motors, 10 open trailers and 22 close I cars; total 58 cars.

EARNINGS—Earnings, June 20, 1896 (date of opening), to June 30, 1897 (average mileage operated during this period being 123 miles, or about 80 p. c. of total), gross, \$119,100; operating expenses, taxes and accident insurance, \$78,973: net earnings, \$40,127; interest, \$20,030; surplus earnings, \$20,097. July 1 to Nov. 20 gross, \$62,048 in 1897; \$43,949 in 1896.

Officers-President, John Skelton Williams; Vice-Pres't, W. M. Habliston; Supt., Edw. J. Willis; Sec., Everett Waddey; Treas., R. L. Williams.—V. 61, p. 472, 831, 1179; V. 64, p. 1043.

RICHMOND RAILWAY & ELECTRIC CO-Operates an electric railroad and electric-lighting plant.

Organization-Organized in 1890 by consolidation of three street railway and three electric-lighting companies. The company occupies principal streets of Richmond and Manchester, thus furnishing street railway facilities to over 100,000 people. The company supplies the entire electric lighting for the two cities, having exclusive contracts with both municipalities.

The Richmond & Manchester Railway is understood to be operated under lease, 5 per cent interest being guaranteed on its \$400,000

The mortgage, it is stated, covers in addition to the electric-lighting plant about 44 miles of track, the remaining 36 miles of the system being controlled in the company's interest.

EARNINGS-For years ending Dec. 31 the earnings were:

Balance, surp. \$81,200 \$100,272 \$102,853 \$89,258

EQUIPMENT—The equipment includes 112 cars.

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,

POPULATION 1850 WAS 10,105 AND IN 1850 WAS 605,

ROANOKE STREET RAILWAY.—A trolley road
Population of Roanoke estimated in 1897 at 20,000.

STOCK & BONDS—

Date. Interest. Outstand'g Maturity.

Com. stock (\$500,000 auth.) }
6 per cent cumulative... }
150,000

1st M. \$500,000, gold, \$100 \ 1892 6g. M-N 300,000 May 1, 1922 and \$500,not subj. to call. c' \ (Int. at Fidelity I. Tr. & S. D. Co., Phile.

Bonds—The bonds unissued can be sold for extensions and support of the system and stream.

ments, but only to the amount of 90 per cent of the sworn cost. tee is Fidelity Insurance Trust & Safe Deposit Co. of Philadelphia. Sinking fund 1 per cent yearly.

ROAD-Operates 14 miles of road in city of Roanoke, extending also

ROAD—Operates 14 miles of road in city of Roanore, extending also 8 miles to Salem, Va.; total track Aug. 7, 1895, 22½ miles.

LATEST EARNINGS—Jan. 1 to Aug. 31, 8 months, gross, \$23,130 in 1897; \$27,590 in 1896; \$23,979 in 1895.

OFFICERS—President (Nov., '97), H. S. Trout; Vice-President, T. T.

Fishburn; Treasurer, S. W. Jamison; Secretary, Geo. C. McCahan.

#### ROCHESTER, N. Y.

POPULATION 1890 WAS 133,896; IN 1880 WAS 89,366; AND IN 1870 WAS 62,386.

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, 8% miles.

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 were reserved to retire the \$600,000 of debentures, of which \$250,000

Total operated June 30,'97.89'31

Weight of rails, 40 to 100 pounds. LATEST EARNINGS-For three months ending Sept. 30.

3 mos. Gross. Net. Oth. inc. Int. & lazes. Bal., sur. 1897. ... \$203,639 \$86,946 \$2,306 \$74,265 \$14,987 1896... 224,777 85,474 2,124 77,690 9,908 Loans and bills payable Sept. 30, 1897, \$226,378.

ANNUAL REPORT.—For year ending June 30, 1897, gross earnings

were \$808,037; report for 1895-96, with balance sheet, was in V. 63, p. 503.

Int.on bonds | 1897. | 1896. | 1844.866 | \$249.951 | 1845... | 51,109 | 44,292 | 16,000

..\$273,153 \$326,241 | Bal.....def. \$27,870 sr.\$15,998 GENERAL BALANCE SHEET JUNE 30, 1897. Net income .. \$273,153 \$326,241

Assets.

Total.

..\$10,097,285 .\$10,097,285 OPFICERS.—President (May, 1897), Frederick Cook; Vice-President, and Gen. Man., T. J. Nicholl; Secretary, G. G. Moorehouse; Treasurer, Frederic P. Allen.—INDEX.—V. 64, p. 470; V. 65, p. 618, 870.

ROCHESTER CHARLOTTE & MANITOU RR.-Trolley.

ORGANIZATION, ETC-Incorporated in 1895. Successor to Grand View Beach RR. sold in foreclosure.

STOCK & BONDS-Capital stock, \$100,000, of which \$97,500 is issued. Bonds, \$82,000, first mortgage, gold, 5 per cent; interest pay able annually on Dec. 1st. Dated Dec. 1st. 1895; due Dec. 1st. 1925. Issued, \$81,250. Trustee, Security Trust Co., Rochester, N. Y. Road—From Charlotte (suburban town and resort of Rochester, on

Ontario,) to Manitou Beach, on Lake Ontario, 7 miles, single track with turnouts.

OFFICERS-President, Michael Doyle; Sec. and Treas., George B. Brown, Rochester, N. Y.; Chairman, Lewis Warfield, 54 Wall Street ew York City.

### 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.

ROAD-Said to operate 15 miles of track.

OFFICERS—President, R. N. Baylis; Secretary, F. W. McAssey; Treas, urer, 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 of the West End Street Railway. Capital stock is \$300,000; par \$100 Bonds (I). Has 11.2 miles of track on 11.2 m. 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;

ROCKLAND THOMASS 7,074. CAMDEN TREET RAILWAY .- An electric road.

ORGANIZATION-Incorporated June 27, 1891. | STOCK & BONDS - Date. Interest. Outst'd'g. Maturity. | Stock (\$100) (\$300,000 auth.) | \$250,000 | St M. (\$250,000) | \$1892 5 J - J 250,000 May 1, 1922 | St M. (\$250,000) | \$1 therest at Nat. Exchange Bank, Boston. | Loans & bills pay. July 1,'96. | 40,000 | 40,000 | 10 the statement of the st

oans & bills pay. July 1,'96. 40,000

ROAD - Operates about 1612 miles of track from Thomaston through Rockland and Rockport to Camden.

 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

 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.

Bonds-On April 1, 1897, \$15,000 of bonds and \$3,000 stock were in the treasury.

ROAD-Owns 615 miles of track (of which 115 built in 1897, funds being contributed by bondholders), laid with 35 and 45-lb. T rails.

\$4,250; balance, surplus, for year, \$439. In 1895, gross, \$20,415.

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:

| EARNINGS—Year ending June 30. |
| During the year 1894-5 the bonds of this road were canceled. |
| ROAD—Owns 6'7 miles track. |
| OFFICERS—President, J. S. Wardwell; Sec. and Treas, W. P. Rayland. |
| Sec. and Treas, W. P. Rayland. |
| Charges None None None None Balance of 1.268 df.443 sr.163

### 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. Pres. J. W. Cramton

### SACRAMENTO, CAL.

Population 1890 was 26,386; in 1880 was 21,420; and in 1870 was 16,283.

SACRAMENTO ELECTRIC GAS & RY.-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 Sacra-

The water power is obtained from Folsom, 24 miles from Sacramento. 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 \( \) 16 1892 6g. J-D 265,000 June 1, 1912
\$1,000 & \$500...c' \( \) (\$25,000 due y'rly) to June 1, 1921
S. E. G. & Ry. 1st M., ... 1896 6g. M-N 1,650,000 July 1, 1926
\$2,000,000(\$1,000).c' \( \) Trustee, California S. D. & Tr. Co., San Fran.
Consol. mort., \$2,500, \( \) ... 1897 5 (3) (3) 1927
000 (\$1,000) ... \( \) Trustee, California S. D. & Tr. Co., San Fran.
INTEREST—Interest due June 1, 1897, on Central Electric firsts was for some reason delayed, but has since been paid.
BONDS—Of the \$2,000,000 bonds authorized, \$265,000 are reserved

BONDS—Of the \$2,000,000 bonds authorized, \$265,000 are reserved for the Central Electric Ry. firsts. Of the 5 per cent bonds of 1897, it is supposed, part will be applicable to the retirement of the 6s of 1896. -V. 65, p. 977.

ROAD-The railway system extends 1612 miles with 2412 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. East Park and Oak Park are owned.

ESTIMATED EARNINGS-On business actually in force and definitely contracted for, earnings are estimated to be as follows (see statement on Water Power Companies in SUPPLEMENT for November, 1896; also statement in CHRONICLE of Nov. 28, 1896):

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; V. 65, p. 278, 977.

#### 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 \$200,000 \$150 6g. M-N 300,000 May 1, 1916

Trustee, Union Trust Co., Detroit, Mich. Interest payable at Han-

over 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. In July, 1897, George B. Morley was appointed a co-receiver. Receivers' certificates for \$20,000 have been authorized

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 to 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, 1043.

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 receivers were appointed. Receivers are Homer Loring and George B. Morley. Receivers' certificates for \$20,000 have been authorized for

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, 1043.

V. 64, p 954, 1043.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
Stock. (?)

Receivers' certificates, \$20,000.

Saginaw Cons. St. Ry.

1st M. \$225,000, c\*, Boston. Safe Deposit & Trust Co., Trustee, gold, gu. No option. (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, 1043; V. 65, p. 572.

#### 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 reeiver. Stock, \$100,000. First mortgage gold 6s, J&J, \$200,000, due July 1, 1912. Operates 5½ miles of track on 3½ miles of street. For year ending Dec. 31, 1895, gross, \$27,885; def. under operating \$620.

#### JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

JOSEPH RAILWAY LIGHT HEAT & ST. 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 and the road was sold June 29, 1897.—V. 65, p. 111. In July, 1897, however, sale was called off and receiver discharged, costs and interest in default being paid.

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, 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. 

ROAD-Owns 412 miles of track and leases (for 40 years) trackage over People's Ry., 2 miles, at annual rental of \$6,000

Officers—President, Charles Green; Secretary, Charles J. Maguire. -V. 64, p. 518, 611, 1041; V. 65, p. 69, 111.

#### JEFFERSON AVENUE RAILWAY CO.-An electric road.

Date. Interest. Outstand'o. Last div., etc. \$112,000 Dec., 1888, 2% 6 100,000 1905 400,000

OPERATIONS—Following is the number of passengers carried:

1897 ... 392,057 1896 ... 402,139 1895 ... 258,064 2d quar. 463,176 509,924 306,575 3d quar. 449,365 507,865 317,471 4th quar. Total year. 445,582 276,824 1,865,510 1,158,934 OFFICERS-President, P. C. Mattit; 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

CONSOLIDATION OF ST. LOUIS ROADS.—In April, 1897, parties connected with the Lindell Railway acquired control of the Missouri RR. The Midland Electric Railway (running six miles into the country. and the Clayton & Delmar RR. (opened in June, 1897,) were also purchased. Arrangements for control of the National Railway System (about 70 miles) also have been reported pending.

DIVIDENDS-In 1895 paid 5 p.c.; in 1896, 5 p.c.; in 1897, 5 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

EARNINGS.—The following gives the number of passengers carried and the second section of the section of the second section of the se

65, p. 69.

#### MISSOURI RAILROAD-Cable and electric.

Control of this road has been purchased in the interest of the Lindel: Railway, which see above.

STOCK & BONDS— Date. Interest. Outstand'y. Last div., &c. Stx (\$2,400,000) (\$100) ..... Q. -J. \$2,300,000 Oct. 1,'97,1'2'9 Ist mtg., \$1,000,000.c\* 1896 5 M. -S. 700,000 1901-1916

For Park, Laclede Av. & 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, 6 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 3,900,007 3,546,455 1896...3,62,449 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 15,303,467 OFFICERS—(April, 1897)—President, Edwards Whitaker; Vice-President, C. D. McLure.—V. 64, p. 800; V. 65, p. 69.

### 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 Oct. 9,'97,1'2%

Guaranteed bonds—
Cass Ave. & Fair Gds. { 1892 5 J-J 1,901,000 July 1 9 12 1st M. (\$2,000,000). { Trustee. Northern Trust Co., Chicago.

DIVIDENDS-Dividends in 1896, 6 per cent; in 1897, 6 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. Net earnings Fixed charges, interest and taxes | \$1,522,273 | \$1,403,957 | \$1,353,136 |
|   | 628,755     | 582,642     | 576,554     |
|   | 377.413     | 366,587     | 334,487     |
| Surplus of system   | 251,342     | 216,055     | 242,067     |
| Nat. Ry., proportion of surp  | 209,092     | 179,141     | 196,859     |
| Other income  | 19,565      | 19,565      |             |
| Dividends National Railway  | \$228,657   | \$198,706   | \$196,859   |
|   | 148,770     | 148,770     | 154,000     |
| and or of a second of the last  | \$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.

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.

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, in-

cluding the Northern Central and Union lines:

1897 ...2,110,910 1896 ...2,232,600 1895 ...2,140,495 2d quar. 2,317,287 2,507,429 2,411,629 3d quar. 2,297,838 2,421,434 2,469,637 4th quar. Tot. for year.

NATIONAL RAILWAY SYSTEM,—CITIZENS RAILROAD—An electric road.

ORGANIZATION-Controlled by the National Railway Company

STOCK & BONDS—

Dale. 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: 1897 ....1,968,350 2,268,553 2,160,882 1896 ....1,969,579 2,268,553 2,160,896 2,192,210 1895 .....1,670,461 1,987,603 1,825,037 1,887,697 4th q'ter. Tot. for year.

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 July, '97, 21<sub>9</sub>% [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.; July, 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.

1897. 2,587,798 2,995,121 3,095,293 1896. 2,773,598 3,585,599 3,087,137 2,996,127 12,125,451 1895. 2,248,348 2,624,519 3,012,457 3,023,241 10,908,565

NATIONAL RAILWAY SYSTEM-SOUTHWEST-ERN 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 was ordered for June 29, 1897 but was postponed and no date set. 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

 Interest due Jair 1899.

Interest due July, 1896, and since on consol. 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:

4th quar. Tot. year. 904,323 3,882,939 958,827 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, 1042; V. 65, p. 69.

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.

Interest payable at office of the mortgage trustee, St. Louis Trust Co. 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.

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. Receiver G. A. Wurdeman.

Date. Interest. Outstand'g. \$300,000 STOCK & BONDS Stock (par, \$100)..... 1st mort., gold, \$300,000 | 1895 | 6g. J-J | 300,000 July 1, (\$1,000 each) | St. Louis Trust Co. is Trustee Interest due Jan. 1, 1897, in default. July 1, 1915

Highlands Scenie RR. mtg., \$150,000....... 1896 DIRECTORS-(Elected May, 1897) .- J. D. Houseman, Jr., E. W. Ran-

nells, G. D. Dana, J. T. McCausland and A. N. Edwards.-V. 64, p. 331. ST. LOUIS & MERAMEC RIVER RAIL-ROAD-A trolley road.

ORGANIZATION-Organized in 1894, and in 1896 obtained all the rights and franchises of the Manchester Road Electric Ry.

Stock is all held in treasury of St. Louis & Suburban Ry., which com-

pany guarantees the bonds.

ROAD-Owns from Sarah Street, on St. Louis & Suburban, to Jackson Road, 10 96 miles; extension 3 miles to St. L. & Kirkwood tracks over which cars run to Meramec Highlands. 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. P. Dawson; Secretary and Treasurer, W. F. Silver.

### ST. LOUIS & SUBURBAN RY.-A trolley road.

ORGANIZATION-Incorporated Sept. 11, 1884. This company is a re-ORGANIZATION—Incorporated sept. 11, 1884. This company is a re-organization of the St. Louis Cable & Western Ry Co., which it bought in at the foreclosure sale of the latter's property June 10, 1890. Operates the Midland Street Ry.

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:

1897 ...2,454,224 1896 ...1,834,347 1895 ...1,689,134 2d quar. 2,973,700 2,567,155 2,043,498 4th quar. Tot.for year 2,862,735 2,796,249 2,096,614 2,694,861 1,974,500

The table below gives the number of trips and passengers: Passengers. Trips. 7,803,746 1893 .....127,998 7,754,752 1886 .....141,134 Trips. Passengers 1895 ...... 1894 ......118,445 8,030,182 3,505,997

OFFICERS-President, C. H. Turner; Secretary and Treasurer, R.

### SOUTHERN ELECTRIC RAILWAY.

ORGANIZATION-Chartered April 16, 1884. In April, 1897, control was obtained by St. Louis men.—V. 64, p. 800.

and Mississippi Valley Trust Co., St. Louis, Mo.

In April, 1896, the directors authorized issue of \$200,000 bonds for improvements. 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,

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:

3d quar. 1,470,929 1,475,482 1,210,403 1st quar. 1897...1,426,195 1896...1,184,099 1895... 999,802 2d quar. 1,475,302 1,446,769 1,177,284 4th quar. 1,354,193 1,248,671 5,460,543 4,636,160

OFFICERS (August, 1897). - President, C. H. Spencer; Vice-President, Charles F. Orthwein; Sec. and Treas., 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.

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 1893, 8 p. c.; in 1894, 3 p. c.; in 1895, 3 p. c.

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—
Union Depot Ry. (Electric)..39\*19
Trackage over lines of other companies, about.................................8\*\*v01
OPERATIONS—The following gives the number of passengers carried: 784 Quar. 2d Quar. 3d Quar. 4th Quar. Total year. 1897. 5,322,079 6,273,524 6,249,928 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 OFFICERS.-President, John Scullin; Secretary, James H. Roach.-V.

#### 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.—Successor, after foreclosure, to the St. Paul & White Bear RR. Franchises run 50 years from 1896. Road runs from St. Paul to White Bear Lake, and from city limits owns the right of way; also owns summer resort on the lake. Capital stock, \$37,900, Road.—Owns 10.59 miles of track; 9 electric cars, also 2 locomo

ives and 4 coaches used to supplement electric service.

President, E. W. Peet; Vice-President, W. F. Peet; Secretary, Ambrose Tighe.

#### 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.

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 ex tensions, and the bonds at any time issued shall not exceed \$20,000 per mile for each mile of road constructed, equipped and in operation. On mileage of 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 debtreaches \$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 Pur-

chasing Agent, W. P. Read.

SALT LAKE RAPID TRANSIT- A trolley road. ORGANIZATION—Chartered in 1890.

Date. Interest. Outstanding. Maturity.

\$356,000
1890 6 F-A 350,000 Feb.1, 191
..... 70,000 STOCK & BONDS— Stock \$500,000 (par \$100) 1st mortgage... Other indebtedness.... Feb. 1, 1910

Interest at American Loan & Trust (trustee), Boston.

ROAD—Operates 32 miles of track on 26 miles of street.

EARNINGS—For year ending Dcc. 31, 1895, gross, \$89,420; net, \$26,097. In 1894 gross, \$110,538; net, \$23,410.

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.) First mortgage, \$500,000, gold, 6 p.c. bonds, c\*, \$500 each; dated 1895, due June 1, 1915; interest, J&D. Franklin Trust Co. of Brooklyn trustee. Operates 5½ miles of track on 5 miles of street.

OFFICERS-President, C. J. Harwood.

#### SAN ANTONIO EDISON CO.-A trolley road.

ROAD, ETC.—Successor, it is stated, to the Citizens' Electric Power & Street Ry. Co. Operates 13 miles of track. Capital stock, \$300,000; first mortgage, \$300,000. President, W. J. Clark.

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

ORGANIZATION—Incorporated in May, 1874, and in 1890 absorbed the Prospect Hill Street Railway.

ROAD—In May, 1896, 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, (?) . President and General Manager, G. W. Russ.

### 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. Receiver appointed in February, 1897,

on application of trustee. Receiver is A. E. Dodson. 

Mortgage trustee, Union Savings Bank & Trust Co., Cincinnati, O.

ROAD-Line is 5 miles long.

### SANDUSKY, OHIO.

POPULATION 1890 WAS 18,471; IN 1880 WAS 15,838.

PEOPLE'S ELECTRIC RAILWAY-ORGANIZATION—Chartered in 1891. Leases trackage in Sandusky to S. M. & N. Elec. Stock decreased in 1897 from \$100,000 to \$50,000.

STOCK & BONDS— Stock, \$50,000 (\$100)..... 1st mortgage, \$40,000....e\* ROAD-Operates 614 miles.

CARNINGS-For year ending Oct. 28, 1895, gross, \$21,849; net, \$2,905.

OFFICERS-President, W. H. Gilcher; Vice-President, Frank Strang; Secretary, R. B. Fisher; Treasurer, A. W. Prout.

SANDUSKY MILAN & NORWALK ELEC TRIC RAILWAY—A trolley road.

STOCK & BONDS—
STOCK, \$100,000 (par \$50).

Stock, \$100,000 (par \$50).

ROAD—OWIS 18 miles of track.

Officers-President, G. H. DeWitt; Vice-President, Henry Kelley; Treasurer, A. W. Prout; Secretary, J. D. Parker.

SANDUSKY STREET RAILWAY--A trolley road. ORGANIZATION—Chartered Aug. 29, 1881; road opened in 1883. In terest on bonds being in default Clark Rude, was appointed receiver Jan. 22, 1897. In November, 1897, no reorganization plan had been prepared and it was expected the road would be sold.

STOCK & BONDS— Date Interest.
Stock, \$150,000.
1st mtge., \$40,000 (\$100, etc.). 1890 6 M-S
2d mtge., \$80,000 (\$100, etc.). 1893 6 M-S 
 Date
 Interest.
 Outstand'g
 Maturity.

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ROAD-Operates 9 miles of track on 7 miles of road.

OFFICERS-President, A. J. Stoll; Vice-President, E. J. Cable Secretary and Treasurer, G. F. Anderson.-V. 64, p. 235.

#### 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.

Jan. 1, 1915 Dividends have been 50 cents monthly.

ROAD-Was operating May 1, 1896, 1112 miles of track on 512 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.-

ORGANIZATION-Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

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. Croeker; Vice-President, A. Grant; Sec retary 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 Metropoli'tan Ry. has also been merged. (See V. 61, p. 750.) Persons identified with the Southern Pacific Ry. Co. are largely interested in this company.

Outstanding. Maturity. \$18,750,000 Oct., '97,60c. Jan. 1, 1913 Apr. 2, 1918 May 1, 1923 Jan. 1, 1913 Mar. 1, 1912 Jan. 1, 1914 Mar. 1, 1914 Sept.1,1924

DIVIDENDS of 60 cents per share are paid quarterly ROAD-Company on May 1, 1896, owned track as follows:

Roads owned in fee— Miles.

Main line & brohs. (horse)... 31.86 do. do. (trolley). 74.98 do. do. (cable)... 63.05 Rails 37 to 74.9 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,

\$3,259,889; 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. Hunting ton; 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.

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, Sau 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. Authorized, Outstanding-\$400,000 (1) STOCK-Par. \$10 ROAD.—The road, which is 5 miles long, was opened Jan. 27, 1896. OFFICERS—President, Adolph Sutro; Secretary, Theodore Ki 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.

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.

Cable road (iron and cement) 5.75
do second track... 5.75
Rails 43 lb. T.

Horse road...

Total owned in fee. Miles. .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 and leased to the Traction Co.

STOCK & BONDS— Date. Interest. Outstanding. \$500k, \$50,000. \$50,000 lst M., \$130 000 gold., 1897 5 g. J-J 130,000 Maturity. 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.

EARNINGS - Operated only as a summer road. It is expected the road will be operated the whole year round after 1897. For years ending June 30 earnings of old company were as follows:

Gross earnings \$24,499 \$20,700 Taxes \$776 \$488 Net earnings \$24,499 \$20,700 Taxes £65,166 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. Far-

well 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. Controlled in same interest as S. T. & I. of H., but will continue to be operated under its own charter for the present.

Interest. Outstanding. \$50,000 6 M-N 200,000 6 Q-F 50,000 Maturity.

In Nov., 1897, bondholders agreed to reduce interest on their bonds from 7 to 6 per cent, in return their lien being extended to cover the entire property of City & Suburban, including extensions and electrical equipment and \$250,000 of the new S. T. & Isle of H. 4s.

First mortgage trustee, T. M. Cunningham. Interest payable at Savannah Bank & Trust Co.

ROAD-Operated 18 miles of track, of which 4 miles steam.

OFFICERS—President, James H. Johnston; Vice-President, Henry Parsons; Secretary, E. J. Thomas; Treas., E. J. Thomas, Jr.—V. 64, p. 755.

## SAVANNAH THUNDERBOLT & ISLE OF HOPE RY.—A trolley road. ORGANIZATION—On May 29, 1897, the property of the Savannah

Traction was conveyed to this company without foreclosure. The Traction was formed in January, 1897, as successor to the Savannah Electric Ry. sold in foreclosure Jan. 5, 1897 (V. 64, p. 85). The S. T. & I. of H. is controlled by George Parsons of New York. who also controls the City & Suburban, but that road will be operated at present under its own charter. See V. 65, p 621.

Date. Interest. Outstand'g. Maturity.

Stock (1) 

ROAD-In Nov., 1897, owned about 30 miles track on 22 miles street. Officers (Oct., 1897)-President, George Parsons; Vice-President, J. H. Fall; 2d Vice-President and General Manager, Jas. H. Johnston; Treasurer, Edward J. Thomas, Jr; Secretary, Edward J. Thomas, Sr. —V. 64, p. 85, 182, 755, 1089; V. 65, p. 152, 621, 926.

#### 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 Schenec-

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 years ending June 30, have been:

Gross. Deficit. Oth. Inco. Int., Tax., Etc. Bal. sur.
1896-7....\$30,188 \$2,636 \$21,772 \$14,249 \$4,887
1895-6....32,958 2,477 19,163 12,634 4,052

OFFICERS- President, William Henry White; Vice-President and Manager, George W. Jones; Secretary, W. P. Esselstyn; Treasurer, J. P. Ord. 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 Schenectadv.-V. 60, p. 303; V. 63, p. 716; V. 65, p. 233.

### 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 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.

all of which are controlled by this company.

STOCK & BONDS— Par. Date. Interest.
Stock (\$6,000,000). \$50 ... \$2,500,000

Scranton Trac. 1st ) 1,000 1892 6 g.M-N 1,000,000 Nov. 1, 1932 M., \$1,000,000; Interest x at E. W. Clark & Co., Philadelphia.

Scrant Pas. Ry.1st M.1,000 1890 6 M-N 100,000 May 1, 1920 Scranton Sub. 1st > 500&c 1890 6 g.M-N 200,000 May g., gu., p.&l.e\* \ Trustee, Farmers' L. & T. Co., N. Y.

Peop's St. Ry.1st M.g.1,000 1886 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,- \ 1897 5g. J-J 900,000 Nov. 1, 1932 000, gold ... \ 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:

an aggregate inneage as roll.

Owned— Miles. Leased— Mu
People's Street Railway. 25
Valley Passenger Railway. 812
Valley Passenger Railway. 812
Lackawanna Val. Trac. —

..3312 Total operated.....5412 EARNINGS—Operations of the lines now composing the Scranton Railway, not including the suburban lines, have been as follows:

10 months, 1897. Gross, \$296,209; net, \$146,663 Jan. 1 to Oct. 31. 1896. Gross, 290,554; net, 137,590 For the year ending Dec. 31, 1896:

\$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 RAILWAY SYSTEM-SCRANTON

& CARBONDALE TRACTION—A trolley road.

ORGANIZATION—Incorporated in February, 1893. The Scranton Railway Company leases this company for fifty years and oper-

ROAD-Owns road extending from Scranton to Archbald, Pa., about 5 miles; connects at Archbald with the Carbondale Railway Company's road to Carbondale.

LATEST EARNINGS-July 1 to Sept. 30, three months, in 1897, gross, \$11,351; net, \$5,367.

ANNUAL REPORT-Fiscal year ends June 30. Earnings have been as follows:

Oharges. \$9,917 9,914 9,866 Bal., sur. \$9,202 11,466 8,181 Net. \$19,119 21,380 18,047 1896-97 \$40,817 1895-96 39,376 1894-95 34,216

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 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.

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 pany'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 threefourths to Scranton & Pittston Traction.

EARNINGS—July 1 to Sept. 30, 3 months, 1897, gross, \$18,868; net, \$7,836. Officers—President, L. A. Watres; Secretary and Treasurer, C. H. Mullin.—V. 63, p. 515.

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. Foreclosure sale ordered for Jan. 8, 1898; upset price, \$65,000. Receiver's certificates for \$40,000 and bonds \$250,000 are said to be outstanding. Line runs from First (formerly Front) St. and King St., up First and Second Aves.; 3 miles of double track. In 1896 car. ried 798,996 passengers; gross receipts were \$38,017.—V. 65, p. 869.

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 74 miles of track upon 3.6 miles of street. In year 1896 carried 1,160,355 passengers.

President, H. G Struve.

SEATTLE CITY RAIL WAY—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.

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.

STOCK & BONDS—
Stock \$1,000,000 (\$100).

1st M. g., subj call at 105 )
(\$500 & \$1,000); int. is 1897 sold in foreclosure Dec. 1, 1896. Interest. Outstand'g. \$350,000 Maturity\_ 143,000 Jan. 2, 1927 6g. A-O

6g. A-O 457,000 Jan. 2, 1927 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 series B as to principal and interest.

EARNINGS-For the year 1896 the old company reports receipts from passengers, \$66,096; other receipts, \$14,789; total, \$80,885, against \$75,290 in 1895.

ROAD-Owns 13.72 miles of track and leases 4.68 miles. Treasurer, Allen B. Forbes, 204 Dearborn St., Chicago. INDEX-V. 63, p. 116, 230, 1011, 1064; V. 64, p. 235.

RAINIER BEACH RAIL-SEATTLE & ... WAY-A trolley road.

ORGANIZATION-A reorganization of Rainier Ave. El. Ry. foreclosed. 

Gen. Man. and Pur. Agt., F. H. Osgood. Franchise runs till 1915.

UNION TRUNK LINE-An electric and 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; track, 2 m. Pres., H. S. King.

WEST STREET & NORTH END ELECTRIC RAILWAY-A trolley road.

STOCK & BONDS- Date. Interest. Outstand'g. 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 ceut of net earnings to be used in purchasing the bonds at not above 110 and interest.

ROAD-Ten 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; Sec., W. A. Walther; Gen. Man. and Purchasing Agent, O. Elmore

WOODLANDPARK ELECTRIC RAILWAY-ORGANIZATION-Capital stock, (t). Bonds, \$50,000. Operates 1.5 miles of track. President and General Manager, G. C. Finnev.

#### SEDALIA, MO.

POPULATION 1890 WAS 14,038; 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

| STOCK & BONDS | Date | Interest | Outstanding | Maturity |
Stock \$200,000, par \$100 | \$200,000 | Mortgage | gold | 1892 | 6g. F-A | 200,000 | Aug. 1, 1912 |
Sedalla & Brown Spgs. 1st | 1894 | 6 J-D | 50,000 | Dec. 1, 1914 |
M. \$80,000 s.f. (\$1,000 | 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 fi.st 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 stock is \$80,000; par \$100. Brown Springs bonds subject to call at 104 after June 1, 1899, and at par after Dec. 1, 1909; \$30,000 reserved (Nov., 1897), for improvements. Sinking fund 5 p. c. in 1904 and thereafter. All interest payable at Fourth National Bank, N. Y. City. Elec. Ry. L. & P. Mortgage trustee Kansas Loan & Tr. of Topeka, Kan.

EARNINGS—For year ending July 31, 1897, gross, \$44,137; net, \$24,674. In 1895-6, 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.

Date. Interest, Outstanding. \$500,000 1893 6 J-D 500,000 36,759 Maturity. Dec. 1, 1923 ROAD-Shamokin to Logsville, Green Ridge, Mt. Carmel, Cunning-

h am and Centralia, 1612 miles.

EARNINGS-For year ending Nov. 30, 1896, gross earnings, \$58,804; net, \$30,217; interest, \$25,500 (interest was waived on some of the bonds in 1895-6); taxes, \$2,259; miscellaneous, \$1,404; bal., sur. for year, \$1,054. Passengers carried in 1895-6, 1,403,745.

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. By.

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. or year, \$2,594. In 1894-5, gross, \$5,250.

ROAD-The road extends from the borough of Sharon, through the own of North Hickory, and the borough of Sharpsville, t. alength of oad being 4'45 miles; gauge of track 5 feet 212 inches.

OFFICERS-President, A. M. Jolly; Secretary, A. R. Lyda, Beaver Falls; Treasurer, A. McDowell, Sharon.

### SHEBOYGAN, WIS.

POPULATION IN 1890 WAS 16,359: in 1880 was 7,314; in 1870 was 5,310.

SHEBOYGAN LIGHT POWER & RAIL-WAY.-Trolley introduced in 1896.

ORGANIZATION, ETC .- Owns 14 miles of road and light plant with 71 miles of wire. Capital stock full paid, \$100,000; first mortgage, 5 p. c. (\$1,000) gold bonds, \$225,000, dated 1896, due April 1, 1926; interest, A. & O. at Mercantile Trust Co., N. Y., trustee. For year 1896 net earnings were \$24,900; interest charge \$11,250.

#### SING SING, N. Y.

POPULATION IN 1890 WAS 9,352; IN 1880, WAS 6,578; AND IN 1870 WAS 4,696.

All deficits up to June 30, 1896, were paid by the stockholders, but

interest is now in default. Officers - President, A. S. Underhill; Secretary, F. L. Young; Treasurer, S. E. Tomkins; Manager, Jay Champlain. - V. 65, p. 925.

SIOUX CITY, IOWA.
POPULATION 1890 WAS 37,806; IN 1880 WAS 7,366; AND IN 1870 WAS 3,401.

TRACTION CO .- A trolley road. CENTRAL ORGANIZATION - Successor to the Sioux City Cable Ry., sold in fore-closure in October, 1895. Stock, \$150,000; no bonds. Track, 7 miles.

Interest was payable at Gilman, Son & Co.'s, New York City.

ROAD—In August, 1895, from Sloux 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 Sloux 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. payable June 1, 1897, \$56,991. Income account showed a surplus of \$33,539, but report of May 31, 1897, stated that street paving assessments for 1897 would more than wipe out this entire surplus.

ROAD-Owns 19:46 miles of track on 13:21 miles of street.

gross, \$80,080; net, \$13,219.
OFFICERS—President (Sept., 1896), M. L. Kohler, Philadelphia; Vice-President, A. F. Call, Sloux City; Secretary and Treasurer, C. B. Oldfields, Sloux City.

WASHINGTON PARK & SPRING GROVE. Stock, \$250,000, par \$100, issued, ROAD—Owns 312 miles of track, \$64,400. No bonds.

#### 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 \$150

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 RAIL
WAY.—2 miles of trolley track. Stock, \$50,000. President, RAIL

CITY PARK TRANSIT.—A trolley road.
ORGANIZATION Chartered in July, 1889. Franchise runs till 1919
Company said to be controlled by Washington Power Co.

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 RAIL-ROAD.-An electric railroad.

ROAD ETC.-Said to operate 34 miles of track. Stock, \$50,000; ar \$100. 1st mortgage 6s, M-S. \$40,000, due March 1, 1902; Trusee, Provident Trust Co. of Boston; President and Gen. Man., C. G.

## 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:

\*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; o 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 RAIL-WAY. A trolley road.

ORGANIZATION .- A consolidation of the People's Electric Railway and the Springfield City Railway, the latter incorporated Feb. 18, 1861.

Springfi'ld Con. Ry. (22 1893 5 g. J-D 525,000 June 1, 1933 Consol. mort. for Interest at Columbia Trust Co. (Trustee), Louis-\$750,000 gold.... (ville, Ky. June, 1897, interest was paid. Sufficient bonds of '93 are reserved to retire all prior liens at maturity. Of the \$525,000 outstanding \$108,000 are held by the Treasurer. Adjustment—In September, 1897, floating debt was \$63,000, and i

was proposed that consol. 5 per cent bondholders cancel coupons due Dec. 1, 1897, and reduce interest on bonds for 1898 and 1899 to 3 per cent and for 1900 and 1901 to 4 p. c.; thereafter to receive again 5 p. c.; in order to allow company to pay off the floating debt—see V 65 p. 730. To Nov, 1, 1897, about \$400,000 of the consols had consented' to the above plan.

ROAD—In Feb., 1897, owned 24 miles of track in the City of Springfield. Rails 40 and 60 lb. T.

EARNINGS-For 1896 gross, \$101,850; net, \$39,442; interest, \$38,400. OFFICERS. - President, T. J. Minary; Vice-President, B. Wilson; Treasurer and General Manager, C. K. Minary, V. 65, p. 730.

### 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—

Stock \$1,200,000 (\$100) .... Text.

Bonds (subject to call aft. Apr. 1, 1900).... \$1895 4\frac{1}{2} A.-O.

Bonds (subject to call aft. Apr. 1, 1911)... \$1896 4\frac{1}{2} A.-O. Date. Interest. Outstanding. Text. \$1,000,000 f.p. Maturity. 300,000 April 1, 1910

April 1, 1916 Loans and bills pay able 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. | 1895. | 1896. | 1896. | 1896. | 1896. | 1895. | 1896. | 1896. | 1895. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896

Passengers carried in 1895-6 were 10,163,011, against 8,390,326 n 1894-5.

Officers-President, John Olmsted; Secretary, Gideon Wells; Treasrer 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. Bonds \$ (?). 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—
Stock (par \$100).

1st mort., \$500,000, gold.

1893 4 (6) J-J
1000,000

Interest at Solicitors' Loan & Tr. (Trustee), Phil.

Interest on firsts was reduced temporarily in 1895 from 6 to 4 per cent. At the annual meeting in November, 1897, it was stated that prospects for payment of interest at 6 per cent, in time, were good.

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 \$100,000 needed to complete the road to Charleston, making 6 miles in.

Capital stock, common, (auth.) \$75,000; issued \$53,300; guaranteed 6 per cent stock, \$45,000; none issued. 1st mortgage for \$100,000 of 5 per cent gold \$500 and \$1,000 coupon bonds dated Sept. 1, 1896, due Sept. 1, 1916. Trustee, 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.— V. 64, p. 1043.

#### 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.

Date. Interest. Outstand'g. Maturity. \$92,240 1886 5 F-A 75,000 Aug. 1, 1909 212,000

KOAD—1703 lines of track. Electricity introduced in 1893.

EARNINGS—In year ending September 30, 1897, gross, \$40,266; net, \$8,632; taxes, \$1,000; interest, \$3,750. In 1895-96, gross, \$30,392.

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,

#### STATEN ISLAND ELECTRIC RAILROAD-A trolley road.

32 Nassau Street, N. Y.

ORGANIZAT ON-Incorporated under the laws of the State of New York December 11, 1894. Owns a through line from South Beach 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.

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—July 1 to September 30, 3 months:

1897.....\$62,282 1896.....43,879 Int. & taxes. \$24,575 24,575 Balance. sur. \$8,430 def. 3,977 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 RAILROAD-A trolley road.

ORGANIZATION-Chartered Dec. 1, 1890. On April 7, chased at foreclosure sale the property of the Richmond County RR. On Aug. 19, 1895, company was reorganized without change of name. Electricity was adopted as motive power during 1896. Operates the line of the Staten Island Traction Co. Owns 27:15 miles of track; 65

to 70 lb. T rail; 90 lb. girder rail. Road in process of construction.

STOCK & BONDS—

Date. Interest. Outstrady. Maturity.
Stock, \$1,000,000

\$1,000,000

\$1,000,000

1st mortgage, \$1,000,000, { 1896 5 g. J-J 1.000,000 Jan. 1, 1926 gold (\$1,000)

c\* { Int. at Farmers' L. & Tr. Co., N. Y., trustee.
Sinking fund after 5 years but bonds cannot be called.

ROAD-Owns 27-15 miles of track; rails 65 to 70 lb. T rails and 90 1b. girder; 40 motor cars.

EARNINGS—July 1 to Sept. 30, 1897, three months, gross, \$50,824.

OFFICERS—President, James C. Hincheliffe of Paterson, N. J.; 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 rereceiver. To February, 1897, no plans for reorganization formed.

STOCK & BONDS-STOCK & BONDS—

Date. Interest. Outside, Maturity.

Stock. \$250,000

1st M., gold (\$1,000)...c\*&r. \ 1891 Gg. J-J 15 160,000 Jan, 15, 1911

Jan., 95, coupon unpaid... \ 2 Trustee is Farmers' Loan & Trust, N. Y.

ROAD—On Aug. 12, 1895, owned 53 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 & Northumberand Street Railway. Reorganized May 28, 1892, after judicial sale.

ROAD-Owns 3.9 miles of track in Sunbury and Northumberland. ROAD—Owns 3-9 mines of track in Sundury and Northumberland. EARNINGS—For year ending June 30, 1897, gross, \$16,831; net, \$3,130; interest and taxes, \$4,141; bal., deficit for year, \$1,011. In 1895-6, 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 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 leased in 1897

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.

EARNINGS—July 1 to Sept. 30, 1897, gross, \$114,853; net, \$54,762.

ROAD—The length of the lines is to be about 58 miles.

Directors—Charles R. Flint and L. K. McClymonds, of New York; Theodore C. Conderman, Philadelphia; A. C. Chase, Willam P. Gannon, John Dunn, Jr., and Willard R. Kimball, Syracuse; William M. Brown, New Castle, P. -V. 63, p. 270.

## SYRACUSE RAPID TRANSIT SYSTEM-SYRACUSE & EAST SIDE RY.—A trolley road. ORGANIZATION—Chartered in 1894, and purchased for \$85,000 the

franchises, real estate, road-bed and equipment of the Syracuse East wood Heights & DeWitt Railroad. Leased in 1897 for 22 years to Syracuse Rapid Transit, which guarantees 5 p. c. interest on bonds and 5 p. c. dividends on the preferred stock.

under lease.....)
1st M., \$250,000, gold.; 11 1894 5 g M-N 250,000 Nov. 1, 1919
\$1,000, int. guar...e\* { Int. at West End Trust & S. D., Trustee, Phila. The preferred stock was issued 1897 for improvements and exten-The bonds were formerly 6s but interest was reduced to 5 p.c. 7. They are a first lien upon all the company's property, ineluding land, car house, power station, park, etc.

ROAD-In operation in January, 1896, 10 miles. Rails in city of Syracuse 90-lb. girder.

EARNINGS-From Jan. 1 to Oct. 31, 10 months, gross, \$27,243 in 1897; \$31,881 in 1896. From Jan. 1 to Dec. 31, 1896, 12 months gross, \$37,328. [NDEX-V. 61, p. 704.

SYRACUSE & SUBURBAN RR.—
Organized in 1896 to connect the town of Fayetteville with
Syracuse. Capital stock authorized, \$400,000. The incorporators
are: G. H. Stilwell, John L. King, A. Cady Palmer, J. F. Gaynor,
Edward Jay, Thomas Hogan, F. W. Gridley, D. W. Gridley, D. K.
McCarthy and Dannis McCarthy McCarthy and Dennis McCarthy.

### 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. Levis, N. Y., acting for the Gen eral Electric Co., who transferred the property to James O. Carr, of Schenectady, N. Y., in July.

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 224,000 1914 | Int. atW.N. Coler & Co., 34 Nassau St., N.Y.
ROAD—Gauge 312 feet. Length, single track, 20 miles; sidings 234 m.
Payed in Tacoma; grayel beliest outside. Line was from Mathematical Control of the Co., 34 Nassau St., N.Y.

Paved in Tacoma; gravel ballast outside. Line runs from Ninth and

Railroad streets, Tacoma, to Edison and Puyallup. EARNINGS—For fiscal year 1896-97 net earnings were \$12,850; about \$8,900 was spent for additional equipment, new track, etc.

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, 319 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. Stock \$50,000; par \$50; 1st M.
\$100,000, gold, 1894, 6g., J - D, due Dec. 1, 1924, but subject to call after Dec. 1, 1904. Fidelity Title & Trust of Pittsburg is trustee.

ROAD-4.7 miles of track and 12 mile of siding in Tarentum and suburbs. Rails 68 lb. girder. Year ending June 30, 1896, gross, \$19,859; net, \$3,897; interest and taxes, \$4,658; balance, deficit for year, \$761. OFFICERS-President, C. G. Hussey.

### TAUNTON, MASS.

POPULATION 1890 WAS 25,448; IN 1880 WAS 21,213; AND IN 1870 WAS 18,629.

ROAD-Owns and operates about 17.1 miles of main track (measured as single track) and 1.3 miles of sidings and switches.

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 com pany's officials estimated the population of Terre Haute in February 1897, at about 45,000.

RECEIVERSHIP-On Oct. 18, 1897, Joshua Jump was appointed receiver in a dispute as to payment of street paving taxes-see V. 65,

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 actually brought out for completed extensions, improvements, etc., under terms of the mortgage.-V. 61, p. 1108.

LATEST EARNINGS—Jan. 1 to Sept. 30, 9 months, gross, \$111,790 in 1897; \$120,341 in 1896.

YEAR'S EARNINGS-For fiscal year ending June 30, 1897, gross,

\$157,440. In 1895-96, gross, \$161,671.

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 are lights and the equivalent of 3,385 lamps of 16 c. p. each; on August 1, 1897, 536 arc lights and equivalent of 11,000 lamps; also

125 H. P. to motors for power purposes.

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; V. 65, p. 778, 825.

### TOLEDO, OHIO.

POPULATION 1890 WAS 81,434; IN 1880 WAS 50,137; AND IN 1870 WAS 31,584.

TOLEDO TRACTION COMPANY—A trolley road 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 are lighting, and power—operated from the new central power station in place of from four stations as previously.

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. 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 ledo Traction Co.; 56-lb. rail; 14 cars. The Toledo Maumee & Perrys burg 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.

RAILWAY-Mostly trolley.

Date. Interest. Outstanding. TOPEKA

STOCK & BONDS-STOCK & BONDS—

Date. Interest. Outstanding. Maturity.

Stock, \$1,250,000 (\$100).

Topeka Ry. 1st M.
(\$1,100,000) g. (\$1,000) e.

(\$1,100,000) g. (\$1,000) e.

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 A. Lower Secretory L. G. Schwacker

dent, M. A. Low; Secretary, J. G. Slonecker.

WEST SIDE CIRCLE RAILWAY-A steam road.

ROAD, ETC.—Was operating in May, 1895, 612 miles of track. Stock said to be \$50,000. First mortgage 6s, J&J, 1887, due 1907, \$50,000; coupons of January 1, 1890, and since are unpaid.

#### 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 (43's 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 

¶ Interest and principal on sterling bonds payable Feb. 28 and Aug. 31 at Bank of Scotland, Lothbury, London, E. C.

DIVIDENDS-In July, 1895, 134 per cent; in 1896, Jan., 134 per cent; July, 13 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-Operates 94 miles of track, of which 8 miles controlled by ownership of stock.

EARNINGS-From Jan. 1 to Oct. 31, 10 months, gross, \$870,338 in 1897; \$819,164 in 1896.

Earnings for years ending Dec. 31 as follows:

*Gross.*1896 ... \$997,273
1895 ... \$992,801
1894 ... 958,371 
 Nel.
 Interest.
 Amt, paid city.
 Bal., surp.

 \$489,512
 \$128,564
 \$78,922
 \$282,026

 502,886
 131,997
 78,197
 292,692

 440,663
 113,582
 76,386
 250,695

Officers-President, William Mackenzie; Vice-President, James Ross; Manager, F. L. Wanklyn; 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.

NEWTOWN & DELAWARE RIVER TRAC-TION COMPANY-To be a trolley road.

Organization, Etc.—A reorganization in November, 1897, of the East Penn. Traction. Company intends to build between Trenton, N. J., and Yardley, Newtown, Morrisville and Doylestown, etc., Pa. Under construction in May, 1897, from Trenton to Doylestown, 26 m.

DIRECTORS-President, Lewis A. Conwell, T. Howard Atkinson, A. S. Cadwalader, W. F. Breitenbaugh, George Kessler, Clarence Cook, Richard Oellers. Office, No. 1345 Arch Street, Philadelphia.—V. 65,

#### 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.—V. 59, p 115; V. 61, p. 113.

TRENTON PASSENGER RAILWAY .- (00N-SOLIDATED)-A trolley road.

ORGANIZATION—Formed in October, 1891 by consolidation of the entire street railway system of the city, viz.: Trenton Horse RR. Co., organized in 1859; City Railway, organized in 1876; Hamilton Township Street Ry. and South Clinton Avenue & Broad Street Railway companies, organized in 1890. Operated under a charter that is under stood to be perpetual and irrepealable, and under a franchise said to be exclusive. In January, 1895, stockholders of the Trenton Traction Company purchased control of the stock (see V. 60, p. 44).

Company purchased control of the stock (see V. 60, p. 44).

STOCK & BONDS—

Date. Interest. Outstand g. Maturity, etc

\$1,500,000

\$1,000,000, gold ...
\$1,000,000, gold ...
\$1,000 each, c\*...

Interest at Centri Trust } 1891 6g.A-O (\$15,000 due yearly Sept. 30)

\$100,000 1916 to 1925

\$100,000 1916 to 1925

\$100,000 1926 to 1930

\$20,000 due yearly Sept. 30)

\$100,000 Sept. 30, 1931

\$20,000 due yearly Sept. 30)

\$100,000 Sept. 30, 1931

\$20,000 due yearly Sept. 30, \$650,000 Sept. 30, 1931 STOCK & BONDS-

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, 1896...gross, \$228,356; expenses, \$226,284 Jan. 1 to Dec. 31. 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

In 1896 issued the debentures for floating debt, etc.

DIVIDENDS—Dividends of 5 per cent per annum to Dec., 1896, inclusive; in 1897, Sept., 1 p. c.; Dec., 1 p. c.

ROAD-Operates track in Troy, extending to Lansingburg, Green Island, Cohoes and Waterford.

ANNUAL REPORT,—Annual reports show:

| Yr. end. June 30. | 1896. | 1897. | 1896. | | |
| Gross earn'ga.\$518,975 | \$515,773 | Dividends. | \$50,000 | \$100,000 |
| Net. | 232,434 | 252,129 | Bal., sur. year | 46,664 | 21,100 |
| Other income | 7,319 | 4,395 | Total surplus |
| Int., taxes, etc. 137,089 | 135,424 | June 30.... | 164,762 | 123,756 |

GENERAL BALANCE SHEET JUNE 30, 1897.

Cost of road and equip. \$2,305,151
Securities of other cos. 726,439
Other perma'nt invests 2,260,000
Supplies 58,675
Open accounts, etc. 5,012
Cash on hand 13,137
Unaccrued expens, paid 6,045

Liabilities. \$2,000,000
Funded debt 2,000,000
Debentures 399,300
Debentures 399,300
Int. due and accrued 29,397
Profit and loss (surp.) 164,762 \$5,374,459 85,374,459

Note—"Capital stock leased roads" includes Troy & Cohoes stock \$50,000, d vidends 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., \$25,000 stock, 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. In February, 1897, the stockholders voted to lease the railroad and parks of the Utica Suburban Ry. for 99 years at a rental sufficient to pay the interest on its \$50,000 of 5 p. c. first mortgage bonds.

STOCK & BONDS— Miles. Date. Interest. Outs'd'g. Maturity.
Com. (\$150,000) (\$100) ... \$150,000f.p.
Pref. (\$150,000) (\$100) ... 133,912f.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 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 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 |

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

|          | 1896-7.   | 1895-6. | 1896-7.                 | 1895-6. |
|----------|-----------|---------|-------------------------|---------|
| Gross    | \$166,887 |         | Taxes\$4,037            | \$2,776 |
| Net      |           |         | Rentais15,000           | 15,002  |
| Interest | 30,636    | 25,639  | Baiarce, surplus.10,552 | 12,670  |

BALANCE SHEET-General balance sheet June 30, 1897:

| Assets.                     | Liabilities.                              |   |
|-----------------------------|---|---|
| Road and equipment\$961,347 | Capital stock. \$283,912<br>Bonds 641,000 |   |
| Open accounts 24            | Interest accrued 4,166                    | 6 |
| Cash on hand 148            | Wages, etc                                |   |
| Total\$969.037              | Total \$969.037                           | 7 |

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; V. 65, p. 568.

#### UTICA & MOHAWK RAILROAD-

ORGANIZATION-Chartered Jan. 4, 1874. Owns parks valued in balance sheet at \$45,869.

STOCK, BONDS, ETC.— Miles. Date. Interest. Outsland'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 20,000 Nov.1,1910
Bills payable June 30, '97 22,883

ROAD-Owns from Genesee Street to Utica Park, 234 miles; sidings 0.33 miles; total, 3.08 miles. Rails, 40 to 45 lbs.

EARNINGS-For year ending June 30 earnings were:

 Gross
 \$26,079
 \$28,047
 Taxes
 \$393
 \$688

 Net
 5,151
 3,873
 Interest
 6,318
 6,374

 Other income
 1,280
 957
 Balance
 def.280
 def.220

OFFICERS-President, James F. Mann; Secretary, William E. Lewis.

#### 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.

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, ail in Massachusetts. The extension, Reading to Stoneham, was opened May 26, 1895.

LATEST EARNINGS-From Jan. 1 to Oct. 31, 10 months, gross, \$51,486 in 1897; \$49,586 in 1896. 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 RAIL-ROAD—A horse road.

ORGANIZATION-Incorporated Feb. 18, 1875.

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, \$1,886. Bills payable Dec. 31, 1896, \$22,346.

Officers-President, Purchasing Agent and General Manager, H. A.

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. Receivers' certificates for \$2,500 authorized in May, 1897.

The securities, road, earnings, etc., are as follows:

Griswold; Secretary and Treasurer. J. B. Pitcher.

The securities, road, earnings, etc., are as follows:

Stock, par \$50.....\$500,000
Capitol No. OSt. & S. Washington 1st M. 6s of 1888 50,000
Consol. M. of 1891,5s J-J. 450,000
S500,000 auth., due July 1, 1921
Int. at Riggs Nat'l Bank.
Trustee is Amer. Security & Trust
Company, Washington, D. C.
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.

ROAD-Owns 12 miles track on 512 miles of streets.

Officers—President, H. S. Cummings; Vice-President, E. O. McNair Sec., Victor B. Deyber; Treas, Gen. Man. and Purch. Agt., C. P. Williams.

TRACTION .- A cable and overhead and underground trolley road. The underground electric system was under construction in November, 1897.

ORGANIZATION-In the fall of 1895 absorbed the Washington & ORGANIZATION—In the tail of 1895 absorbed the washington of Georgetown and Rock Creek companies. See V. 61, p. 283, 328, 588. Power house destroyed by fire Sept. 29, 1897. V. 65, p. 620. In October, 1897, nothing had been decided as to method of meeting the expense of laying underground trolley and rebuilding power house. The cost, it is understood, will approach, if not exceed, \$1,000,000.

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.

Dividends-On present capital of \$12,000,000, in 1895, 1 p. c.; in

Dividends—On present capital of \$12,000,000, in 1895, 1 p. c.; in 1896, 3½ p. c.; in 1897, July, 60 cents per share; Oct. 1, 65 cents.

ROAD—Cable double track, 10·75 miles; electric, overhead and underground trolley, double track, 7·23 miles—total mileage, all lines, double track, 17·98 miles. No extensions contemplated.

Gauge, 4 feet 8½ inches. Rails—City lines: Steel grooved girder, 80 bs. to the yard; country line, steel "T," 50 lbs. to the yard.

Equipment—Passenger cars, 327; grip and passenger cars combined, 98; freight and mail cars, 6; electric motor cars, 25—total, 456.

98; freight and mail cars, 6; electric motor cars, 25-total, 456.

EARNINGS-For years ending Dec. 31 on roads now consolidated

| Gross receipts        | 1896.<br>\$1.036.165 | 1985.<br>\$1,066,119 | 1894.<br>\$1,070.946 |
|-----------------------|----------------------|----------------------|----------------------|
| Net earnings          | 379,911              | 435,487              | 453,158              |
| Interest charges      | none                 | 160,916              | 213,022              |
| Balance for dividends | 379,911              | 274,571              | 240,136              |
| .Dividends paid       | 419,873              | 194,577              | 100,000              |
| OFFICERO Procident C  | T Dunlan, Wice       | Dwanidant C          | 0 01                 |

Secretary and Treasurer, C. M. Koones; Chief Engineer and Superintendent, D. S. Carll. General office, Central Power Station, Washington, D. C. Transfer office, United States Mortgage & Trust Co., New York. Registry office, Union Trust Co., New York.-V 65, p. 620.

## COLUMBIA RAILWAY-A cable road. ORGANIZATION-Incorporated May 24, 1871.

STOCK & BONDS—
Stock (\$400,000) (\$50)
List M. (\$500,000) our.

6 1894 6 A-0 500,000 Oct.1,1914
Not subject to call.

Int. at National Bank Republic, Washington.

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.

 
 Net.
 Int. & taxes.
 Dividends.

 \$60,962
 \$35,567
 \$22,000

 56,535
 35,260
 20,000

 31,591
 6,042
 24,000
 Fiscal Years. Gross. 1896-7...\$149,270 1895-6...134,030 1894-5....112,311 Officers—President, R. F. Baker; Vice-President, E. G. Davis; Secretary and Treasurer, Theodore J. King. - V. 62, p. 84.

ECKINGTON & SOLDIERS' HOME RAIL-WAY—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

ROAD-Owns 17 miles of track, of which 1112 are operated with horses and 512 by electricity.

EARNINGS—For years ending Dec. 31 earnings have been as follows: 1896. 1895. 1896. 1895. Strong Stro

(net) \$18,425 of loans and bills payable. Cash 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 RAIL-WAY .- A trolley road.

ORGANIZATION-Incorporated August 10, 1888, See V. 63, p. 229. 

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 RR.-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.

to build extension on Columbia Street. Stock & Bonds - Date. Interest. Outstanding. Maturity. Stock, 20,000 shares, ... Q-J \ 14,571 shares. \ 830 paid. \ 181 M., \$1,850,000, gold \ 1895 5 g F-A \ 1,850,000 \ Feb. 1, 1925 \ Not subject to call.e\* \ Int. at Balt. Tr. & Guar. Co., Trustee, Balt. Collateral trust bonds,  $\{1892 \ 6 \ J-J \ 500,000 \ July \ 1,1901 \ 30nvertible ... Int't at National Bank Republic, Washington Certs. of indebtedness. 1896 \ 6 A-O \ 250,000 \ Oct. 1,1906 \ First mortgage of 1895 was authorized by Congress for the sole pur$ pose of changing the motive power from horses to electricity. ers 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 equip-

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
896 ...\$469,788 1893 ...\$420,261 1890 ...\$99,493
For year ending June 30, 1896, passenger earnings, \$417,845; other 1896.... \$469,788

income, \$51,943; net, \$162,473; interest and taxes, \$188,825; bal., def., for year, \$26,352. 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 & MOUNTERNON ELECTRIC RY.—See ALEXANDRIA, VA. & MOUNT

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 512 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.

Philadelphia.-V. 63, p. 716.

## WASHINGTON & GREAT FALLS ELECTRIC RY.—A trolley road. Organization—In October, 1895, this road was said to be in opera-

tion from Georgetown to the District boundary.

Capital s'ock 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 enarter, with amendments, granted by the State of Connecticut, permits the company to do both an electric-lighting and railway business. Franchise is perpetual.

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 9% miles of road with 12 miles of track extending through the city of Waterbury to Union City, the borough of Naugatuck, etc. Ralls are 60 and 70-lbs.

Net. Sur. over Chgs. \$90,703 \$59,749 92,413 51,525 \$59,749 51,525

ANNUAL REPORT-For years ending Sept 30:

|                                   |                    |                               | Net                        |                            |
|-----------------------------------|--------------------|-------------------------------|----------------------------|----------------------------|
| Railway Electric lights           | 1897.<br>\$145,114 | 1896.<br>\$137,274<br>105,661 | 1897<br>\$58,964<br>50,447 | 1896<br>\$64,995<br>50,708 |
| Interest and taxes                | \$251,293          | \$242,935                     | \$109,411<br>(f)           | \$115,703<br>59,094        |
| Charles Control of the Control of |                    |                               |                            |                            |

\$56,609 urer, J. R. Smith; General Manager, J. E. Sewell.

WATERTOWN, N. Y.
POPULATION IN 1890 WAS 14,725; IN 1890 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. Date of sale Nov. 27, 1897.

Maturity. July 1, 1916 Mar. 1, 1919 No interest on bonds was paid in 1896-7 and 1895-6.

ROAD-Owns 64 miles of main track and 4 mile sidings; cars, 17 EARNINGS—Fiscal year ends June 30. For 1896 7 gross, \$24,544; net, \$354; other income, \$1,256; charges, \$1,082; balance, surplus for year, \$528. In 1895-6, gross, \$24,908; net, \$2,717. Receiver, J. A. Lawyer, Watertown, N. Y.—V. 65, p. 932.

### WATERVILLE, ME.

POPULATION 1890 WAS 7, '07; IN 1880 WAS 4,672; AND IN 1870 WAS 4,852.

WATERVILLE & FAIRFIELD RAILWAY & LIGHT.—An electric road.

ORGANIZATION-The finances were being readjusted in November, 1897, and improvements are to be made to the plant. Operates 4'36 miles of track between Fairfield and Waterville, and furnishes light

miles of track between Fairfield and Waterville, and Turnishes ugue and power for miscellaneous purposes.

STOCK & BONDS—

Date. Interest. Outstand'g. Last div., etc.

\$200,000 2% 1894-5

Water. & Fair. RR. 1st M. 6M-N 19,000

Water. El. Lt. & Pr. 1st M. 6J-J 22,500

Waterville & Fairfield Ry. & § 1891 6M-N 151,000 1911

Lt. 1st M. (\$200,000)... Int. payable at Am. L'n & Tr. Co., Boston.

Dividends—In 1893-94 paid 1½ per cent; in 1894-95 5 per cent.

Distance — In 1893-94 paid 1'9 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 20 as follows:

Gross Railway Railway Gross Lt. Net Lt. Total Net of Ry. op. exp. net. & Power. & Power. inc. after 1896. \$29.034 \$11.855 \$9.079 (1) (1) (2) \$1895... 29.234 \$11.854 \$7.940 \$22.207 \$6.942 \$1894... 18,079 \$12.866 6,113 \$16.087 \$6.750 \$12.864 \$1 Total Net inc-inc. after int-(1) (1) \$4,989 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:

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, 1212 miles; extensions, 412 miles; total operated, 32 miles.

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 RY.—Atrolley 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

RECEIVERSHIP—On Jan. 28, 1896, S. T. Norvel and F. W. Oakley were appointed receivers.—V. 62, p. 234, 279.

STOCK & BONDS— Miles. Date. Int. rest. Outstand'g. Maturity.
Stock. \$1,000,000

1st M., \$650,000, g., { 24 1892 6g. F - A \$250,000 Aug.1, 1912 \$1,000 s.f., Ser. A.e\* { Subject to call at 102 and interest Aug. 1, 1902 2d mortgage. (f)
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 \$20,418. Aug. 1, 192, inclusive which amounts are

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 Tressurer, 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 WAY-A trolley road. VALLEY STREET RAIL-

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.

1st M., \$100,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
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1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N 100,000 1914 |
1st M., \$200,000, gold ... { 1894 5 M-N

R. L., 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, Bell-

aire and Benwood, is said to be about 75,000.

Stock & Bonos— Par. Date. Interest. Outstand'g. Last div.&c.
Stock, par\$100,1.p. See below. \$700,000 Feb.'97,144%
1st M. \$500 1891 J-J 17,000 July 1,1911
1st mgc. \$500,000, 71,000 1892 6 g. M-S 482,000 1912
gold, \$1,000...c\* Interest at Central Trust Co., trustee, N. Y. City.
Dividends.—In 1894 1 per cent; in 1895, 2 p. c.; in 1896, 44 p. c.

in 1897, Feb., 14 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 May 31, 5 months, gross, \$62,641 in 1897; \$66,941 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 surplus, \$15,295.

OFFICERS.-President, T. H. Couderman; Sec. and Treas., W. A. Shirley. INDEX-V. 62, p. 279.

WHEEL-MOUNDSVILLE BENWOOD & ING RY .- A trolley road.

ORGANIZATION-Opened in Dec., 1896, from Moundsville to Benwood, 9 miles of track, connecting at Benwood with Wheeling Ry. Stock, \$250,000. First mortgage 6s, J-J, due 1915, \$150,000. Receiver is Howard Hazlett.

WHEELING & ELM GROVE RR.-To be a trolley road.

ORGANIZATION-Owns from Wheeling to Elm Grove, 8 miles. Stock about \$250,000 (part preferred); bonds, (!). President, A. Reymann.

#### WICHITA, KAN.

POPULATION 1890 WAS 23,853; IN 1880 WAS 4,911.

WICHITA RAILWAY LIGHT & POWER-A trolley road and lighting plant.

ORGANIZATION-Chartered July 3, 1897, and purchased the property of Wichita Electric Ry. & L. Co. Has contract for city lighting. Fiscal year ends Oct. 31.

STOCK & BONDS-Date. Interest. Outstanding. 

Officers—President, H. B. Church, Boston, Mass.; Vice-Pres. and Gen. Man., W. Q. Church; Sec. & Treas., A. C. Jobes.

#### 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.

DIVIDENDS—In 1896, Jan., 1 per cent; July, 1 per cent.; in 1897, Jan., 1 p. c.; July, none—see V. 65, p. 152.

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.

|        |   | ick.  |  |  |
|--------|---|---|--|--|
| Miles. | Issued.   | Owned.  | Debt.  | Rental   |
| 5.67   | \$62,400  | \$33,700  | \$12,000   | 6 p.c.   |
|        | 12,000  | 12,000  | None.  | \$1<br>\$1   |
|        | 42,000  | 42,000  | None.  | \$1  |
|        | 200,000   | 200,000   | 260,000  |  |
|        | 12,000  |   | None.  | \$1  |
| 2.25   | 30,000  | 30,000  | None.  | \$1  |
| 5.00   | 150,000   | 150,000   | 150,000  |  |
| 6.60   | 100,000   | 99,700  | 90,000   | 6 p.c.   |
| 10.00  | 100,000   | 93,500  | 40,000   | 6 p.c.   |
| 9.63   | 100,000   | 92,450  | 35,000   | 6 p.c.   |
|        | 5.67<br>9.68<br>1.95<br>8.82<br>6.00<br>2.25<br>5.00<br>6.60<br>10.00 | $\begin{array}{lll} \textit{Miles}, & \textit{Issued}, \\ 5\text{-}67 & \$62,400 \\ 9\text{-}68 & 12,000 \\ 1\text{-}95 & 42,000 \\ 8\text{-}82 & 200,000 \\ 6\text{-}00 & 12,000 \\ 2\text{-}25 & 30,000 \\ 5\text{-}00 & 150,000 \\ 6\text{-}60 & 100,000 \\ 10\text{-}00 & 100,000 \\ \end{array}$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |

¶ Entire stock and bonds deposited under collateral trust of 1895.

LATEST EARNINGS—10 mos., 1897. Gross, \$404,818; net, \$220,848 Jan. 1 to Oct. 31— \$1896. Gross, 420,715; net, 225,090 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
 242,341

| Int. on bonds. 112,960 100,125   | Surp. for year\$119,334 \$108,127 |
|--|-----------------------------------|
| BALANCE SHEET J  |                                   |
| Assets.  | Liabilities.                      |
| Property&franch's,con-   | Capital stock\$5,000,000          |
| struction and equip t.\$6,666,105  | First mortgage bonds. 1,500,000   |
| Personal property acct. 215,250  | Collateral trust mort-            |
| Cash 4,088   | gage bonds 325,000                |
| Bills receivable 167   | Unfunded debt 84,167              |
| Sf. Pittston St. Car Co 12,000   |                                   |
| . Supplies on hand 9,694   | Profit and loss, surplus. 71,678  |
| Open accounts 91,437   | SECTION TO THE HELD OF A SHEET    |
| The state of the s | way and a second                  |
| 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 V. 65, p. 152.

WILKESBARRE & NORTHERN RR.— ORGANIZATION—Under construction in 1897, to be 12 miles in all. Stock authorized, \$400,000; first mortgage gold 5s of 1896 (F&A), due 1926, at office of the Anthracite Savings Bank, Wilkesbarre (trustee). President, John B. Revnolds.

#### 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 Ballway 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.
Stock (Val. Trac.)... \$101,700
Current liabilities... 12,361
South Side bonds, 6s... 25,000
Bonds (30-year 6s)... 100,000

Cochran; Sec. and Gen. Manager, Ernest H. Davis.

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

ORGANIZATION-Incorporated April 15, 1863.

EARNINGS-Years end. June 30, 1895-6. 1894-5 
 EARNINGS
 1895-6.
 1894-0.

 Gross
 \$76,902
 \$66,845

 Net.
 17,115
 22,310

 Taxes
 1,970
 2,257

 Interest.
 7,140
 7,434

 6,747
 8,005

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 Street Railway Company. 

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, 5 p. c. 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, Thomas S. Bellah.

WILMINGTON & NEWCASTLE ELECTRIC RY .- A trolley road.

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

\$150,000 ... \$150,000 ... \$150,000 ... \$150,000 ... \$150,000 ... \$150,000 Aug.1,1926 .. 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-Atrolley and steam road.

ORGANIZATION-Chartered Feb. 10, 1887. Franchise runs till 1937

14 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. Combined population of Winston and Salem in 1897 stated at about 15,000.

Organization, Etc.—Incorporated in 1891 for 90 years. Operates an electric road, and does also a general lighting and power furnishing business. In Sept., 1897, contract made for purchase of electricity generated by water power.

ROAD-Owns 7 miles of road, and also operates 100 are 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,

Gr

#### 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;

FARNINGS-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

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.

Dividends-In 1894, 5 per cent; in 1895, 312 p. c.; in 1896, 4 p. c.; in 1897, 41g 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, 1897, gross, \$144,758; net \$45,032; int., taxes, etc., \$26,082; bal., surplus for year, \$18,950. In 1895-6, gross, \$144,635; net, \$52,063; int., taxes, dividends, etc., \$47,109; bal., surplus, \$4,954.

OFFICERS-President and Gen. Man., Edwin L. Watson; Secretary and Treasurer T. T. Robinson.-V. 60, p. 481.

### WORCESTER TRACTION-A trolley road.

ORGANIZATION-Organized in 1893 and purchased the entire capita; stock of the Consolidated Street Ry Co. of Worcester, consisting of 3112 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. Maturin 

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.; Aug., 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, dc. 

debtedness incurred in reconstructing the road for operation by electricity, such reconstruction having cost \$900,000.

DIVIDENDS.— For 1891-92. 1892-93. 1893-94. Since to Sept., '97 Per cent....... 8 p. c. per an

ROAD-On Sept. 30, 1897, was operating 43.77 miles of track in Worcester and vicinity, of which 33:89 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:

Gross earng's \$508,556 \$491,375 | Dividends: .....\$56,000 \$56,000 |
Net earnings. 123,041 | 119,845 | Bal.,sur. for year 367 2,789 |

| For  | years ending | Sept. 30: |        |      |  |
|------|--------------|-----------|--------|------|--|
| ross | 1896         | \$491.375 | Gross. | 1893 |  |

| 088. | 1896        | .\$491.375 | Gross, 1893  | \$337,657 |
|------|-------------|------------|--------------|-----------|
|      | 1895        | 420,498    | 1892         | 342,450   |
|      | 1894        | . 355,000  | 1891         | 275,129   |
|      | GENERAL BAL | ANCE SHEET | SEPTEMBER 30 | ), 1897.  |

Liabilities. \$700,000 650,000 4,500 128,439 Stock.
Funded debt.
Real estate mtges.
Unfunded debt.
Profit and loss, surplus.

\$1,584,429 \$1,584,429 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 Hast-

ings, 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 Interest. Outstand'g. Maturity. \$600,000 5 A-O 600,000 Apr. 1, 1946 STOCK & BONDS— Date. Interest. Stock, \$1,000,000 (\$100 \cdot ROAD-Owns 9.96 miles of track.

ANNUAL REPORT-Fiscal year ends June 30. The following figures for 1897 are for the new company; for 1896 they 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.

and of the consonated companies for the three states of the consonated companies for the consona

OFFICERS-President, A. L. Johnson; Secretary, J. F. Van Namee; Treasurer, J. M. Edwards.-V. 62, p. 462, 644; V. 63, p. 558; V. 65, p. 515.

#### YORK, PA.

POPULATION 1890 WAS 20,793; IN 1880 WAS 13,940; AND IN 1870 WAS 11,003.

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

Date. Interest. Outstanding. Last Div., etc. \$165,800 f. p. (See text.) 120,000 1926 5,000 STOCK ETC.-Stock \$200,000 (\$50). 

Loans June 30, 1896. ...... 5,000 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 1114 miles of track, laid with 45 and 70 lb. rails.

EARNINGS-For years ending June 30:

| 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1895. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896. | 1896

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 RAIL-WAY .- A trolley road.

ORGANIZATION-Organized as Youngstown Street RR. Dec. 10, 1873 and consolidated with the Mahoning Valley Ry. December 1, 1896.

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. 1896 5g. M-SNone Nov. '97Sept.1,'16
\$500,000 gold (\$1,000)... \* (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.

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 uncarned in any year the dividend for that year will not be paid subsequently.

"BONDS"-"Mort." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means general mort 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.\*ar." 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.

## RAILWAYS.

PAGE

|  | PAGIS.   | PAGE.  |
|--|--|--|
| A kron Bedford & Cleveland RR 28   | Bloomington & Normal-See Bloom. City Ry. 14  | Central Ry. of Baltimore, Md 11  |
| A kron & Cuvahoga Falls Rapid Transit-   | Boston & Chelsea—See Lynn & Boston Sys. 14   | Central Rv. (Peoria, Ill.) 66  |
| A kron & Cuyahoga Falls Rapid Transit—<br>See Akron Street Ry. & Illuminating. 7   | Boston Consol. Street-See West End St. Ry. 15  | Central Ry. (Peoria, Ill.) 66<br>Central Ry. & Electric (New Britain, Conn.) 55  |
| Akron Street Ry. & Illuminating 7  | Boston Elevated RR 15  | Central Traction—See Cons'd Trac. Sys 70   |
| Alamo Heights RR80   | Docton & Downey Flor Con Type & Docton 14  | Control Traction (Siony City Iowa) 83  |
| Alamo neights kik  | Boston & Revere Elec.—See Lynn & Boston 14   | Central Traction (Sioux City, Iowa) 83   |
| Albany Ry  | Braddock & Turtle Creek Passenger Rail-  | Champaign Rapid Fransit—See Urbana &   |
| Albany Ry  | way—See UnitedTraction 69  | Champaign Ry. Gas & E Co 24  |
| Allegheny & Bellevue—See Fed. St. & Pl. V. 70  | Braintree Street Railway 15  | Champaign Rapid Transit—See Urbana & Champaign Ry. Gas & E Co  |
| Allegheny St.—See Federal St. & Pleas. Val. 70   | Braintree & Weymouth Street Ry 15  | Charleston City Ry   |
| Allegheny Traction-See Cons'd Trac. Sys 70   | Bridgeport (Conn.) Traction 16   | Charleston St. RySee Charleston City Ry 24   |
| Allent'n & Beth R. TSee Allen. & L. V. T. 8  | Bridgeton & Millville Trac. (Bridge., N. J.). 16   | Charlotte Street Ry.—See Charlotte Elec.   |
| Allentown & Lehigh Valley Traction 8   |  | Ry. Light & Power Co   |
| Allentown & Denigh Variety Traction 8  | Brigantine RR. & Steamboat Co. (formerly   | Ry, Light & Fower Co   |
| Alley Elevated. See South Side Elevated. 26  | Brigantine Transit) 16   | Charlotte Electric Ry. Light & Power Co 24   |
| Alton Railway & Illuminating 8   | Brightwood Ry 88   | Chattanooga Electric Ry 24   |
| Altoona & Logan Valley Electric Ry 8   | Brightwood Ry. 88 Bristol & Plainville Tramway (Conn.) 16  | Chattanooga & Lookout Mountain Ry 24   |
| Ambler Elec See Schuylkill V. Trac. Sys. 63  | Broadway RR-See B'klyn Queens Co. & S. 17  | Chatt. & No. Side St. Ry See Signal Mt. Ry. 24   |
| Amherst & Sunderland St. Ry 8  | B'way & 7th Ave. RR-See Met. St. Ry. Sys. 58   | Chester Darby & Phila.—See Chester Trac. 24  |
| Amsterdam Street RR. 9   | Broadway Surf. RR-See B'y & 7th Ave. RR. 58  | Chester & Media Elec. Ry.—See Chester Trac. 24   |
| Amsterdam Street RR  | Brockton Bridgewater & Taunton St. Ry., 16   | Chester Street Ry.—See Chester Traction 24   |
| Anderson Electric Street Ry 9  | Brockton Street Ry   | Chester Traction   |
| Ann. Ambon & Vacilanti Flootnia Dr.  | Described Agency De (Verses Otto)  | Change City Dy   |
| And Arbor & Ypsilanti Electric Ry 9  | Brooklyn Avenue Ry (Kansas City) 46<br>Brooklyn Bath & West End RR.—See  | Chicago City Ry  |
| Anniston (Ala.) Electric Co 9  | Brooklyn Bath & West End RR.—See   | Chicago Elec. Tran.—See west Chicago Sys. 27   |
| Arlington Heights Motor Ry 83  | Nassau Electric System 21  | Chicago General Ry 25  |
| Asbury Park & Belmar Street Ry 9   | Brooklyn City & Newtown RR 17  | Chicago & Jefferson Urban Transit-See  |
| Asheville Street Ry 9  | Brooklyn City RR-See B'klyn R. T. System. 17   | West Chicago St. Rv. System 27   |
| Ashland (Wis.) Light, Power & Street Ry 9  | Brooklyn Crosst'n RR.—See B'klyn C'y RR. 17  | Chicago North Shore St.—See W. Chic. Sys 28  |
| Ashtabula Rapid Transit 9  | Brooklyn Elevated RR   | Chicago Pass. Ry.—See West Chic. St. RR 27   |
| Astoria (Ore ) Street Rv 9   | Brooklyn Heights RR.—See B'klyn R.T.Sys. 17  | Chicago & So Side R T -See So Side Elev 26   |
| Atabisan Pr. Light & Power   |  | Chicago West Div Pr See W Chic St RR 27  |
| Atchison Ry, Light & Power 9 Athens (Ga ) Electric Ry 10   | Brooklyn Newt'n Jamaica & Flushing RR 19   | Chicago West Div. Ry - See W. Chic. St. 101. 27  |
| Athens (Ga) Electric Ry  | Brooklyn Queens County & Suburban RR   | Chicago West Div. Ry.—See W. Chic. St. RR. 27<br>Chippewa Val. Elec. Ry. (Eau Claire, Wis.). 36  |
| Athol & Orange Street Ry. 10   | Brooklyn Queens County & Suburban RR.—<br>See Brooklyn Rapid Transit System 17   | Christopher & 10th Streets R.K.—See Met. St.   |
| Atlanta Consolidated Street RR 10  | Brooklyn Rapid Transit 17  | Ry. System 58  |
| Atlanta Elec. Ry 10  | Brooklyn Rapid Transit   | Cicero & Proviso St. Ry —See West Ch. Sys. 27<br>Cincinnati Elec.—See Mt. Auburn Cable 28  |
| Atlanta ailway 10  | Brooklyn Traction-See K. C. Trac 21  | Cincinnati Elec.—See Mt. Auburn Cable 28   |
| Atlanta ailway 10<br>Atlantic Ave. RR.—See Nassau Elec. Rys 21   | Brunswick Traction 55  | Cincinnati Hamilton & Dayton Traction,   |
| Atlantic Coast Electric  | Buffalo Bellevue & Lancaster Ry 22   | (Dayton, O)  |
| Atlantic Highlands Red Bank & Long Br'ch 48  | Duffele Feet Cide Ct. Dr. See Duffele Dr. 90   | Cincinnati Inglined Plana Py 28  |
|  | Duffele 6 Niceses Fells Fleetric Dr. 22  | Cincinnati Inclined Plane Ry 28  |
| Attleborough N. Attleborough & Wrentham  | Buffalo & Niagara Falls Electric Ry 22   | Cincin. & Miama Val. Trac. (Hamilton, O.) 40   |
| St. Ry.—See Inter-State Consol   | Buffalo East Side St. Ry—See Buffalo Ry 22<br>Buffalo & Niagara Falls Electric Ry 22<br>Buffalo N. Main St. & Tonawanda Ry 22  | Cincinnati Newport & Covington Ry 30   |
| Auburn City Ry 10  | Buffalo Ry 22  | Cincinuati Street Ry 28  |
| Augusta (Me.) Hallowell & Gardiner RR 10   | Buffalo Traction 22  | Citizens' Elec. P. & St. Rv., San Ant., Tex. 80  |
| Augusta (Ga.) Rv. & Electric Co  | Buffalo & Williamsville Electric Rv. 22  | Citizens' Electric - See Wichita Elec. Ry. & L. 90   |
| Augusta (Ga.) Ry. & Electric Co  | Burlington (Iowa) Ry. & Light Co   | Cirizens'Elec. Ry. L. & P. Co. (Mansfield, O.) 50  |
| Aurora Street Ry 10  | Purlington (Vt.) Traction 22   | Citizens' Pass. Ry.—See Harrisburg Trac 40   |
| Austin Rapid Transit Ry  | Burlington (Vt.) Traction. 22 Butte Consolidated Ry. 23  | Citizens' Passenger Ry—See Louisville Ry., 49  |
| Austin Dapid Transit by  |  |  |
| The state of the s | Butto Consolidated by  | Car Calamalleili Wal The Cara 69   |
| - 3- 6 St I DD St Noth D- S- 50  |  | 'itizens' Pass.—See Schuylkill Val. Tr. Sys. 63  |
| Raden & St. Louis RR—See Nat'l Ry. Sys. 79   |  | 'itizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric   |
| Baden & St. Louis RR—See Nat'l Ry. Sys. 79<br>allston Term'l RR. (Ballston Spa, N. Y.) 13  | Cairo Electric Ry  | Citizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys.————————————————————————————————————   |
| Baltimore Catonsville & Ellicott's Mills   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | ritizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys  |
| Baltimore Catonsville & Ellicott's Mills   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | ritizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys  |
| RR.—See Baltimore Consol'd Ry 11   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | ritizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys. 66<br>Citizens' Pass. Ry—See Citizens' Trac   |
| Baltimore Catonsville & Ellicott's Mills<br>RR.—See Baltimore Consol'd Ry  | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | Citizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys. 66<br>Citizens' Pass. Ry—See Citizens' Trac. 70<br>Citizens' RR. (St. Louis)—See Nat'l Ry Sys. 79<br>Citizens' Ry. (Waco, Tex) 87   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | ritizens' Pass.—See Schuylkill Val. Tr. Sys. 65 Citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 Citizens' Pass. Ry—See Citizens' Trac. 70 Citizens' Rk. (St. Louis)—See Nat'l Ry Sys. 79 Citizens' Ry. (Waco, Tex) 87 Citizens' Rapid Transit (Nashville, Tenn.). 54   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable 23   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry  | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63<br>Citizens' Pass. Ry. (Phila.)—See Electric<br>Trac. Sys. 66<br>Citizens' Pass. Ry—See Citizens' Trac. 70<br>Citizens' RR. (St. Louis)—See Nat'l Ry Sys. 79<br>Citizens' Ry. (Waco, Tex) 87<br>Citizens' Rapid Transit (Nashville, Tenn.). 54<br>Citizens' Street RR. (Indianapolis, Ind.). 43<br>Citizens' Street RR.—See Memphis St. Ry. 50  |
| Baltimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 Calais (Me.) Street Railway. 23 California Street Cable. 81 Calumet Electric St. Ry. 24 Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17 CambridgeRR—SeeWest EndSt.Ry., Boston 15 Camden Gloucester & Woodbury Ry. 23 Camden Horse RR. 23   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63 (citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 (citizens' Pass. Ry—See Citizens' Trac   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry  | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63 Citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23  Valais (Me.) Street Railway. 23  California Street Cable. 81  Calumet Electric St. Ry. 24  Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17  Cambridge RR.—SeeWest End St. Ry., Boston 15  Camden Gloucester & Woodbury Ry. 23  Camden & Suburban Ry. 23  Camal & Claiborne RR. 56   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 65 (citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 (citizens' Pass. Ry.—See Citizens' Trac. 70 (citizens' Rs. (St. Louis)—See Nat'l Ry Sys. 79 (citizens' Rp. (Waco, Tex) 87 (citizens' Rapid Transit (Nashville, Tenn.) 54 (citizens' Street RR. (Indianapolis, Ind.) 43 (citizens' Street RR.—See Memphis St. Ry. 50 (citizens' St. (Fishkill-on-the-Hudson N. Y.) 37 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Manezo, Mich.) 54   |
| Baltimore Catonsville & Ellicott's Mills  R.E.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 California Street Cable. 81 Calumet Electric St. Ry. 24 Calvary Cemetery Greenpoint & Brooklyn Ry.—See Brooklyn City RR. 17 Cambridge RR—See West End St. Ry., Boston 15 Camden Gloucester & Woodbury Ry. 23 Camden & Suburban Ry. 23 Camden & Suburban Ry. 23 Canal & Claiborne RR. 56 Canandaigua Elec L. & RR. 23   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63 (citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 (citizens' Pass. Ry—See Citizens' Trac. 66 (citizens' RR. (St. Louis)—See Nat'l Ry Sys. 79 (citizens' Ry. (Waco, Tex) 87 (citizens' Rapid Transit (Nashville, Tenn.) 54 (citizens' Street RR. (Indianapolis, Ind.) 43 (citizens' Street RR.—See Memphis St. Ry. 50 (citizens' St. (Fishkill-on-the-Hudson N. Y.) 37 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Wuncie, Ind.) 54 (citizens' Street Ry. (Muncie, Ind.) 54 (citizens' Street Ry. (Scranton, Pa.) 82  |
| Baltimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 California Street Cable. 81 Calumet Electric St. Ry. 24 Calvary Cemetery Greenpoint & Brooklyn Ry.—See Brooklyn City RR. 17 Cambridge RR—See West End St. Ry., Boston 15 Camden Gloucester & Woodbury Ry. 23 Camden & Suburban Ry. 23 Camden & Suburban Ry. 23 Canal & Claiborne RR. 56 Canandaigua Elec L. & RR. 23   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 65 (citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 (citizens' Pass. Ry.—See Citizens' Trac. 70 (citizens' Rs. (St. Louis)—See Nat'l Ry Sys. 79 (citizens' Ry. (Waco, Tex) 87 (citizens' Rapid Transit (Nashville, Tenn.) 54 (citizens' Street RR. (Indianapolis, Ind.) 43 (citizens' Street RR.—See Memphis St. Ry.—50 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Muncie, Ind.) 44 (citizens' Street Ry. (Muncie, Ind.) 54 (citizens' Street Ry. (Muncie, Ind.) 54 (citizens' Street Ry. (Scranton, Pa.) 82 (citizens' Traction (Oshkosh, Wis.) 65   |
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| Battimore Catonsville & Ellicott's Mills           R.E.—See Baltimore Consol'd Ry.         11           Baltimore City Passenger Railway.         11           Baltimore Consolidated Ry.         11           Balt. Middle Riv. & Sparrow's Pt. Elec. Ry.         11           Baltimore & Northern Electric Ry.         11           Baltimore Traction—See Balt. Consol. Ry.         11           Bangor Orono & Old Town Ry.         13           Bangor Street Railway.         13           Bath (Mc) Street Railway.         13           Bay Cities Consolidated Railway.         13           Beavre Valley Traction.         13           Beaver Valley Traction.         13   | Cairo Electric Ry. 23 California Street Cable. 81 Calumet Electric St. Ry. 24 Calvary Cemetery Greenpoint & Brooklyn City RR. 17 Cambridge RR—See West End St. Ry. Boston 15 Camden Gloucester & Woodbury Ry. 23 Canden Horse RR. 23 Camden & Suburban Ry. 23 Canal & Claiborne RR. 56 Canandaigua Elec L. & RR. 23 Canton—Massilon Electric Ry. 23 Canton St.—See Canton-Massilon Elec. 23 Cane May Del, Ray & Sewell's Point Elec. Ry. 23  | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63 Citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys   |
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| Battimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23 Calisis (Me.) Street Railway. 23 California Street Cable. 81 Calumet Electric St. Ry. 24 Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17 Cambridge RR—SeeWest End St.Ry., Boston 15 Camden Gloucester & Woodbury Ry. 23 Camden Horse RR. 23 Camden & Suburban Ry. 23 Canden & Claiborne RR. 556 Canandalgua Elec. L. & RR. 23 Canton—Massilon Electric Ry. 23 Canton St.—See Canton-Massilon Elec. 22 Cape May Del, Bay & Sewell's Point Elec. Ry 23 Capital Ry. (Frankfort, Ky.)—See Frank- fort & Suburban . 38 Capital Traction . 88 Capitol North O St. & South W.—See Belt Ry. 88 Carbondale & F. C. Pass, Ry.—See Carb. Trac. 23 Carpentersv. Elgin & Aur.—See El. City Ry. 36 Cass Avenue & Fair Grounds Ry—See National Railway System . 79 Catharine & Bainbridge Streets Ry—See Philadelphia Traction System . 68  | itizens' Pass.—See Schuylkill Val. Tr. Sys. 63 (citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 66 (citizens' Pass. Ry—See Citizens' Trac. 70 (citizens' Rs. (St. Louis)—See Nat'l Ry Sys. 79 (citizens' Rp. (St. Louis)—See Nat'l Ry Sys. 79 (citizens' Rp. (Waco, Tex) 87 (citizens' Rapid Transit (Nashville, Tenn.) 84 (citizens' Street RR. (Indianapolis, Ind.) 43 (citizens' Street RR.—See Memphis St. Ry. 50 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Kalmazoo, Mich.) 44 (citizens' Street Ry. (Scranton, Pa.) 82 (citizens' Traction (Oshkosh, Wis.) 65 (citizens' Traction (San Diego, Cal.) 80 (citizens' Traction (San Diego, Cal.) 70 (city Electric Ry. (Port Huron, Mich.) 73 (city Electric Ry. (Rome, Ga.) 70 (city Casinaw Street RR.—See Saginaw Consol. Street Ry. (78 (City Park Transit. 83 (city Railway (Dayton. Ohio) 31 (city Ky. (Ft. Worth, Tex.) 37 (city Street RR—See Chattanooga Elec. Ry. 2 (city & Suburban—See Balt. Consol. Ry. 11   |
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| Baltimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23  Valais (Me.) Street Railway. 23  California Street Cable. 81  Calumet Electric St. Ry. 24  Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17  Cambridge RR.—SeeWest End St. Ry., Boston 15  Camden Gloucester & Woodbury Ry. 23  Camden Horse RR. 23  Camden Horse RR. 23  Camden & Suburban Ry. 23  Canal & Claiborne RR. 56  Canandalgua Elec. L. & RR. 23  Canton Massilon Electric Ry. 23  Canton St.—See Canton-Massilon Elec. 23  Cape May Del. Ray & Sewell's Point Elec. Ry  Capital Ry. (Frankfort, Ky.)—See Frankfort & Suburban. 38  Capital Traction. 23  Carbondale & F. C. Pass. Ry.—See Carb. Trac. 23  Carbondale Traction. 23  Carbondale Traction. 23  Carbondale Traction. 25  Carpentersv. Elgin & Aur.—See El. City Ry. 36  Cass Avenue & Fair Grounds Ry—See  National Railway System. 79  Catharine & Bainbridge Streets Ry—See  Philadelphia Traction System. 68  Cayadutta Elec. See Fonda J. & G. Sys. 39  Cayuga Lake Elec. Ry.—See Ithaca St. Ry. 43  Cedar Rapids & Marnon City Ry. 23  Central Avenue Ry. (Oakland, Cal.). 64   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 65 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry—See Citizens' Trac. 67 (titzens' Ry. (Waco, Tex) 87 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Street RR. (Indianapolis, Ind.)—43 (titzens' Street RR.—See Memphis St. Ry.—50 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—54 (titzens' Street Ry. (Scranton, Pa.)—82 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction (San Diego, Cal.)—80 (tity Electric Ry. (Port Huron, Mich.)—77 (tity electric Ry. (Rome, Ga.)—77 (tity of Saginaw Street RR.—See Saginaw Consol. Street Ry.—78 (tity Park Ry. (Tacoma, Wash.)—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Railway (Dayton, Ohio)—31 (tity Street RR—See Chattanooga Elec. Ry. 24 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR. (Savannah, Ga.)—81 |
| Battimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23  California Street Cable. 81  California Street Cable. 81  Calimet Electric St. Ry. 24  Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17  Cambridge RR—SeeWest End St.Ry., Boston 15  Camden Gloucester & Woodbury Ry. 23  Camden Horse RR. 22  Camden & Suburban Ry. 23  Canden & Claiborne RR. 56  Canandalgua Elec. L. & RR. 23  Canton—Massilon Electric Ry. 23  Canton St.—See Canton-Massilon Elec. Ry 23  Capital Ry. (Frankfort, Ky.)—See Frank- fort & Suburban. 88  Capital Traction. 88  Capital Traction. 88  Capital Traction St.—See Carb. Trac. 23  Carpentersv. Elgin & Aur.—See El. City Ry. 36  Cass Avenue & Fair Grounds Ry—See  National Railway System. 79  Catharine & Bainbridge Streets Ry—See Philadelphia Traction System. 68  Cayuga Lake Elec. Ry.—See Ithaca St. Ry. 43  Cavadutta Elec.—See Fonda J. & G. Sys. 39  Cavuga Lake Elec. Ry.—See Met.St.Ry.Sys. 58  Central Elec.—See Sacramento Elec. P. & L. 76  Cavard Levsey Trac (N. V. & Phila Trac.) 79  Cattral Levsey Trac (N. V. & Phila Trac.) 76  Cavaller Reventer Ry. (Oakland, Cal.) 78  Central Elec.—See Sacramento Elec. P. & L. 76  Cavard Levsey Trac (N. V. & Phila Trac.) 79  Cattral Levsey Trac (N. V. & Phila Trac.) 78 | itizens' Pass.—See Schuylkill Val. Tr. Sys. 6 Citizens' Pass. Ry. (Phila.)—See Electric Trac. Sys  |
| Battimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23  Valais (Me.) Street Railway. 23  California Street Cable. 81  Calumet Electric St. Ry. 24  Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17  Cambridge RR.—SeeWest End St. Ry., Boston 15  Camden Gloucester & Woodbury Ry. 23  Camden Horse RR. 23  Camden Horse RR. 23  Camden & Suburban Ry. 23  Canal & Claiborne RR. 56  Canandalgua Elec. L. & RR. 23  Canton Massilon Electric Ry. 23  Canton St.—See Canton-Massilon Elec. 23  Cape May Del. Ray & Sewell's Point Elec. Ry  Capital Ry. (Frankfort, Ky.)—See Frankfort & Suburban. 38  Capital Traction. 23  Carbondale & F. C. Pass. Ry.—See Carb. Trac. 23  Carbondale Traction. 23  Carbondale Traction. 23  Carbondale Traction. 25  Carpentersv. Elgin & Aur.—See El. City Ry. 36  Cass Avenue & Fair Grounds Ry—See  National Railway System. 79  Catharine & Bainbridge Streets Ry—See  Philadelphia Traction System. 68  Cayadutta Elec. See Fonda J. & G. Sys. 39  Cayuga Lake Elec. Ry.—See Ithaca St. Ry. 43  Cedar Rapids & Marnon City Ry. 23  Central Avenue Ry. (Oakland, Cal.). 64   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 65 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry—See Citizens' Trac. 67 (titzens' Ry. (Waco, Tex) 87 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Street RR. (Indianapolis, Ind.)—43 (titzens' Street RR.—See Memphis St. Ry.—50 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—54 (titzens' Street Ry. (Scranton, Pa.)—82 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction (San Diego, Cal.)—80 (tity Electric Ry. (Port Huron, Mich.)—77 (tity electric Ry. (Rome, Ga.)—77 (tity of Saginaw Street RR.—See Saginaw Consol. Street Ry.—78 (tity Park Ry. (Tacoma, Wash.)—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Railway (Dayton, Ohio)—31 (tity Street RR—See Chattanooga Elec. Ry. 24 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR. (Savannah, Ga.)—81 |
| Battimore Catonsville & Ellicott's Mills RR.—See Baltimore Consol'd Ry   | Cairo Electric Ry. 23  Valais (Me.) Street Railway. 23  California Street Cable. 81  Calumet Electric St. Ry. 24  Calvary Cemetery Greenpoint & Brook- lyn Ry.—See Brooklyn City RR. 17  Cambridge RR.—SeeWest End St. Ry., Boston 15  Camden Gloucester & Woodbury Ry. 23  Camden Horse RR. 23  Camden Horse RR. 23  Camden & Suburban Ry. 23  Canal & Claiborne RR. 56  Canandalgua Elec. L. & RR. 23  Canton Massilon Electric Ry. 23  Canton St.—See Canton-Massilon Elec. 23  Cape May Del. Ray & Sewell's Point Elec. Ry  Capital Ry. (Frankfort, Ky.)—See Frankfort & Suburban. 38  Capital Traction. 23  Carbondale & F. C. Pass. Ry.—See Carb. Trac. 23  Carbondale Traction. 23  Carbondale Traction. 23  Carbondale Traction. 25  Carpentersv. Elgin & Aur.—See El. City Ry. 36  Cass Avenue & Fair Grounds Ry—See  National Railway System. 79  Catharine & Bainbridge Streets Ry—See  Philadelphia Traction System. 68  Cayadutta Elec. See Fonda J. & G. Sys. 39  Cayuga Lake Elec. Ry.—See Ithaca St. Ry. 43  Cedar Rapids & Marnon City Ry. 23  Central Avenue Ry. (Oakland, Cal.). 64   | itizens' Pass.—See Schuylkill Val. Tr. Sys. 65 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry. (Phila.)—See Electric Trac. Sys. 67 (titzens' Pass. Ry—See Citizens' Trac. 67 (titzens' Ry. (Waco, Tex) 87 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Rapid Transit (Nashville, Tenn.)—54 (titzens' Street RR. (Indianapolis, Ind.)—43 (titzens' Street RR.—See Memphis St. Ry.—50 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—44 (titzens' Street Ry. (Kalmazoo, Mich.)—54 (titzens' Street Ry. (Scranton, Pa.)—82 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction—See Cons'd Trac. Sys.—76 (titzens' Traction (San Diego, Cal.)—80 (tity Electric Ry. (Port Huron, Mich.)—77 (tity electric Ry. (Rome, Ga.)—77 (tity of Saginaw Street RR.—See Saginaw Consol. Street Ry.—78 (tity Park Ry. (Tacoma, Wash.)—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Park Transit.—85 (tity Railway (Dayton, Ohio)—31 (tity Street RR—See Chattanooga Elec. Ry. 24 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR.—See Memphis St. Ry.—50 (tity & Suburban RR. (Savannah, Ga.)—81 |

| PAGE.  | PAGE.   | PAGE.   |
|--|---|---|
| Cleve. & Elyria Elec.—See Clev. Berea & E. 28  | Federal Street & Pleasant Valley Ry.—See  | Kansas City & Independence Rap. Tran.   |
| Cleveland Painesville & Eastern RR 29  | United Traction System, Pittsburg 70  | Ry—See Metropolitan St. Ry. 46 Kansas City Traction—See Met. St. Ry. 46 Keyport & Matawan St. RR. 44  |
| Coalville Pass.—See Wilkesb. & W. Va. Tr 90  | Ferries & Cliff House Ry-See Market St. Ry. 81  | Kansas City Traction—See Met. St. Ry 46   |
| Cohoes City Ry   | Findlay Street Ry. 37<br>Fishkill Elec. Ry.—See Citizens' Street Ry. 37   | Keyport & Matawan St. RR 44   |
| Colfax Avenue Electric   | Fishkill Elec. Ry See Citizens' Street Ry. 37   | Kings County Elevated 19 Kings County Traction 21 Kingston City RR 44 Knoxyille & Ar.'n - See Pitts, & Birm. Trac. 72   |
| Colorado Springs Rapid Transit   | Fitchburg & Leominster Street Ry 37   | Kings County Traction 21  |
| Colorado Springs Rapid Transit 29  | Flushing & College Point Elec. Ry.—See  | Kingston City KK  |
| Columbia Construction Co. See Northwest-   | N. Y. & Queens Co   | Knoxville & Ar. n - See Pitts. & Birm. Trac. 72   |
| ern El., Chicago   | Port Clark St. Ky. See Cent. Ky. (Peorla) 67  |   |
| Columbia, S.C., Elec. St. Ry. Light & Power 29   | Fort Pitt Traction  | See Pittsb. & Birm. Traction  |
| Columbia & Maryland  | Fort Smith Street Ry  | Knoxville Street RR   |
| Columbia Railway 88 Columbus Central Ry., Columbus, O. 29 Columbus, O., Consolidated Street Ry.—   | Fort Wayne Consolidated Ry  | Kokomo City Street Ry 44  |
| Columbus Central Ry., Columbus, O 29   | Fort wayne Electric-See Ft. W. Consol Ry. 37  |   |
| Columbus, O., Consolidated Street Ry.—   | Ft. Wayne & Elmwood-See Ft. Wayne &   | Taclede Ave. & 4thSt.RySee Missouri RR. 78  |
| See Columbus Street Ry 29<br>Columbus & 9th Av. RR.—See Metropolitan   | Belle Isle Ry   | Lacrossa Chty Ry 46   |
| Columbus & Sta Av. R.K.—See Metropolitan   | Bort Wayne & Belle Isle Ky  | THEOROGO ONE AND ASSESSMENT TO  |
| Street Ry         58           Columbus, Ga., RR         29           Columbus, O., Street Ry.         29  | Port Worth & Arington Heights Street Ry. 38   | Lake Cities Electric Ry 51  |
| Columbus, Ga., KK  | Fort Worth Street Ry  | Lake Ont. & Riverside Ry. (Oswego, N. Y.). 65   |
| Commonwealth America Street Page 29  | DD Can Mathemalitan Ct Des Contains 50  | Lake Roland El.—See Baltimore Consol'd 12   |
| Commonwealth Avenue Street Ry  | RR—See Metropolitan St. Ry. System 58   | Lakeside Street Ry.—See Duluth St. Ry 35  |
| chaptel Torognel Dr. Sea Lindell Dr. See 70  | Forty-second St. Manhatv. & St. Nicholas<br>Ave. Ry—See Third Avenue System 60  | Lakeside Ry., Mahanoy City, Pa 50   |
| chants' Terminal Ry-See Lindell Ry. Sys. 78  | Pountain Hand DD  | Lake Street Elevated RK   |
| Concord Street Ry  | Fourth St. & Arsenal Ry. 78   | Lancaster City Street-See Penn. Traction, 46  |
| Conshohocken Ry—See Schuylkill Valley  | Fox River Electric Ry. (Green Bay, Wis.) 40   | Laneaster & Columbia-See Penn. Traction 46  |
| Traction System. 63<br>Consoudated St. Ry. (Grand Rapids, Mich.) 39<br>Consolidated St. Ry. (Grand Rapids, Mich.) 39   | Framingham Union Street Ry 38   | Lancaster Traction—See Penn. Traction 46<br>Lansing City Electric Railway (Michigan) 47   |
| Consordated St. Rv. (Grand Ranids Mich ) 39  | Frankford & Southwark Passenger Ry  | Lansing City Electric Railway (Michigan) . 47   |
| Consolidated St.—See Portland (Ore.) Ry 73   | See Electric Traction System 66   | Leavenworth Electric RR. 47   |
| Consolidated Traction of New Jersey 60   | Frankf't & Suburban Ry. (Frankfort, Ky.). 38  | Lebanon & Annville Street Ry 47   |
| Consolidated Traction of Pittsburg, Pa 70  | Franklin Flectric Street Ry 38  | Lehigh Traction (Hazleton, Pa.)   |
| Continental Pass, Ry-See Phila, Tract, Sys. 68   | Frederick & Middletown Elec. Ry 38  | Leominster & Clinton St. Ry   |
| Continental Pass. Ry—See Phila. Tract. Sys. 68<br>Cortland & Homer Traction  | Front St. Cable Ry., Seattle, Wash 82   | See Metropolitan Street Ry  |
| Corrigan Consolidated St. Ry-See Metro-  | Fulton Elevated-See Kings Co. Elevated. 19  | Lewiston & Auburn Horse RR. 47  |
| nolitan Street Rv. Kansas City Mo. 46  | Fulton & Oswego Falls-See Lake Ontario  | Lewiston & Youngstown Frontier RR 62  |
| Cottage City Street Ry 30  | & Riverside Ry 65   | Lima Electric Street Ry   |
| Council Bluffs Street Ry.—See Omaha &<br>Council Bluffs Ry.—See Omaha &  | Fulton Street RR-See Met. St. Ry. Sys 59  | Lincoln (Neb.) Street Ry  |
| Council Bluffs Ry  | Fulton Wall & Cortlandt St. Ferries RR 59   | Lindell Ry 78   |
| Crescent City RR See New Orleans T. Sys., 57   | Calesburg Electric Motor & Power 38   | Little Rock Traction & Electric 48  |
| Crosstown Street Ry-See Buffalo Ry 22  | Galveston City RR 38  | Lock City Electric RR. (Lockport, N. Y) 48  |
| Crosstown St.—See Columbus Street 29   | Gardner Elec. Street Ry   | Lock City Electric RR. (Lockport, N. Y) 48<br>Lock Haven Traction   |
| Cuyadutta Electric RR 39   | Geary Street Park & Ocean RR 81   | Lombard & South Street Passenger Ry—See   |
| Tallas City Street Ry 30   | General Electric Railway (Chicago, III.) 95   | Frankford & Southwark Pass Rv 66  |
| Dallas City Street Ry  | Geneva & Waterloo Rv See Geneva Water-  | L. I. City & Newtown-See N. Y. & Queens   |
| Dallas City Street Ry  | General Electric Railway (Chicago, Ill.) 25<br>Geneva & Waterloo Ry.—See Geneva Water-<br>loo Seneca Falls & Cayuga Lake Traction. 38 | Co. Ry 48   |
| Dallas Rapid Transit & Terminal 30   | Geneva Waterioo S. F. & Cayuga L. Trac. 38<br>Georgetown & Tenallytown Ry. 88   | Long Island Electric Ry 21  |
| Danbury & Bethel Street RR 30  | Georgetown & Tenallytown Ry   | Long Island Trac.—See Brooklyn Rap. Tr 17   |
| Danville (Ill.) Gas, Electric Lt. & St. Ry. 30   | Germant'n Pass. Ry-See People's Trac. Sys. 67   | Lorain & Cleveland RR   |
| Dartmouth & Westport St. Ry., New Bedford 55<br>Davenport & Rock Isl. Ry—See Tri-City Ry. 31   | Germant'n Pass. Ry—See People's Trac. Sys. 67<br>Gettysburg Electric Ry   | Lorain & Elyria Electric Ry. 48 Lorain Street Ry. 48 Los Angeles Con. Elec. Ry.—See Los Ang. Ry. 49 Los Angeles Ry. 49  |
| Davenport & Rock Isl. Ry-See Tri-City Ry. 31   | Glens Falls Sandy Hill & Ft. Edward St. RR. 39  | Los Angeles Con Flee Pr. See Los Ang Pr. 40   |
| Dayton & Soldiers' Home RR-See City Ry. 31   | Glenwood & Greenlawn Street Ry.—See   | Los Angeles Con. Lico. Ly. Bee Los Ang. Ly. 49  |
| Dayton Traction  | Columbus Street Ry. 29 Glenwood & Polytechnic College St. Ry. 38 Glebs Street Ry. 38  | Los Angeles Traction 49 Louisville City Ry—See Louisville Ry 49 Louisville Ry 49  |
| Delaware County & Philadelphia Elect, Ry. 66   | Glenwood & Polytechnic College St. Ry 38  | Louisville City Ry-See Louisville Ry 49   |
| Delta Electric Co  | Globe Street Ry 37 Gloneester Essex & Beverly 39  | Louisville Ry 49  |
| Denver Consolidated Tramway  | Clangester Street Dy  | Louisville Terminal Ry 49   |
| Denver Lakewood & Golden RR 34   | Gloucester Street Ry  | Love Elec Trac. (Chic.) - See Gen. Elec. Rv. 25   |
| Denver Tramway-See Den Consol. Tram., 31   | Grand River Ry-See Detroit Citizens' St. Ry 34  | Lowell Lawrence & Haverhill Street Ry 47  |
| Denver & Westminster Ry 34   | Grand St. & Newtown See Brooklyn City 17  | Lowell & Suburban Street Ry 47 Lowell & Suburban Street Ry 49   |
| Derby Street Ry  | Grand St. & Newtown.—See Brooklyn City. 17<br>Grant Street Electric Ry  | Lynchburg Electric Co 49  |
| Derby Street Ry  | Great Falls Street Ry 40  | Lynchburg & Rivermont Street Ry 49  |
| Des Moines St. KK-See Des Moines City Kv. 34   | Great Falls Street Ry   | Lynn & Boston RR.—See N. Shore Tr. Sys. 14  |
| Des Moines Suburban Ry-See Des M. City. 34   | ger Ry-See People's Traction System 67  | Lynn & Boston KK.—See N. Shore Tr. Sys. 14  |
| Detroit City Ry-See Detroit Citizens'St. Ry. 34  | Greenfield & Turners Falls Street Ry 40   | Weson Consolidated Street Pr 40   |
| Detroit Citizens' Street Ry  | Green Lake Electric Ry 82   | Macon Consolidated Street Ry  |
| Detroit Electric Ry  | Greenp. & Lorimer St.—See Brooklyn City 17  | Madiann City Ry   |
| Detroit & Pontiac Ry 34  | Hagerstown & Potomac Electric Ry 40   | Madison City Ry   |
| Detroit Ry-See Detroit Electric Ry 34  |   | Mahoning Valley Rv. (Youngstown, O.) 91   |
| Detroit Sub. Ry-See Detroit Citizens' St. Ry. 34   | Hammond Whiting & E. Chi. Elec. Ry 40   | Main Street & Agricultural Park RR 49   |
| Dighton Somerset & Swansea St. Ry 35   | Harrisb. City Pass.—See Harrisburg Trac 40  | Malden & Melrose St. RR.—West End Sys 15  |
| D. D. E. B'dway & Bat See Third Ave. Sys. 60   | Harrisburg & Mechanicsburg Electric Ry., 40   | Manchester Street Ry 50   |
| Du Bols Traction 35  | Harrisburg Traction 40  | Manhattan Elevated Ry.—See Investors'   |
| Dubuque Light & Traction 35  | Hartford Manchester & Rockville Tramway 40<br>Hartford Street Ry  | SUPPLEMENT.   |
| Dubuque Street Ry         35           Duluth Street Ry         35           Dundee Place Car Line         64  | Hartford & West Hartford Horse RR 41  | Manistee Filer City & East Lake Ry 50   |
| Duluth Street Ry 35  | Hartford & West Hartford Horse RR—See   | Manufacturers' Street Ry. (New Haven) 56  |
| Dundee Place Car Line 64   | Hartford St. Ry   | Marion City Ry. (Indiana)   |
| Dunkirk & Fredonia RR  | Haverbill & Ameabury Street Ry 41   | Market St. Cable Co.—See Market St. Ry 81   |
| Duquesne Traction—See Consol. Traction   | Haverhill & Amesbury Street Ry  | Market Street Rv 81   |
| System 70  | Helena Power & Light 41   | Market Street Ry  |
| East Cleveland—See Cleveland Electric 28<br>ast EndSt. Ry.—See Memphis St. Ry 50   | Henderson (Ky.) Electric Street Ry 41   | Mariborough Street Rv 50  |
| ast End St. Ry.—See Memphis St. Ry 50  | Herkimer Mokawk Ilion & Frank, Elec. Ry. 41   | McGavock & Mt. Vernon Horse RR-See  |
| East H. Pass.—See Harrisburg Traction 40   | Hestonville Mantua & Fairmount Pass. Ry. 67   | Nashville Street Ry   |
| East Hartford & Glastonbury Horse RR-  | Highland Av. Belt & RR. (Birmingh., Ala.) 14  | McKeesp't Duquesne & Wilm'g Ry. (Pittsb.) 72  |
| See Hartford Street Ry 40  | Highland Park & Fruit Vale RR 64  | Memphis & Raleigh Springs RR.—See Citi-   |
| East Liverpool & Wellsville Street RR 35   | Highland Park Ry-See Detroit Cit. St. Ry. 34  | zens' Street RR 50  |
| East Middlesex St.Ry—See Lynn & Bos. Sys. 14<br>East Oakland Street Ry   | Highland RR. (New Albany, Ind.) 55<br>Highland St. Ry—See West End St. Ry 15  | Memphis *treet Ry   |
| East Omaha Street Rv   | Hingham (Mass ) St. Rv.   | Menominee Electric Light Ry. & Power 50   |
| East Omaha Street Ry. 64<br>Easton & Betblehem Tran—See Easton Tran. 36  | Hingham (Mass.) St. Ry  | Meriden Electric RR   |
| Easton Transit   | Holyoke Street Ry 41  | Meriden Horse RR.—See Meriden Elec 50   |
| East Penn Traction See Newtown & Dol.  | Home Avenue PP 21   | Merrimack Val. St. Ry-See Lowell Law-   |
| aware R. Trac 86<br>East Reading Elec. Ry—See Reading Tract. 76  | Homestead & Highlands Street Rv 42  | rence & Haverhill St. Rv  |
| East Reading Elec. Ry—See Reading Tract. 76  | Hoosac Valley Street Ry   | Metropolitan Elec. See Springfield Tr. (Mo.) 84   |
| East St. Louis Electric Street RR. 35  | Hoosick Ry.—See Bennington & Hoosic Val. 42   | Met. Crosstown RR—See Met. St. Ry 57  |
| East Side RR.—See West Side RR., Elmira,   | Hornellsville & Canisteo Ry 42  | Metropolitan Ry., Louisville, Ry 49   |
| N. Y. 36  East Side Ry (Portland, Ore.) 73  Eau Claire St.—See Chippewa Val. Elec. 36  | Hornellsville Electric Ry. 42 Hot Springs Street RR. 42   | Met. Crosstown RR—See Met. St. Ry. 57 Metropolitan Ry. Louisville, Ky. 49 Metropolitan Railway, San Francisco, Cal. See Market Street Railway. 81   |
| Eau Claire St.—See Chinners Val. Flag  | Houston Electric Street Rv  | Metropolitan Ry.—See Portland (Oreg.) Ry. 73  |
| Eckington & Soldiers' Home Pr  | Houston Electric Street Ry  | Metropolitan RR-(Washington, D. C.) 88  |
| Eckington & Soldiers' Home Ry. 88<br>Eighth Ave. RR.—See Metrop. 8t. Ry. Sys. 58<br>Electric Ry. Light & Power (Sedalia, Mo.) 83   | Houston W.St. & Pav. F.—See Metro'n St. Ry. 58  | Metropolitan RR—See West End St. Ry., Bos. 15   |
| Electric Ry. Light & Power (Sedalia, Mo.) 83   | Hudson Street Ry. 42  | Metropolitan St. RR-See Denver Con. Tram. 31  |
|  | Hull Street Ry  | Metropolitan St. Rv Kansas City. (Mo.) 46   |
|  | Hudson Street Ry       42         Hull Street Ry       42         Huntington RR       42  | Metropolitan St. Ry. (N. Y.) 57 Metropolitan Traction of Chicago 25   |
| BLOTH CHEV HV - Non B C C & A D - 70   |   | Metropoltan Traction of Chicago 25  |
|  | Incline & Narrow Gauge Ry. (Chattanooga) 24<br>Indiana Electric Ry  | Metropolitan Tract'n-See Met. St. Rv., N. Y. 57   |
| Elmira w Horseheads Ry. 36<br>Elmira Munic, Imp.—See El. & Horseh, Ry. 36  | Indianapolis & Broad Ripple Rap. Transit. 43  | Metropolitan West Side Elevated RR 25   |
|  | Inter-State Consolidated Street Ry 63   | Miamf Valley Ry   |
| Englewood & Chicago Floatric Pr  | Inter-Urban Railway (Saginaw, Mich.) 78   | Middlesex RR See West End St. Rv. Rost. 15  |
| Englewood & Chicago Electric Ry. 25 Enterprise RR. 24 Eric City Pass. Ry—See Eric Elec. Motor. 36 Eric Electric Motor Co.  | Ithaca Street Ry 43   | Middlesex RR—See West End St. Ry., Bost. 15<br>Middletown & Bloomingsburg Tract.—See  |
| Erie City Pass, Ry-See Erie Elee Motor   | Tackson Street De   | Middletown-Gosherr Traction51   |
| Erie Electric Motor Co   | Jackson Street Ry   | Middletown-Goshen Traction 51   |
| Escanaba Electric Street RR. 36  | Jack's Run—See Federal St. & Pleas. Val 70  | Middletown H. & S.—See Harrisb. Traction. 40<br>Middletown (Conn.) Street Ry  |
| Essex Elect. St. Ry-See Lynn & Boston RR 14  | Jamaica & Brooklyn Road—See Brooklyn  | Middletown (Conn.) Street Ry 51   |
|  | Queens County & Suburban RR 17  | Milford Holliston & Framingham St. Ry 51  |
| Evanston (III.) Electric Rv. 96  | Jamestown Street Ry 43  | Milford & Hopedale St. Ry. 51   |
| Бумизуще этеет кк 36   | Janesville Street Ry 43   | Millvale Etna & Sharpsburg Street Ry.—See   |
|  | Jasper County Electric Ry. (Carthage, Mo.)  | Allegheny Traction  |
| Fair Haven & New Whatcom Ry 37   | See Southwest Missouri Elec., Webb City. 89   | Milwaukee City-See Milw. Elec. Ry. & L. 51  |
| Fairmount Park & Dolawara Divas Dasses   | Jefferson Avenue Rv. 78   | Milwankee Electric Rv. & Light 51   |
| ger-See Germantown Passenger Pr  | Jeffersonville City Ry  | Milwankee Light Heat & Traction-See Mil.  |
| Fairmount Park & Haddington Pass Re-   | Jersey C y & Bergen KR—See Cons.Trac.Sys. 61  | Elec. Ry. & L 51  |
| ger-See Germantown Passenger Ry 67 Fairmount Park & Haddington Pass. Ry— See Hestonville Mantua & Fairmount 67   | Johnstown Gloversv. & Kingsbo. Horse Ry. 39<br>Johnstown Passenger Ry   | Elec. Ry. & L   |
| Fairmount Park Transportation Co 67  | Joliet Railway  | Milwaukee Street Ry. – See Mil. El. Ry & L. 51<br>Milwaukee & Waukesha Electric Railway. 52   |
| Fairmount Park Transportation Co 67 Fairmount Passenger Ry—See Hestonville   |   | Milwaukee & Waukesha Electric Railway 52  |
| Manual & Fairmount Passoners De 07   | ankakee Electric Ry   | Milwaukee & Wauwatosa Motor Ry.—See Mil. Elec. Ry. & Light  |
| Fall River Street Railway 37 Falls Road Elec.—See Balt. & N. Elec. 11  | Kansas City Cable—See Metropolitan St. 46  <br>Kansas City Elev. Ry—See Met. St. Ry 46  | Mil. Elec. Ry. & Light  |
| The Line of the Land of the La | ARTERIOR WILL AND THE WOOD AND IN THE TAX TO A CO. I. C.  | and a series of the series of |

| PAGE.   | PAGE  | PAGE   |
|---|---|--|
| Minnesota Point Street Ry   | Ottumwa Electric Ry 65<br>Overland Ry—See Nashville Traction 54<br>Owensboro City RR 65   | St. Louis County Street Railway  |
| Mobile Light & RR. 52   | Owensboro City RR   | St. Louis & Kirkwood RR  |
| Mobile & Spring Hit RR.         52           Mobile Street RR.         52           Moline Central Street Ry.         52           Monongahela Bridge—See Pitts. & Bir.Trac. 7         7           Montgomery County Pass. Ry—See Schuylkill Valley Trac. Sys.         64           Montgomery Street Ry.         54           Montgomery Suburban Street Ry.         54           Motor Line Improvement.         35           Mound City RR—See Union Depot RR         80 | Daducah Street Railway 65   | St. Louis RR—See National Ry. System 78 St. Louis & Suburban Ry 79   |
| Monongahela Bridge—See Pitts. & Bir.Trac. 72  | Paducah Street Railway  | St. Paul City Ry—See Twin City Rap. Tran. 5: St. Paul & Suburban Ry  |
| kill Valley Trac. Sys   | Park & Ocean RR.—See Market Street Ry. 81<br>Pasadena & Los Angeles Elec. Ry. (Los  | St. Paul & White Bear Railroad   |
| Montgomery Street Ry  | Angeles, Cal.)  | Salt Lake City RR  |
| Motor Line Improvement  | Pasadena & Pacific Ry   | San Antonio Rapid Transit—See Alamo  |
| Moundsville Benwood & Wheeling Ry 90  | Pass. & Belt Railway—See Belt Line Elec. 47<br>Paterson Central Electric Railway 66   | Heights RR. 8 San Antonio Street Ry. 8 Sandusky Milan & Norwalk Elec. Ry. 8  |
| Mt. Adams & Eden Pk. Incl. { See Cincin-}<br>Mt. Auburn Cable Railway { nati St. Ry. } 28   | Paterson City Railway—See Paterson Ry 66<br>Paterson Railway  | Sandusky Street Ry 8 San Francisco & San Mateo Electric Ry 8   |
| Muscatine Electric Ry   | Pawcatuck Valley Street Ry 89   | San Francisco & San Mateo Electric Ry 8<br>Saratoga Traction 8:<br>Savannah Traction—See Sav. Thunderbolt  |
| Nanticoke St. Ry.—See Wilk. & W. V. Tr. 90<br>ashua Street Railway. 54  | Pawtucket St. Ry—See United Trac. & Elec. 74<br>Pennsylvania Motor—See Easton Transit 36  | Savannah Traction—See Sav. Thunderbolt & Isle of Hope  |
| Nashville & Edgefield RR—See Nash, St.Ry. 54  | Pennsylvania Traction (Lancaster, Pa.) 46<br>Penn St. Pass. Ry—See Citizens' Trac. 70   | & Isle of Hope. 8 Savannah Thunderbolt & Isle of Hope Ry. 8 Sabanastady Ry.  |
| Nashville Street Ry. 54<br>Nashville & Suburban Ry. 54  | People's Cable Rv.—See Brooklyn Av. (K.C.) 46   | Schenectady Ry   |
| Nashville Tract'n-See Nashv. & Suburb Rv. 54  | People's Electric. Ry. (Sandusky, O.)   | Schuylkill Traction (Girardville, Pa) 3<br>Schuylkill Valley Traction (Norristown, Pa.) 6  |
| Nassau Electric RR. 21<br>Natick & Cochituate Street Ry. 54   | People's Rallway (St. Louis, Mo.) 80  | Scranton & Carbondale Traction—See Scranton Railway System   |
| National Railway  | People's Railroad—See Syracuse Street RR. 85<br>People's Street Ry. (Dayton, O.)  | Scranton Pass. R'y—See Scranton Ry 8<br>Scranton & Pits'n Trac.—See Scran. Ry 8  |
| National Railway. 78 Naumkeag St. Ry—See Lynn & Boston RR. 14 Negaunee & Ishpeming St. Ry. & Electric. 55 New Albany Ry. 55 New Albany St. Ry—See New Albany Ry. 55   | People's Street Ry—See Scranton Ry 82<br>People's Traction, N. Y.—See Aug., '97, Supp.  | Scranton Suburban—See Scranton Ry 8<br>Scranton Ry., formerly Scranton Traction. 8   |
| New Albany St. Ry—See New Albany Ry 55  | People's Traction, Philadelphia, Pa   | Seashore Electric Ry, Asbury Park  |
| Newark & Bloomfield Ry. 61 Newark Consol. St. Ry. (Ohio) 61 Newark (O.) & Granville Electric Street Ry.   | & Pleas. Valley Passenger Railway   | Seashore Electric Ry, Asbury Park. Seaside & Brooklyn Bridge Elevated RR. —See Brooklyn Elevated RR.   |
| See Newark Consol. St. Ry   | Dilladalabia Cita Dana Da Cas Dilladal  | Seattle City Ry  |
| —See Newark Consol. St. Ry  | Philadelphia City Pass. Ry—See Philadelphia Traction System. 68 Phila. & Darby Ry—See Phila. Trac. Sys. 68 Philadelphia & Gray's Ferry Passenger Ry —See Philadelphia Traction System. 68 Philadelphia Lancaster & Harrisburg—See | Seattle Traction (formerly Seattle Consol.<br>St. Ry.)   |
|   | Philadelphia & Gray's Ferry Passenger Ry —See Philadelphia Traction System  | Seattle Elec. Ry. & Power-See Seattle Trac. 8  |
| New Brunswick City Ry. 55   | Philadelphia Lancaster & Harrisburg—See<br>Pennsylvania Traction  | South Side Elevated RR., Chicago. 2<br>Springfield (Vt.) Elec. Ry 8  |
| Newburg & Orange Lake RR.—See New-  | Philadelphia Traction. 67 Philadelphia & West Chester Traction. 69  | Second Ave. Pass. Ry—See United Traction. 6<br>Second Ave. RR.—See Met. St. Ry. Sys. (N.Y.) 5  |
| New Brunswick City Ry 55 Newburg Electric Ry 61 Newburg & Orange Lake RR.—See Newburg Electric Ry 61 Newburyport & Amesbury RR 61 New Geoffe Traction 65  | Piedmont & Mountain View Railway 64   | Second Ave. Trac.—See United Trac. Pitts. 6<br>Second & Third St. Pass. Ry.—See Elec. Tr.  |
|   | Pikesville R. & E. G.—See Balt. & N. Elec 11<br>Pittsb. & Birm. Pass. Ry.—See P. & B. Trac. 72  | System. 6<br>Seventeenth & Nineteenth Street Passenger   |
| New England Street Ry. 56 New Haven & Centreville Street Ry. 56 New Haven Street Ry. 56   | Pittsb. Allegheny & Manchester Trac.—See<br>United Traction System  | Ry—See Philadelphia Traction System 6  |
| Newington (Conn.) Tramway 62<br>New Jersey Electric Ry. (Paterson, N. J.) 66<br>New Jersey Traction—See Con. Trac. Sys 61   | Pittsburg & Birmingham Traction. 72<br>Pittsburg & Castle Shannon Railroad. 72  | Shamokin & Mt. Carmel Elec   |
| New Jersey Traction—See Con. Trac. Sys 61   | Pittsburg Crafton & Mansfield Street Ry—  | Sheboygan Light, Power & Ry. Sheboygan Light, Power & Ry. Shore Line Elec.—See Baltimore Cons. Ry. 1 Signal Mt. Ry. (Chattanooga Tenn.) 2 Sioux City Cable Ry.—See Central Trac. 8 Sioux City & Leeds Electric Ry. 8 Sioux City Electric Ry. 8   |
| New London Street Ry. 56<br>New Orleans & Carrollton RR. 57   | Pitts. & West End Pass. System  | Sioux City Cable Ry.—See Central Trac 8 Sioux City & Leeds Electric Ry 8   |
| New Orleans City & Lake RR. 57 New Orleans City RR—See New Orleans  | Pittsburg Incline Plane—See Pittsburg & Birmingham Traction System  | Sioux City Elevated Ry 8 Sioux City Traction 8   |
| City & Lake   | Pittsb. Neville Isd. & Coraopolis Pass. Ry.—  | Sixth Ave. RR—See Metro. St. Ry. Sys 5   |
| Newport & Dayton Street Ry—See Cincinnati Newport & Covington Ry  | See Pitts. & W. E. Pass   | Somerville Horse RR—See West End System 1<br>South Boston RR—See West End St. Ry 1   |
| Newport Street Ry. 62 Newton & Boston Street Ry. 62   | Pittsb. & Ormsby—See P. & B. Trac. 72<br>Pittsburg Traction. 72   | South Brook, Cent. RR.—See Atlan. Ave. RR 2<br>South Chicago City Ry   |
| Newton Street Ry 62   | Pittsburg Union Passenger Ry—See Pittsb.  | South Covington & Cin. St. Ry—See Cincin<br>nati Newport & Covington Ry  |
| Newtonville & Watertown Street Ry. 62<br>Newtown & Delaware River Traction. 86  | A. & M. Tr.—United Trac. System 70<br>Pittsburg & West End Passenger Railway. 72  | Southern Boulevard RR.—See Union Ry 6<br>Southern Electric Ry  |
| Newtown Ry.—See N. Y & Queens Co. Ry. 48<br>New Williamsburg & Flatbush RR.—See   | Pittsburg Weir City & Columbus (Kansas) -See Pittsburg Frontenac & Suburban 69  | South Ferry Ry-See Metropolitan Street   |
| Brooklyn City RR. 17<br>N. Y. Elmsford & White Plains. 59   | Pittston Street Car—See Wilkesbarre & Wyoming Valley Traction System 90   | Ry., and also Broadw'y & 7th Ave. RR 5<br>South Jersey Tr.—see Bridgeton & M. Tr 1<br>South Middlesex Street Ry 5  |
| New York & Harlem RRSee Met.St.Ry.Sys. 59<br>New York & North Shore Rv. (L. I. City). 48  | Plymouth Bridge Co.—See Wilkesbarre & Wyoming Valley Traction   | So. Nashville St. RR—See Nashville St. Ry. 5   |
| New York & Philadelphia Traction  | Dirmonth & Vinceton Poilmond 79   | South Orange & Maplewood St. Ry  |
| New York & Queens County Ry., L. I. City. 48 New York & Staten Island Traction. 84 N. Y. Westc. & Conn. Trac.—See Aug., '97, Supp. Niagara Falls & Lewiston RR  | Plymouth St. Ry.—See Wilkesb. & W. V. Tr. 90 Point Defiance Park Ry.—See City Park Ry. 85 Portland & Cape Elizabeth Ry. 73  | South Side St. Ry—See Metropolitan St. Ry 4<br>South Side El. RR, Chicago  |
| Niagara Falls & Lewiston RR   | Portland (Conn.) St.—See Middletown St 51   | Southwest Chicago R.T.—See Chic. CityRy. 2<br>Southwestern Elec. Ry.—See Nat. Ry. Sys 7  |
| Niagara Falls Whirlpool & Northern Ry 62  | Portland (Me.) Railroad. 73 Portland (Oregon) Ry. 73 Portland (Ore,) Traction. 74 Portland & Vancouver Ry—See Portland Ry. 73 Port Norfolk Electric Railway. 73 Port Norfolk Electric Railway. 73                                 | South West Missouri Electric Ry  |
| Norfolk (Va.) City RR—See Norfolk St. RR. 62  | Portland (Ore.) Traction  | Spokane Čable Ry—See Spokane Street Ry. 8 Spokane Elec. Ry "" 8 Spokane & Montrose Motor RR. 8 Spokane Street Ry., etc.—See Washington Water Power System. 8 Springfield City Ry—See Springfield Consol-   |
| Norfolk (Va.) & Ocean View RR   | Port Norfolk Electric Railway 63<br>Portsmouth (Va.) Street Ry. 74<br>Pottsville & Reading Ry—See Schulykill  | Spokane Street Ry., etc.—See Washington<br>Water Power System 8  |
| Niagara Falls & Lewiston RR   | Pottsville & Reading Ry—See Schulykill Electric System  | Springfield City Ry-See Springfield Consol-  |
| ley Traction System   | Electric System. 74 Poughkeepsie City & Wapp's Falls Elec. Ry 74 Powell Street Ry—See Market Street Ry 81   | idated Ry. 8 Springfield (III.) Consolidated Ry. 8 Springfield (III.) Proposition of the state o |
| North Chicago City Ry—See N. Chic. St. RR. 26   | Presidio & Ferries RR. 81 Providence Cable Tramway—See United   | Springfield (Mass.) Street Ry  |
| cago Street RR. System  | Traction & Electric   | Springfield El. Ry. (Vt.) 8<br>Springfield (Mo.) Traction 8  |
| North Chicago Street RR. 26<br>North Dallas Circuit Ry. 30  | Pueblo Electric St. Ry  | Stamford Street RR   |
| Nor.&E.Greenb'sh Horse RR—See Alb'y Ry. 7<br>North & East River RR.—See Fulton St. RR. 59   | Queen City Elec.—see Marion City Ry 50  | Staten Island Midland RR   |
| North End Street Ry (Worcester, Mass.) 91   | Queen City Elec.—see Marion City Ry.     50       queen City Ry.     (Dallas, Tex.)     30       quincy & Boston Street Ry.     76       quincy (Ill.) Horse Ry.     Carrying.     76   | Street Ry Co of G'd Rap—See Cons'd St. Ry 3  |
| North & East River RR.—See Fulton St. RR. 59 Northeast Electric Ry. 46 North End Street Ry (Worcester, Mass.) 91 Northern Electric Ry. (Chicago) 26 North Hudson County Ry. (Hoboben, N. J.) 41 North Jersey St. Ry. (Bloomfield, N. J.) 14 North Fark Street Ry. 39 North Shore Traction (Boston) 14 North Side Electric Ry.—See No. Ch. St. Sys. 26   | Danid Railway   | Springfield (Ill.) Consolidated Ry.  Springfield (Ohio) Ry.  Springfield (Mass.) Street Ry.  Springfield (Mass.) Street Ry.  Springfield (Mo.) Traction.  Stamford Street RR.  Staten Island Elec. RR.  Staten Island Elec. RR.  Steinway Ry.—See N. Y. & Queens Co. Ry.  Streator Ry.  Street Ry. Co. of G'd Rap—See Cons'd St. Ry.  Suburb. City Ry.& Imp.—See Norfolk St. RR.  Suburban Traction (Orange, N. J).  Suburban Traction (Orange, N. J).  Suburban Rajil Transit Ry.  Superior Rapid Transit Ry.  Suttre RR.   |
| North Jersey St. Ry. (Bloomfield, N. J.) 14<br>North Park Street Ry. 39   | Rapid Railway. 35 Apid Transit Line, Knoxville, Tenn. 44 Rapid Transit St. Ry—See Cons. Trac. Sys. 61 Reading City Pass.Ry—See Reading Trac. 76   | Suburban Traction (Orange, N. J) 6   |
| North Side Electric Ry — See No. Ch. St. Sys. 26  | Reading City Pass.Ry—See Reading Trac 76  | Sunbury & Northumberl'd Elec. Ry 8   |
| North Side Electric Ry.—See No. Ch. St. Sys. 26<br>North Side Pass. Ry.—See Citizens' Tract. 70<br>Nor. Side Trac.—See Unit. Trac. (Pittsburg: 69<br>Northwestern Elevated (Chicago). 26  | Reading & Temple Elec. Ry.—See Read. Trac. 76 Reading Traction—See United Traction Sys. 76  | Superior Rapid Transit Ry  |
| Northwestern Elevated (Chicago) 26  | Reading & Womelsdorf Electric—Reading   | Sutter Street Ry. 8 Syracuse Consolidated Street Ry. 8 Syracuse & E. Side Ry.—See Syr. R. T. Sys. 8  |
| Norwalk Street Ry 63<br>Norwalk Tramway 63  | Traction System   | Syracuse Rapid Transit Ry 8  |
| Norwich Street Ry. 63<br>Nunnery Hill Inclined Plane. 8   | Richmond Traction   | Syragusa Street RR   |
| Oakland Consolidated Street Ry. 64<br>akland RR. 64   | Ry. & Light   | acoma Traction   |
| Oakland (Cal.), Syndicate   | Ry. & Light. 90 Roanoke Street Ry 76 Rochester C. & Mauiton RR—See Roch. Ry. 77 Rochester & Irondequoit RR. 43  | Tacoma Ry. & Motor. 8 acoma Traction. 8 Tamaqua & Pottsville Electric RR. 7 Tarentum Traction. 8 Tanyator By.  |
| Oakland San Leandro & Haywards Electric<br>Ry. Consolidated   | Rochester Ry  | Taunton Street Ry  |
| Observatory Hill Pass, Ry.—See Federal St   | Rockford City Ry. 77 Rockford Traction (Illinois)   | Temple Street Cable Ry. 4 Terre Haute Electric Rv. 8   |
| Oakhand San Leandro & Haywards Electric Ry. Consolidated. 64 Oakwood Street Ry. 31 Observatory Hill Pass. Ry.—See Federal St. & Pleasant Valley Pass. Ry. 70 Ogden Street Ry—see West Chicago System Ogdensburg Street Ry. 64 Olean Street Ry. 64 Omaha & Council Bluffs Ry. & Bridge. 64 Omaha Horse RR—See Omaha St. Ry. 64   | Rochester Ry. 77 Rockford City Ry. 77 Rockford Traction (Illinois) 77 Rockland & Abington Street Ry. 16 Rockland Thomaston & Camden Street Ry. 77 Roma City Street Ry. 77   | Tarentum Traction.  Raunton Street Ry.  Taylor Avenue RR—See Lindell Ry. Sys 7  Temple Street Cable Ry.  Terre Haute Electric Ry.  Terre Haute St. Ry—See T. Haute Elec. Ry. 8  Third Avenue RR. (N. Y.)  Thirteenth & Fifteenth Sts. Pass. Ry—See  Philadelphia Traction System   |
| Ogdensburg Street Ry. 64  | Rome City Street Ry   | Thirteenth & Fifteenth Sts. Pass. Ry—See   |
| Omaha & Council Bluffs Ry. & Bridge 64  | Rutland Street Ry   | Thirty-fourth Avenue Rv., Denver, Col 3  |
|   | aginaw Consol—See Union St. Ry. Sys 78  | Thirty-fourth st. RR. See 34th 5<br>Thirty-fourth St. Ferry & 11th Av. St. Cr't'n 5  |
| Omaha Street Railway. 64 Omnibus Cable Ry—See Market St. Ry. 81 Orange & Bloomfield Cr'sstown—SeeSub.Tr. 65   | Saginaw Street RR., City of 78 St. Charles St. RR 57  | Thirty-fourth St. Crosstown Ry.—See Met-   |
| Orange Mountain Traction  | St. Clair Incline Plane   | ropolitan St. Ry. System   |
| Orleans RR  | St. Joseph Ry. Light, Heat & Power (Mo.) 78<br>St. Jo. Trac. & Light,—See St. Jo. L. H. & B. 78   | Toledo Electric Street Ry  |
| Oswego St. Ry—See Lake Ont. & Riverside. 65<br>Ottawa Street Railway (Illinois)   | St. Louis Cable & Western Ry—See St. Louis<br>& Suburban Ry   | Toledo Maumee & Perrysburg Elec. RR.—<br>See Toledo & Maumee Valley  |
|   |   | THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW |

| PAGE                                      | .   |
|---|-----|
| Toledo & Maumee Valley Ry 8               |     |
| Toledo Traction 8                         |     |
|   | 6   |
|   | 6   |
| Toronto (Canada) Ry 8                     | 6   |
| Transverse Pass. Ry See Citizens' Trac 7  |     |
| Trenton Passenger Rv 8                    |     |
|   | 7   |
|   | 1   |
|   | 7   |
|   | 8   |
|   | 0   |
| Troy & Albia Horse RR-See Troy City Ry. 8 |     |
| Troy & Lansingburg RR-See Troy City Ry. 8 | 7   |
| Twenty-eighth & Twenty-ninth Sts. Cross-  | 0   |
|   | 9   |
| Twenty-second & Allegheny-Phila. Trac. 6  | 1   |
| Twenty-third Av. Elec. Ry-See Oakland San |     |
|   | 4 9 |
|   |     |
|   | 3   |
|   | 3 2 |
| Twin City Rapid Transit 5                 | 2   |
| WInion Consol, Elevated RR., Chicago 2    | 7   |
|   | 0   |
| Union Electric RvSee Saratoga Traction 8  | 1   |
|   | 9   |
| Union Elevated RR., Chicago               | 6   |
| Union Pass. RySee Phila. Trac. System. 6  | 8   |
| Union Ry, of New York 6                   | 0   |
|   | 4   |
|   | 李   |
|   | 5   |
| Union Street Ry. (New Bedford, Mass.) 5   | ō   |
|   | 8   |
| Union Traction (Newark, N. J.) 6          | 1   |
|   | 9   |
| Union Trunk Line 8                        | 3   |
|   | 4   |
| United Traction (Pittsburg) 6             | 19  |
|   | В   |
|   | 4   |
| Utica Belt Line Street RR 8               | 7   |
|   | 7   |
|   | 10  |
| alley Pass. Ry See Scranton Ry 8          | 2   |
| Walley St. Ry. (Sharon, Pa.) 8            | 3   |
|   |     |
|   |     |

| PA   |          |
|--|----------|
| Wakefield & Stoneham Street Ry alden & Orange Lake RR.—See New-                | 87       |
| burg Electric Ry   | 61       |
| Warren Brookf. & Spencer (Spencer)   | 83       |
| Washington Alexandria & Mt. Vernon Elec.                                       | 7        |
| Washington & Georgetown.—See Capital Tr.                                       | 88       |
| Washington & Glen Echo RR<br>Washington & Great Falls Elec. Ry                 | 89       |
| Washington Park & Spring Grove Ry  | 83       |
| Wash, Westminster & Gettysburg RR  | 13       |
| Washington Water Power, Spokane  | 84       |
| Waterbury Traction   | 89       |
| Waterv. El. L. N. & P.—See Waterv. & F.  | 00       |
| Ry. & L.   | 89       |
| Ry. & L. Waterville & Fairfield Ry. & Light                                    | 89       |
| waterviet Turnpike & KK.—See Albany  |          |
| Ry. System.<br>Waverly & Woodstock Electric Ry—See City                        | 7        |
| & Suburban Rv  | 73       |
| & Suburban Ry  | 31       |
| Wellesley & Boston St. Ry<br>Westchester Electric—See Union Ry. N. Y           | 62       |
| Westchester Electric-See Union Ry. N. Y  | 60       |
| West Chicago Street RR. Tunnel—See West  | 27       |
| Chicago Street RR.   | 27       |
| West End Passenger Ry-See Frankford &  |          |
| Southwalk Passenger Ry   | 66       |
| West End & Riverside Electric—See Mont-<br>gomery Suburban Street              |          |
| West End Street Car  | 54       |
| West End Street Ry See Boston El. Sys  | 15       |
| West End Street Ry See Denver City RR.   | 31       |
| West End Street Ry. (Knoxville, Tenn.)   | 44       |
| West End St. Ry.—See Penn. Traction<br>West End Street Ry.—See Rockford Tract. | 46       |
| West Jersey Traction (Camden, N. J.)   | 23       |
| West Philadelphia Passenger Ry-See Phil-                                       |          |
| West Philadelphia Passenger Ry—See Philadelphia Traction System                | 68       |
| Western Elec. L. & PSee Toledo Trac  | 86       |
| West Pittston & Wyo. St. Car—See Wilkesb. & W. V. Trac.                        | 90       |
| West Roxbury & Roslindale St.Ry. (Boston)                                      | 15       |
| West Seattle Cable   | 83       |
| West Shore Ry  | 56       |
| West Side Circle Ry  | 86       |
| West Side Rapid Transit  | 80<br>36 |
| in the cite the (Edition At 1)   | 90       |

| PA  | GE.      |
|---|----------|
| West Side Street Ry-See Milwaukee Elec.   |          |
| Ry & Light  | 51       |
| West & South Towns Street Ry-See Chicago  |          |
| General Ry  | 25       |
| West Street & North End Elec. Ry  | 83       |
| Wheeling (W. Va.) & Elm Grova RR  | 90       |
| Wheeling (West Va.) Ry  | 89       |
| Wheeling (West Va.) Ry  | -        |
| (Dayton)  | 31       |
| white Plains & Mamaroneck-See N. Y.   |          |
| Elmsford & White Plains.  | 59       |
| Whitman Street Ry-See Brockton Street Ry.   | 16       |
| Whitney Ave.—See New Haven St   | 56       |
| Wilhesh & Foot Side   | 90       |
| Wilkesb. & East Side (See Wilkesb.)   |          |
| do & Kingston<br>do & Suburban<br>do & West Side Traction.  | 90       |
| do & West Side Traction.  |          |
| Wilkesharra & Wyoming Valley Traction   | 90       |
| Wilkesbarre & Wyoming Valley Traction<br>Williamsport Passenger Ry  | 90       |
| Willamette Bridge Railway-See City &  | 30       |
| Suburban Railway  | 73       |
| Wilmington (Del.) City Ry   | 90       |
| Wilmington & New Castle Elec. Ry. (Del.).   | 90       |
| Wilmington (N. C.) Street Ry  | 90       |
| Winchester Avenue RR  | 56       |
| Winnisimmet RR-See Lynn & Boston Sys.   | 14       |
| Winooski & Burlington (Vt.) Street Ry   |          |
| See Burlington Traction   | 22       |
| Winston-Salem Railway & Electric  | 90       |
| Woodland Park Electric Ry   | 83       |
| Woonsocket Street Ry<br>Worcester Con. St—See Wor. Tract. System.   | 91       |
| Worcester Con. St-See Wor. Tract. System.   | 91       |
| Worcester Leicester & Spencer St. RySee   |          |
| Worcester & Suburban  | 91       |
| Worcester & Millbury St. Ry.—See Worce-<br>ster & Suburban.<br>Worcester & Suburban Street Ry.<br>Worcester Traction.<br>Wyatt Park Ry.—See St. Joseph Trac. & Light. | -        |
| ster & Suburban   | 91       |
| Wordester & Suburban Street Ry  | 91       |
| Wwest Dowle Day Coa Ct Townsh Class & Light   | 91<br>78 |
| Wyandotte & Detroit River Ry.   | 35       |
| Wyanuotie & Detroit Kiver Ky  | 30       |
| 7 onkers RR   | 91       |
| work Street Ry  | 91       |
| Youngstown Street RySee Mahoning  |          |
| Youngstown Street Ry.—See Mahoning<br>Valley Electric.  | 91       |
| Zanesville Ry. & Electric Co  | 91       |
|   | -        |
|   |          |

# The Commercial and Financial Chronicle.

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QUOTATION SUPPLEMENT (MONTHLY) STATE AND CITY SUPPLEMENT (SEMI-ANNUALLY)

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