

STREET RAILWAY SUPPLEMENT

OF THE

COMMERCIAL & **F**INANCIAL **C**HRONICLE.

FOR INDEX OF COMPANIES

See pages 93, 94, 95 and 96.

May 28, 1898.

WILLIAM B. DANA COMPANY, PUBLISHERS,

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STREET RAILWAY

SUPPLEMENT

OF THE

COMMERCIAL & **F**INANCIAL **C**HRONICLE.

VOLUME LXVI.

May 28, 1898.

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

STREET RAILWAY

SUPPLEMENT

WILLIAM B. DANA COMPANY

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STREET RAILWAY SUPPLEMENT

— OF THE —

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, MAY 28, 1898.

STREET RAILWAY SUPPLEMENT.

THE STREET RAILWAY SUPPLEMENT, issued quarterly, is furnished without extra charge to every annual subscriber of the COMMERCIAL AND FINANCIAL CHRONICLE.

THE INVESTORS' SUPPLEMENT, issued quarterly, is also furnished without extra charge to every subscriber of the CHRONICLE.

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

MUNICIPAL OWNERSHIP OF STREET RAILWAYS.

The idea of municipal ownership of street railway enterprises does not appear to be making much progress in this country. Indeed, study and examination are developing a concensus of opinion against the proposition. There have been several important inquiries into the subject in recent years, and the result has been the same in every case—that is, adverse to the contention of those who would burden municipal government with this new function.

Not so very long ago, as may perhaps be remembered, a committee of the New York Legislature made a very exhaustive investigation, hearing many expert witnesses and taking a large amount of testimony. The conclusions of this committee were reported in the CHRONICLE of February 15 1896, page 297. They "unhesitatingly" disapproved of the idea of municipalities owning and operating street railways. There might be, they thought, circumstances under which it would be feasible, practicable and economical for the city to construct and own the road-bed itself, and permit its operation by a private enterprise, under the direction and control of the city, but even that time they believed was not yet at hand.

More recently, a special committee in Massachusetts (appointed in accordance with a law passed in June of last year) has also been studying the problem. The committee was a very able one, consisting of Charles

Francis Adams, William W. Crapo and Elihu B. Hayes, and their opinion consequently commands great respect. The committee's report was submitted last February, and we discussed it at length in the CHRONICLE of February 19, pages 364 and 365. Along with a series of appendixes giving instructive information as to street railway affairs in other States and countries, the report has now been issued in printed form, and constitutes a book of nearly three hundred pages, which will long remain useful for reference on the matters to which it relates. As we have so lately outlined the nature and scope of the Committee's suggestions (their study not having been confined to the question of municipal ownership, but having embraced the whole subject of the relations between street railways and municipalities), we shall not undertake to go over the same ground here, but shall simply note again their conclusions on that branch of the inquiry which we are considering to-day.

After noting that in Great Britain the tendency towards municipal ownership is very pronounced, they state that experience thus far has failed to reveal any special merit in the system. They point out that no attempt has yet been made in any country on a sufficiently large enough scale and for a long enough time to be of any real significance. Glasgow and Leeds are the two European instances most frequently referred to. From the statements often met with in the press it might well be assumed, they argue, that the experiments made in these cities amounted to an indisputable and established success, whereas such is in no degree the case. On the contrary, "nowhere as yet has the experiment of municipalization of street railways been worked out to any logical and ultimate results whatever, nor can it be so worked out for at least a score of years to come. Even then political habits, social traditions, and material and economical conditions vary so greatly, and enter to so large an extent into the problem, that it will not be safe to infer that what may have proved safe and practicable in one community is either practicable or safe in another. At the present time the municipalization of the street railways is not accepted as by any means indisputably desirable in Great Britain, while in Germany it is regarded unfavorably."

The views and opinions of private parties who have examined specially into the problem accord entirely with the foregoing conclusions from official sources. Among these independent researches, that undertaken by Mr. Robert P. Porter, ex-Superintendent of the Census, takes front rank. Mr. Porter has made a most thorough-going analysis of the results of the experiments tried in Great Britain, going over the official reports and documents with unusual care, and setting out many facts not generally known in this country with regard to the operation and acquisition of these enterprises and their past history, all of which are necessary to an intelligent and correct judgment in the premises. Mr. Porter shows how much more extensive street railway mileage and street railway travel is in the leading cities of the United States than in those of Great Britain, on account of which fact it is almost impossible to make any comparisons between the two countries. He says that in no other country can be found anything equal to these American enterprises; and although the investment of \$1,400,000,000 which they represent may look large, the assurance of expansion in population and revenues makes their prospects entirely satisfactory. To assume for one instant that the same results could have been attained in any other manner is, he asserts, to ignore the facts within the reach of every American citizen.

Speaking with reference to Glasgow, where the experiment in municipal ownership is commonly assumed to have been an unqualified success, he demonstrates that statements to that effect are subject to many qualifications. He says that the real facts about Glasgow, while indicating that the city has shown commendable enterprise in dealing with a difficult situation unexpectedly thrust upon it, are not of the slightest value to the United States, either as illustrating street railway enterprise or sagacity, or the ability of a municipality to operate such undertakings. On the contrary he thinks the study of Glasgow's management of its tramways furnishes one of the clearest exemplifications on record of the incapacity of a city to deal as thoroughly with such undertakings as private enterprises. Going back to 1872, when the lines (which were laid by the city and at the expense of the city) were leased to the Glasgow Tramway & Omnibus Company, he finds that the total capital expenditure of municipal money on these lines from 1872 down to July 1 1894, when the city installed its own plant, was \$1,678,776 63. But of this amount the company repaid the city (this being of course independent of all other payments made by the company) during its twenty-three years' lease \$980,454 09, enabling the city to enter into possession of a property which cost \$1,678,776 at a nominal cost of \$698,322. This fact, that the city acquired the property for about one-third its actual cost, Mr. Porter points out, is entirely ignored in all the calculations, and left out of the official reports. Yet despite this advantage at the start there is nothing specially to boast of in the situation at the present time. As against a capital account of \$698,322 July 1 1894, the same item May 31 1897 stood at \$3,065,741, showing that in the interval $2\frac{1}{2}$ million dollars had been spent by the city. Practically the whole of this, too, was spent for equipment—horses, cars, &c.,—as the track mileage increased only from 31 miles 3 furlongs double track to 32 miles 2 furlongs. Now after this expenditure of money, the city is confronted with the fact that there will in

all probability have to be, Mr. Porter says, an entire change of motive power and equipment in the near future—from horse to mechanical traction.

Nor does Mr. Porter find the revenues of the system yielding such glowing results as current reports would lead one to suppose was the case; but this part of his argument is quite lengthy, and it would take more space than we have at our command to attempt to give it. Wages, we need hardly say, are shown to be but about one-half what they are in this country. Much is made of the fact that, fares being graded, it is possible to ride in some instances for as low as a half-penny—this being the charge for half a mile. But Mr. Porter fails to see any advantage in this. He says: "As a matter of fact one can walk half a mile about as quickly as he can wait for these horse trams, which jog along slowly and pull up at each corner. The moment, however, he reaches four miles, or a distance that will take a man from the crowded city to the suburbs, where houses are more plentiful, air better and rents cheaper, the price goes up to two pence half-penny, or five cents." Hence Mr. Porter makes the declaration that the facts in the Glasgow case warrant the conclusion that a wide-awake American street car company could have leased the Glasgow tracks when the city took them over, installed a modern system, extended the tracks, and with the Glasgow wages just half those paid at home, carried passengers as cheap, if not more cheaply, than Glasgow is carrying them to-day. It could, furthermore, have assumed all the risk, and paid the city more money per annum, with profit for mileage and "Common Good", than it will get by operating the cars itself.

Mr. Porter has also examined the other experiments in municipal ownership in Great Britain, taking the cities up one after another, and finding in each case some qualifying circumstances affecting either the present or the future. He points out, too, that not only are the statements of success and profits attending municipal experiments in the operation of street railway enterprises greatly exaggerated, but municipal ownership has not made anything like the headway in the United Kingdom which we in this country are led to believe. Of upward of one thousand miles of municipal tramways in the United Kingdom in 1896, the returns indicate that a total of less than 100 miles was owned and operated by the municipalities. The truth therefore is that in Great Britain they are working out a comparatively small problem when compared with the 16,000 miles of street railways in the United States. England up to date, he says, has \$75,000,000 invested in street railways; the United States \$1,400,000,000. Such comparisons of course serve to indicate the extent of some of the differences between the two countries as regards the street railway problem.

DISHONEST CONDUCTORS.

Of the numerous problems that confront street railway managers, few are more troublesome than the question how to prevent dishonesty on the part of conductors. The serious effects on a company's income of the small leaks through which five-cent fares disappear are well recognized; and when, as in Albany not long ago, a systematic plan for cheating a company is found to have been practiced by a number

of conductors in collusion, we realize how considerable a sum the losses may aggregate. In this case it was estimated, if the press reports are correct, at towards \$20,000.

The large moneyed institutions of the country frequently pursue the policy, as we all know, of paying liberal salaries, in order to remove as far as possible from their employes the temptation to steal. Yet even such institutions cannot secure absolute immunity from theft. Small wonder is it, then, that the street railway companies, whose funds must pass through the hands of men of much less standing in the community, and receiving at the best far less pay, should suffer from dishonesty. Indeed, were it possible to secure as conductors only men reputed to be strictly honest, it may be questioned whether a considerable percentage of them would not eventually be afflicted with more or less moral aberration, rendering them incapable of distinguishing clearly between "mine and thine."

This observation is not mainly the outcome of a lack of faith in the class from which street railway conductors are obtained. It is based rather on the existence of a misconception in the minds of many persons as to what the relation of a corporation, particularly a transportation corporation, to society at large really is, or at all events should be. Constantly we hear talk about "soulless" corporations which "oppress" the people. Much of it is undoubtedly political clap-trap, but it strengthens the popular misconception none the less. Our legislators, too, in solemn conclave assembled often seem to proceed on the belief that corporations are "fair game." Even in the higher grades of society there are not entirely wanting those who take a certain pleasure in contriving to cheat a street railway company by riding, if they can, without paying their fare. Allow moderate intelligence to apply the principles taught by legislator and politician, to say nothing of the example of fare-dodging passengers, and a certain justification for pilfering conductors follows almost as a matter of course.

Such being the case, it becomes of the highest importance to devise an effective method for making thefts without discovery an impossibility. To this end are introduced bell punches and clock dial registers, with the expensive system of inspectors to visit the cars at unexpected moments for the purpose of detecting omissions to register fares collected. All these common devices have the same defect—namely, that unless the number of inspectors is extremely large the company must rely to some extent on the passengers to see that the payment of fares is recorded. Unfortunately for the companies, this reliance runs counter to the American dislike for meddling with other people's business: besides, to follow up and give information on such a matter would be impracticable for the business man; so that if apparent discrepancies are discovered the suspicion can seldom be otherwise treated than allowed to pass unnoticed.

Knowing the difficulties with which companies at home were contending in this respect, we watched on one occasion with peculiar interest and with an amusing result the system of paper checks, or receipts, employed in Great Britain; our readers are doubtless acquainted with the general features of this system. On paying his fare, one receives a small slip of paper, bearing on one side usually an advertisement, and on

the other side the name of the street railway, or omnibus company issuing the same; also a number, the receipts being numbered consecutively. If, as is usually true, the fare varies according to the distance traveled, ranging from one penny up to three, four or even six pence, then different colored receipts are sometimes used to represent the several rates of fares; or, as in going from Warwick to Leamington, one receipt is given for every penny paid. In this latter case, on a single trip over the line just mentioned a party of three became possessed of no less than nine receipts.

Having received his receipt, the passenger is expected to keep it in readiness to show in case an inspector should board the car. The inspector we never saw; but as a protection against disputes with the conductor as to whether or not one has paid his fare, the receipt serves a very good end. So far as the company is concerned the receipts apparently work in this way: Being numbered consecutively, and every passenger receiving one—for he will naturally demand it as a receipt for his money if it is not voluntarily forthcoming—the number of them issued during a trip should in every case correspond with the number of fares received. Moreover, the company's inspectors, from time to time, by examining the receipts held by the occupants of a car, can thus determine accurately whether all the fares have been properly collected. As a further precaution, the conductors of some lines are required to perforate with a punch the tickets issued in receipt of fares, the punch, we suppose, recording the number of times it is used. In one case the receipts were of thin paper in one long strip, carried on a reel, from which they were unwound and torn off as needed; in other cases they were in the shape of small cardboard tickets. In any event, they are intended to indicate the number of fares collected.

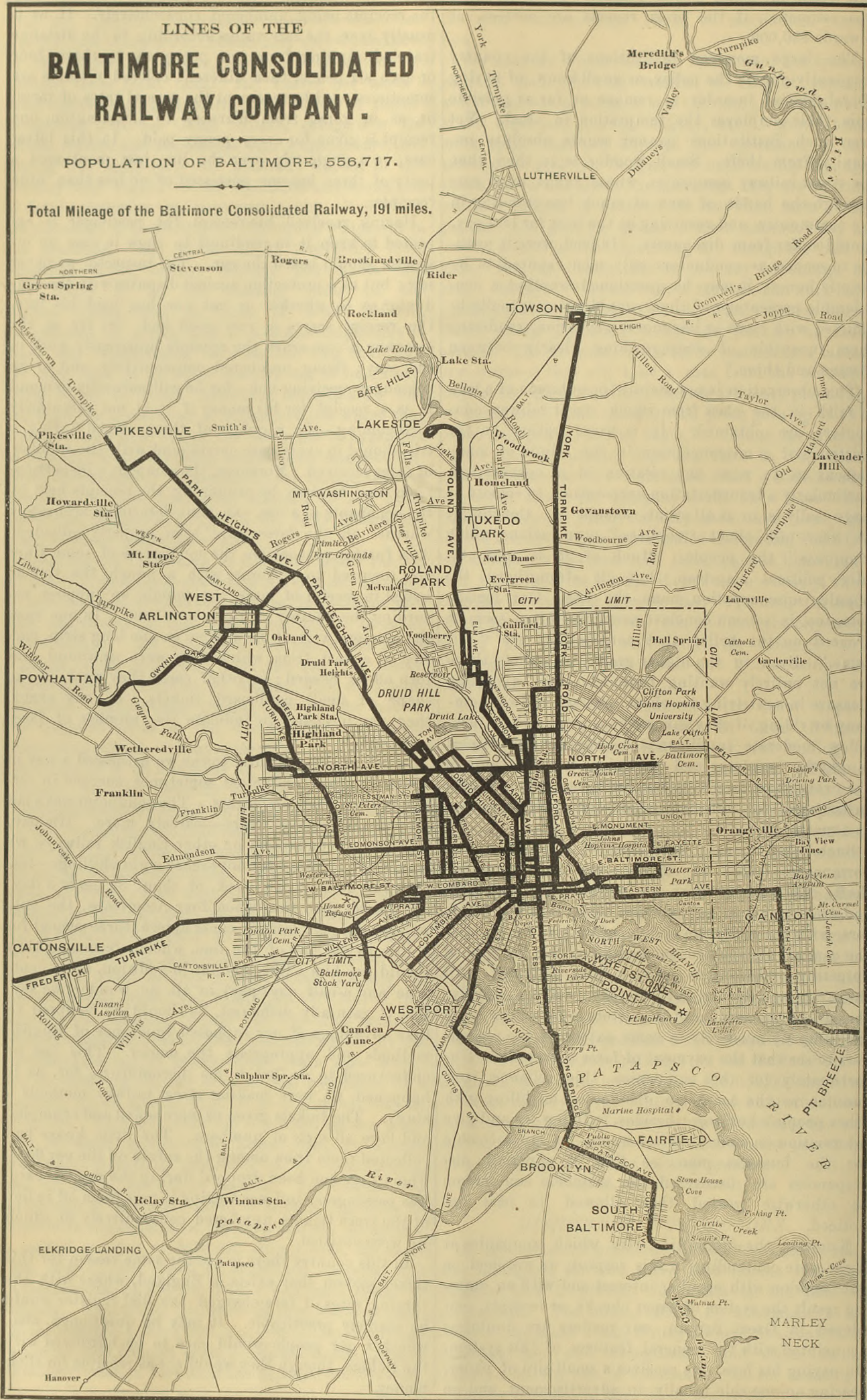
In one of the cathedral towns we witnessed a way in which English conductors sometimes succeed in circumventing their employers. The conductor was a lad of probably sixteen years—scarcely more. His pay, like that of conductors on other English railways, we may safely assume did not exceed eight shillings—less than two dollars—per week, or about 32 cents a day. No wonder then that when four Americans, the only passengers, paid him six cents apiece (three pence) for a ride to the end of the line, whence returning they should pay him a like amount in addition, or 48 cents (one and a-half days pay) in all, no wonder, we say, that if naturally dishonest, he should be tempted to take advantage of our supposed ignorance of English methods and appropriate the money. This last he endeavored to do, but to his discomfiture, for, as it happened, we were making street railway methods a study. The tickets given us were soiled and crumpled and bore all sorts of numbers. The little knave had collected them from among the refuse on the car floor, where they had been dropped during the day by careless passengers, and was seeking to pass them off in lieu of the fresh tickets numbered consecutively to which we were entitled.

In this country there is not the same reason for this ticket system that exists in England, where with the varying rates of fare charged the dial register would be scarcely practicable. It may be questioned, also, whether our people would care to be burdened with the tickets, though they would act as receipts for their money.

LINES OF THE
**BALTIMORE CONSOLIDATED
 RAILWAY COMPANY.**

POPULATION OF BALTIMORE, 556,717.

Total Mileage of the Baltimore Consolidated Railway, 191 miles.



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 activity of the country they serve. Hence constant reference to our STATE AND CITY SUPPLEMENT will be found necessary by those wishing to purchase the stocks and bonds of street roads. Population, assessed valuation, tax rate, total debts of the counties, cities and minor municipalities are given at length in that publication, every one of which items is an essential fact contributing more or less to any correct estimate of the amount of suburban travel a given road commands.

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

A full INDEX which shows where each railway 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 10,000.

AKRON STREET RAILWAY & ILLUMINATING—A trolley road.

ORGANIZATION—Chartered December, 1895, to succeed the Akron Street Railway and the Akron General Electric Co. The purchase and merger of the Akron & Cuyahoga Falls Rapid Transit was not accomplished in December, 1897.

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.

RECEIVERS.—Appointed Jan. 13, 1898.—George W. Crouse of Akron and A. O. Beebe of New York.—V. 66, p. 132. In March, 1898, receivers authorized to sell \$150,000 for improvements. V. 66, p. 573. In April, 1898, judgment was entered against the company for \$28,337, being balance due on note for \$42,500.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock.....			\$1,100,000	
Receivers' certificates, 1898 8 S-A			30,000	On demand
\$150,000 authorized, Interest at Chase Nat. Bank, New York.				
Akron St. RR. 1st M., 1888 6 F-A			185,000	Aug. 1, 1908
Akron St. Ry. & Ill. Co. 1896 5 g J-J			1,000,000	Jan. 1, 1926
1st cons. M. \$1,500,000, g. Trustee, Manhattan Trust Co., N. Y. City.				
Interest on consols of 1896 is in default.				

The consols cover all the franchises, real estate, tracks, and equipment, and lighting plants of the Akron Street Railway & Illuminating.

EARNINGS—	—Elec. properties.—		—Street railways.—		Total both.	
	Gross.	Net.	Gross.	Net.	Gross.	Net.
1896, total gross (both properties).....			\$214,246		\$86,117	
1895.....	\$55,652	\$25,431	133,604	\$55,106	80,537	
1894.....	49,352	21,033	108,355	40,775	61,808	

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 incandescent lights against 7,000 in 1896.

OFFICERS AND DIRECTORS—President, Samuel Thomas, 80 Broadway, New York City; Vice-President, George W. Crouse, Akron, Ohio; Secretary, J. A. Long; Treasurer, A. O. Beebe, 80 Broadway, New York City; Assistant Treasurer, Aaron Wagoner, Akron, Ohio; J. F. Seiberling, J. A. Long.—V. 65, p. 975, 1022, 1069; V. 66, p. 132, 573.

AKRON & CUYAHOGA FALLS RAPID TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1894.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
\$7k, \$1,000,000, \$100				\$1,000,000	
1st mtge., \$600,000.	23	1895	6 p. c.	400,000	Sept. 1, 1915
West End Trust & Safe Deposit Co. (trustee), Philadelphia.					

ROAD—In August, 1897, had 23 miles in operation. Rails 66 lb. T.

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

ALBANY, N. Y.

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

ALBANY RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1863. Operates five lines through principal business streets and residence district. Has no competition.

The Cohoes City Ry., $4\frac{1}{2}$ miles (stock, \$50,000), is controlled by parties interested in the Albany Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last div., &c.
Stock (see text) par \$100	6 Q-F.		\$1,750,000	May 1, 1898, $1\frac{1}{2}\%$
1st Mortgage.....	1865	5 J-J.	29,000	Jan. 1, 1905
4th Mortgage.....	1880	6 M-S.	11,500	Mch. 1, 1905
5th Mortgage.....	1888	5 M-S.	32,000	Sept. 1, 1913
Consol. M. (\$500,000), } e' gold \$1,000).....	1890	5 g J-J.	427,500	Jan. 1, 1930
Gen. M. \$750,000, gold.	1897	5g J-D.	375,000	June 1, 1947

STOCK—In 1896 stock was increased from \$1,500,000 to \$2,000,000; May, $1\frac{1}{2}$ p. c.

BONDS—The general mortgage of 1897 is for \$750,000 5 p. c. 50-year 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, 7 p. c.; in 1898, Feb., $1\frac{1}{2}$ p. c.; May, $1\frac{1}{2}$ p. c.

ROAD—Company in June, 1897, operated 37 miles of track in city of Albany and suburbs, extending also to Troy, as follows:

Track owned in fee.	Miles.	Track leased.	Miles.
Main line and brs. (trolley).	21	Watervliet Turn. & RR. Co.	16
Weight of rails on road owned.....	50 to 90 lbs	Total track in June, 1897.	37

LATEST EARNINGS—For 9 months ending Mar. 31:

	1897.	1896.	1897.	1896.
Gross earns.....	\$556,966	\$539,428	Interest.....	\$27,925
Net.....	208,568	196,858	Taxes, etc.....	48,251
Other income.....	2,168	2,945	Dividends.....	93,750
Net income.....	210,736	199,803	Bal. for year, su.	36,970
				su. 35,413

GENERAL BALANCE SHEET JUNE 30, 1897.

Assets.		Liabilities.	
Cost of road.....	\$2,396,738	Capital stock & scrip....	\$1,750,000
Cost of equipment.....	115,965	Funded debt.....	848,000
Stocks & b'ds, other cos.	83,024	Int. due and accrued.....	2,288
Cash on hand.....	30,508	Open accounts, etc.....	21,920
Open accounts.....	49,622	Profit and loss, surplus.	53,649
Supplies on hand.....			
	\$2,675,857		\$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, 1022; V. 66, p. 132, 809.

WATERVLIET TURNPIKE & RAILROAD.

ORGANIZATION—Opened July 4, 1863. Leased to Albany Railway March 15, 1892, for 999 years. Annual rental, $\frac{1}{2}$ of 1 per cent on \$240,000 stock and 6 per cent interest on bonds. Owns 16 miles.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock \$100.....		$\frac{1}{2}$ p. c.	\$240,000	
1st M. int. guar.....	1899	6 M-N.	350,000	May 1, 1919
2nd M., p. & i. guar.....	1890	6 M-N.	150,000	May 1, 1919

ALEXANDRIA, VA.

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

WASHINGTON ALEXANDRIA & MT. VERNON RAILWAY—

ORGANIZATION—Incorporated 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.
 Stock, \$500,000 (par \$50).. \$500,000
 1st mort., \$750,000, gold.. 1895 5 g. F.-A. 700,000 Aug. 1, 1925

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

ROAD.—Operates from Washington, D. C., (18½ 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, J. K. Swartz. Office, Alexandria, Va., and Washington, D. C.

INDEX—V. 61, p. 474.

ALLEGHENY, PA.

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

ALLEGHENY TRACTION—See PITTSBURG, PA.

NUNNERY HILL INCLINED PLANE—

ORGANIZATION—Incorporated Sept. 24, 1886. Stock (\$50), \$60,000 1st mortgage, 1887, 6 A-O, \$30,000, due Oct. 1, 1907. Road is built upon trestle and stone wall, rising 250 feet, and is 1,100 feet in length—runs to top of Nunnery Hill.

OFFICERS.—President and Treasurer, Oliver P. Scaife; Secretary Arthur Kennedy; Supt. and Purchasing Agent, C. D. Heist.

TROY HILL INCLINED PLANE & BRIDGE COMPANY—A cable road.

ORGANIZATION—Franchise runs for 999 years.

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

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

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

OFFICERS.—President, Jas. D. Callery; Secretary, C. S. Wright; Treasurer, Wm. V. Callery; General Manager, J. J. Saint.

ALLENTOWN, PA.

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

ALLENTOWN & LEHIGH VALLEY TRACTION—A trolley road.

ORGANIZATION—Chartered May 31, 1893. Owns and operates 45 miles of electric road in the Lehigh Valley in Lehigh and Northampton counties, connecting the city of Allentown with the boroughs of Bethlehem, South Bethlehem, Fountain Hill, West Bethlehem, the Catasauquas and Copley, and the towns of Whitehall, Seigfrieds, Northampton, Aineyville and suburban Allentown. The combined population of towns and villages served by the system in 1890 was 77,315; in 1880 was 51,074. "Franchise runs for 999 years and gives exclusive rights to operate street railways in all said towns, boroughs and city;" company also owns 9 miles private right of way connecting certain of the above-mentioned towns. The control in the property is held through ownership of the entire capital stock of the companies below, which have been absorbed, their entire capital stock (except five shares of each to qualify directors, and a portion of the Electric L. & P. stock not owned) having been placed in trust for the benefit of security holders. Their corporate existence, however, is preserved for legal reasons, valuable rights being conferred by some of their old charters, including the right of eminent domain.

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

CAPITAL STOCKS OWNED.

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

The outstanding securities on the property are as follows:

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$4,000,000.			\$4,000,000	
Allentown & Lehigh Valley Traction, 1st M., gold, c*	1893 5g. M-S		750,000	Sept. 1, 1913
Allent'n & Beth. Rap. Tr.	1891 6g. J-J		500,000	July 1, 1911
1st mortgage, gold			Subject to call at 110 on July 1, 1896.	
Second mortgage		6 p. c.	200,000	See text.
Allentown & Lehigh Valley Traction Co. consol. M.	1895 5g. J-J		See text.	Jan. 1, 1925
for \$2,000,000, gold, c*			Guaranty Trust Co., N. Y., trustee.	
Unfunded debt June 30, 1897 (see below)				\$748,606

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 (V. 65, p. 1218), and A. & L. V. in January, 1898, was ordered to pay the mortgage and interest, \$246,200; trustee, Old Colony Trust, Boston.

ROAD—In July, 1897, owned and operated 43 miles in the Lehigh Valley, as above described; gauge, 4 ft. 8½ in.; 60 and 70 lb. T and girder rails; 70 motor cars. In March, 1898, it was reported that extension was contemplated from Copley to Egypt, 4 miles.

ANNUAL REPORT.—For year ending June 30, 1897, gross, \$214,845; net, \$98,830; interest and taxes, \$66,093; balance over charges for

year, \$32,037. In 1895-96, gross, \$238,453; net, \$123,894; interest and taxes, \$87,744; balance, surplus for year, \$36,150.

GENERAL BALANCE SHEET JUNE 30, 1897.

Assets.		Liabilities.	
Road and equipment	\$1,702,610	Capital stock	\$4,000,000
Stocks other companies	1,954,542	Funded debt	1,170,000
A. & B. R. T. leases and real estate	2,500,000	Loans	748,606
Electric Light Co.	38,802	Purchase account	205,252
Accts. rec. and supplies	15,988	Accounts payable, etc.	87,436
Disc't & suspense acc't	89,275	Profit and loss	92,073
Cash on hand	2,150		
Total	\$6,303,367	Total	\$6,303,367

OFFICERS.—President, Albert L. Johnson, Mutual Life Building, New York; Secretary and Treasurer, A. F. Walter, Allentown, Pa.

INDEX—V. 60, p. 130, 479, 1103; V. 62, p. 906; V. 65, p. 1218.

ALTON, ILL.

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

ALTON RAILWAY & ILLUMINATING—A trolley road.

ORGANIZATION—Organized July, 1895, to consolidate the Alton Electric Street RR., Light & Power Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co., which union was perfected August 20, 1895. Franchise runs until 1915. Population of Alton, Upper Alton and North Alton in 1896 estimated at 21,000. Owns Rock Spring Park of 20 acres with lake.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par \$100			\$250,000	
Alton Improv. Asso. }	5 M-S		25,000	1899-04-09
1st M., cur.		Interest at Alton Savings Bank.		
Alton Ry. & Ill. 1st M. }	1895 5 g. A-O		225,000	Oct. 1, 1915
\$250,000, g., \$1,000. c*		Interest at Manhattan Trust, New York.		

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

EARNINGS—About 60 per cent of earnings come from the railway and 40 per cent from the light and power plant. For the year ending Sept. 30, 1897, the railway and light and power earnings were, gross \$73,195; net, after payment of taxes, \$33,963; interest, \$16,581; balance, surplus for year, \$17,380.

OFFICERS.—President, Treasurer and General Manager, J. F. Porter; Vice-President, H. C. Priest; Secretary, H. S. Baker.—V. 66, p. 615.

ALTOONA, PA.

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

ALTOONA & LOGAN VALLEY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Incorporated Dec. 12, 1892, and April 17, 1893, acquired by purchase \$170,000 of the capital stock of the City Passenger Ry. Co.; also owns 18.7 miles constructed under its own charter. Road opened June 15, 1893. Controls Lakemont Park Co., stock \$65,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outst'g.	Last Div., etc.
Stock, \$500,000, \$50				\$380,350	
1st M. \$500,000 gold }	16½	1893 5 g. J-J		485,000	July 1, 1923
\$500 and \$1,000. c }		Sink. fd. 1 p. c. yearly;		bds. subj'ct to call at 105.	
		Int. at Cassatt & Co., Phila., and 1st Nat. Bk., Altoona			
Bills payable June 30, 1896,				\$36,382.	

City Passenger Ry.—
 Stock, par \$50..... See text. (?)
 1st mortgage \$50,000, } 6 1892 5 J-J 50,000 Jan. 15, 1912
 \$1,000.....r. } Interest by Treasurer, Altoona.

Bills payable June 30, 1897, \$34,057.

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 2½ per cent; in 1896-97 paid 2½ p. c.

ROAD—On July 1, 1897, was operating 26.2 miles of track, connecting Altoona, Bellwood and Hollidaysburg.

ANNUAL REPORT.—For year ending June 30, 1897, gross, \$83,051; net, \$38,411; interest, taxes, etc., \$27,866; dividends, \$9,509; bal., surplus, for year, \$1,036; for years ending Dec. 31:

	1896.	1895.	1896.	1895.
Gross earnings	\$90,264	\$83,292	Taxes, etc.	\$3,350
Net earnings	42,822	42,135	Sinking fund	5,000
Dividend rec'd.	5,074		Dividend (2½%)	9,446
Interest paid	25,000	25,000	Balance for year	5,100

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, \$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 in Amherst (about 4.6 miles) opened in July, 1897, and to Nov. 1 carried 92,818 passengers. Stock subscribed for, \$22,000. First mortgage bonds for \$21,500 issued February 1, 1898. Directors are: President, W. D. Cows; Vice-President, T. L. Paige; M. A. Dickinson, H. B. Edwards, F. A. Caldwell, Levi Stockbridge and George E. Fisher. Clerk is Chas. Edwards; Treasurer, Moody Harrington; Supt. and Gen. Manager, L. A. Wheelock.

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).....			\$250,000	
1st mort., \$250,000, gold, c.....	1890	6g. A-O	200,000	Oct. 1, 1920
Bills payable (Dec. 31, 1897).....			8,390	
Interest accrued do.....			41,000	

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

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

LATEST EARNINGS—4 months, } 1897-8..Gross, \$16,416; net, \$3,235
Dec. 1 to Mar. 31. } 1898-7..Gross, 14,439; net, 2,089

EARNINGS—For year ending November 30, 1897, gross, \$49,264; net, \$11,487. In 1895-96, gross, \$49,021; net, \$10,168. In 1894-95, gross, \$46,589; net, \$6,310.

OFFICERS—President, J. H. McClement; Vice-President, John S. Wise; Secretary and Treasurer, T. D. Mossrop; 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 RAILWAY.—A trolley road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outs'd'g.	Maturity.
Stock (\$200,000 auth'd).....				\$150,000	
1st M., \$150,000, gold, } 11 } 1892		6g. J-J		150,000	July 1, '12
\$1,000.....c } Int. at Farmers' L. & T. Co., Trustee, N. Y. C.					

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

EARNINGS—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, etc.	Bal., sur.
1896.....	\$49,263	\$22,534	\$12,600	\$9,934

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

ANN ARBOR, MICH.

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

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

ORGANIZATION—In May, 1898, the Detroit Ypsilanti & Ann Arbor had absorbed the company. See Detroit.

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. Capital stock authorized, \$50,000; paid-in, \$10,000. Track, 1½ miles.

In May, 1898, it was stated that it was proposed to enlarge and improve the plant, and, for that purpose, to sell the road or increase the capital stock

OXFORD LAKE LINE—

ORGANIZATION—Organized in 1884.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, common (\$50 par).....			\$125,000	
Preferred (\$50 par).....			50,000	
1st mortgage, gold, (\$1,000) } 1892		6g. F-A	175,000	1912
sinking fund.....c } Trustee, So. Bank & Tr., Atlanta, Ga.				

Interest payable at Boston or Atlanta.

ROAD—Oxford Lake to West Anniston, 67½ miles; side track, 8½ miles; total track, 7½ miles. Eight motor cars and 2 trailers.

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

ASBURY PARK, N. J.

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

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

ASBURY PARK & BELMAR STREET RY.—

ORGANIZATION—Owns 2¼ miles of track completed in 1894. Purchased at foreclosure sale in March, 1898, in interest of Atlantic Coast Electric Ry., which since June, 1897, has operated cars over it.—V. 66, p. 616. Gross earnings in 1897, \$19,340; in 1896, \$17,777.

OFFICERS—President, G. B. M. Harvey. INDEX—V. 66, p. 616.

SEASHORE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered in 1888, and has franchise to operate a double-track street railway in borough of Asbury Park for 50 years, with provisions for renewal at end of that time. Leased in 1896 for 50 years to Atlantic Coast Electric Railway—which owns \$150,000 of the stock and operates this road as part of its system—see under Long Branch.

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

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—Reorganized in 1896-97 and pref. stock issued

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, common.....			\$100,000	
Pref. stock, 6 p. c. cum.....			200,000	
1st M., \$50,000 (\$500).....	1888	6 J-J	26,500	July 1, 1918
				Interest at Atlantic Trust, New York City.
Mortgage.....c.....	1893	6 J-J	73,500	July 1, 1903

ROAD—Operates between 6 and 7 miles of track.

EARNINGS—In year 1897 gross earnings from passengers were \$38,592. Including other income, \$2,163, total net was \$5,314, all applied to betterments.

ASHLAND, WIS.

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

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

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

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$300,000 (\$100).....			\$150,000	
1st M., \$150,000, gold } 1896		5g. J-J	110,000	Jan. 2, 1916
(\$1,000, s.f., red. 104.c) } Int. at Old Colony Tr., Boston, trustee.				

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

ASHTABULA, OHIO.

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

ASHTABULA RAPID TRANSIT—

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

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock.....				\$150,000	
1st M., \$75,000, gold, } 1891		6g. J-J		75,000	July 1, 1911
1,000.....c } Int. at Central Trust Co., Trustee, N. Y. City.					

ROAD—Operates 5 miles of track on 5 miles of street.

OFFICERS—President, F. B. Wagner; Vice-Pres., F. J. Wittack; Sec retary, Gen. Man. and Pur. Agt., T. Fricker; Treasurer, E. W. Savage.

ASTORIA, OREGON.

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

ASTORIA STREET RAILWAY—A trolley road

ORGANIZATION—Chartered Nov. 12, 1887.

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

Interest is payable at the office of the Security Savings & Trust Co (trustee), Portland Ore. From 1899 to 1906 one bond must be called yearly at par; from 1907 to 1909 three bonds yearly, and in 1910 and 1911 four bonds yearly.

ROAD—Operates 3 miles of track.

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

ATCHISON, KANSAS.

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

ATCHISON RAILWAY, LIGHT & POWER—

ORGANIZATION—Successor in 1895 to the Atchison Railway, Electric Light & Power Co. In 1897 reported to have purchased Forest Park and other property for \$125,000. 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	6g.	150,000	July 1, 1915
Consol. mortgage.....		1897		(1)	

Trustee of 1st mortgage, Mercantile Trust Co., N. Y.

ROAD—Operates 8¼ miles of track on 8 miles of road.

OFFICERS—President, J. P. Pomeroy; Vice-President, W. P. Waggen er; Secretary, J. M. Chisham; Treasurer, C. S. Hetherington.

ATHENS, GA.

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

ATHENS ELECTRIC RAILWAY—A trolley road

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

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

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

PLANT—Owns 6 miles of track; 40-lb. T rails; 8 cars; lighting and power plant, 700 horse power; 55 miles copper wire on 15 miles of poles.
 OFFICERS—President, W. S. Holman; Vice-President, J. Y. Carithers; Secretary and Treasurer, W. T. Bryan; Superintendent and Purchasing Agent, C. D. Flanigan.

ATHOL, MASS.

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

ATHOL & ORANGE STREET RAILWAY—
 A trolley road.

ORGANIZATION—This company Oct. 1, 1897, owned 7 miles of electric railway, extending from town of Athol to centre of Orange, Mass. Completed Oct. 1, 1894. Its securities, etc., are shown below.

Stock (par \$100).....\$60,000 f. p.	Earnings years end. Oct. 1:
1st M. (\$1,000, gold, '94. \$60,000	1897.....\$32,550
5g., J & J, (no option) Jan. 1, 1915	1896.....\$37,833
Cur. liabilities Sep. 30, '97. \$7,157	Net..... 8,950
" assets Sept. 30, '97... 6,725	Int., taxes, etc.. 3,271
	Dividends..... 4,800
	2,400

DIVIDENDS—In 1895, 5 p. c.; in 1896, 4 p. c.; in 1897, 8 p. c.

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

ATLANTA, GA.

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

ATLANTA CONSOLIDATED STREET RAILWAY—
 A trolley road.

ORGANIZATION—Incorporated in 1891.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100).....			\$2,000,000 paid in.	
Atlanta St. RR. first gold \$1,000.....	1890	6 g. J.-J.	225,000	1920
Atlanta Consol. St. Mort., 70 m., \$2-250,000 \$1,000 each gold.....	1891	text J.-J.	\$1,928,000	July 1, 1921
Income bonds, gold, \$1,000 each.....	1894	8 g.	\$106,000	Optional but due 1924.
comes.—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, \$47,340. For the years ending April 30 earnings were:

Gross.....\$491,379	1895.....\$292,467	General exp....\$245,201	1895.....\$169,029
Other income.. 6,911	2,378	Interest..... 133,201	92,520
		Taxes..... 9,708	9,708
		Balance.....sur.119,888	sr.23,588

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

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

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

Total.....\$4,646,482 Total.....\$4,646,482

OFFICERS—President, Ernest Woodruff; Sec. and Assit. Treas., T. K. Glenn; Treas., 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. In March, 1898, sale was ordered.

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

BONDS—\$50,000 held by 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—10 months, } 1897 8. Gross, \$74,042; net, \$13,654
 July 1 to Apr. 30. } 1896 7. Gross, 67,516; net, 14,349

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, New York, N. Y.—V. 60, p. 927, 1143.

AUBURN, N. Y.

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

AUBURN CITY RAILWAY—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100) \$300,000.....			\$250,000	
1st M., \$300,000 (\$1,000, c*) } 1895	6g. F-A	300,000	Aug. 1, 1925	
red. Aug. 1, 1905, at 105. } Int. at W. End Tr. & S. D. Co., Phila., tr.				
Bills payable June 30, 1897.....			49,475	

Profit and loss deficit June 30, 1897, \$31,029.

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	sur. \$7,542
1895-6.....	47,604	15,925	1,082		

OFFICERS—President, C. D. Beebe; Secy. and Treas., S. J. Foster. Directors—C. D. Beebe, H. S. Holden, M. A. Holden, O. M. Warren, D. A. Smith, William Nottingham. INDEX—V. 61, p. 749.

AUGUSTA, GA.

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

AUGUSTA RAILWAY & ELECTRIC CO.—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock.....			\$600,000	
1st mort., \$500,000, gold, 1896	5 g. J-J	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). For calendar year 1897 total gross, \$164,887; net, \$67,195; interest on bonds, \$22,025; balance, \$45,170.

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.

AUGUSTA HALLOWELL & GARDINER RAILROAD—An electric road.

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

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

Dividends, 1894-95, 2 p. c.; in 1895-96, 3½; in 1896-97, 4.

ROAD—Operates from Augusta to Gardiner, 7 miles.

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

	1897.	1896.	1897.	1896.
Gross earnings....	\$40,840	\$41,117	Taxes, etc.....	\$376
Net earnings....	18,807	16,361	Bal. for divs.....	9,431
Interest on bonds 9,000	9,000	Dividends.....	4,800	
			4,200	

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

AURORA, ILL.

POPULATION 1897 (ESTIMATED) WAS 25,000; IN 1890 WAS 19,688; IN 1880 WAS 11,873; AND IN 1870 WAS 11,162.

AURORA STREET RAILWAY.—An electric road.

ORGANIZATION—Chartered in September, 1890. Successor by purchase to Aurora City Railway. Franchise (extended in 1896) running till 1916 without exclusive rights.

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

Bonds—The trustee holds 2,988 shares of Aurora City Ry. stock for benefit of the bonds.

ROAD—Operates 16 miles of track, of which 2 miles are double track. Year ending March 31, 1896, gross, \$69,111; net over taxes, \$7,036; year ending March 31, 1898, gross \$64,781.

OFFICERS—President & Treasurer, R. B. Dodson, 2 Wall St., N. Y.; Vice-Pres., H. C. Tinker; Gen. Man. and Purch. 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 Elgin City Carpentersville & Aurora. Line Aurora to Batavia, 7 miles, is in operation, and the one-mile additional has been built.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$100,000 authorized).....			\$88,000	
Bonds.....			NONE	

Year ending Oct. 31, 1897, gross, \$24,474; net, \$13,589.

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

AUSTIN, TEX.

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

AUSTIN RAPID TRANSIT RY.—A trolley road.

ORGANIZATION—Chartered in 1890. Ira H. Evans appointed receiver February 23, 1897. Interest is in default.

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

International Trust Co., mortgage trustee, Boston.
 ROAD—Operates 13-34 miles of track on 10-27 miles of road.
 OFFICERS—President, F. H. Watriss.—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 6.)—Trolley. Population in 1897 (local authority), 500,723.

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. 887.

STOCK & BONDS—	Date.	Interest.	Outst'nding.	Div., Mat., &c.
Stock, \$10,000,000 (par \$25)			\$9,172,000	Jan. 15, '98, 2

Baltimore Traction bonds:

1st M. (\$1,000), Trustee Mer- cantile Tr. & Dep. Co.	1889	5 M-N	1,500,000	Nov. 1, 1929
Ext'n. & Imp. (\$1,000) 6s, g. Trustee, Mer. Tr. & D. Co.	1891	6 g. M-S	1,250,000	Sept. 1, 1901

N. Balt. Div. 1st (\$1,000) 5s, g. Trus., Mer. Tr. & Dep. Co.	1892	5 g. J-D	1,750,000	June 1, 1942
Collateral trust 1st mort., \$750,000, \$1,000, tax free, gold, subject to call at 105.	1895	5 g. J-J	750,000	Jan. 1, 1900

Convertible gold bonds (not mort.) red. after May 1, '01, at par (\$1,000), text. c' } Trustee, Mercantile Trust & Deposit Co., Baltimore.

City & Suburban Ry. bonds—1st mortgage, g., (\$1,000)	1892	5 g. J-D	3,000,000	June 1, 1922
Balt. Catonsv. & Ellicott's Mills 1st M., \$500,000 prin. g.	1896	5 J-J	500,000	July 1, 1916

Lake Roland Elevated—1st M., gold (\$1,000) Int' at Alex. Brown & Sons, Baltimore.

Balto. Consl. Ry. M., \$12, 1897 4 1/2 g. M-S none Sept. 1, 1997 000,000 g. (\$1,000) c' } Mercantile Tr. & Dep. Co., Balto., trustee.

Stock.—Of the \$10,000,000 stock, \$4,900,000 was issued to the Balto. Traction stockholders in exchange for their stock, etc., and \$4,000,000 to City & Suburban for stock. Mercantile Trust, Balto., is transfer agent for stock.

Dividends—In 1898, January, 2 per cent (first dividend).

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 lien of the several issues of Baltimore Traction bonds, see V. 64, p. 285.

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

EARNINGS.—The company acquired possession on July 1, 1897. From July 1 to Dec. 31, six months, comparison is made with constituent companies in 1896:

6 months.	Gross.	Net.	Int. & taxes.	Bal., sur.
1897	\$1,270,103	\$710,884	\$381,996	\$328,888
1896	1,210,494	582,818	374,900	207,718

Jan. 1 to Apr. 30, (4 mos.), gross, \$667,647 in 1898; \$660,696 in 1897.

REPORT—Statement of July 1, 1897, was in V. 65, p. 867, showing:

Years ending Dec. 31—	Baltimore Traction—	City & Sub—		
1896	1895	1895		
Gross receipts	\$1,269,514	\$1,179,191	\$1,014,541	\$936,585
Operating expenses	646,128	639,707	648,981	621,460
Receipts over oper. exp.	\$623,386	\$539,484	\$365,560	\$315,125
Fixed charges	445,511	413,097	166,128	211,749
Balance, surplus	\$177,875	\$126,387	\$149,432	\$103,376

OFFICERS—President, Nelson Perin; Vice-President and General Manager, William A. House; Secretary, Thos. C. Jenkins; Treasurer F. S. Hambleton, Directors: Charles Adler, Edward L. Bartlett, Jesse Hilles, W. T. Dixon, T. E. Hambleton, H. Crawford Black, William F. Harvey, Nelson Perin, William A. House, George C. Jenkins, George A. Von Lingen and Theodore F. Wilcox.

The Mercantile Trust & Deposit Co. of Baltimore is transfer agent.—V. 64, p. 1180; V. 65, p. 867; V. 66, p. 383.

BALTIMORE CITY PASSENGER RY.

ORGANIZATION—Incorporated Feb. 13, 1862. In September, 1897, purchased all the \$300,000 of bonds of the Baltimore Middle River & Sparrows' Point Electric Ry.—V. 65, p. 410. In January, 1898, control of the Central Ry. of Baltimore City was purchased.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$25 (\$8,000,000)			\$2,500,000	Jan. 1, 1898, 5%
1st mortgage			2,000,000	Nov. 2, 1911
\$1,000 gold			500,000	Nov. 2, 1911
Certs. of indebt. \$500.			500,000	Nov. 2, 1911
000, g. (\$500 & \$1,000)			500,000	Nov. 2, 1911

TRUSTEE of 1st mortgage is Safe Deposit & Trust Co. of Baltimore On Feb. 16, 1897, \$500,000 certificates of indebtedness were authorized to pay floating debt and for improvements.

DIVIDENDS } 1890. 1891. 1892. 1893. '94. '95. '96. '97. Jan., '98. Since '89 p. c. } 13 11 9 11 8 12 10 10 5

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

Year.	Gross.	Net.	Interest.	Dividends.	Balance.
1897	\$1,135,500	\$426,250	\$111,250	\$250,000	\$65,000
1896	1,060,418	378,000	100,000	250,000	28,000
1895	1,058,305	Not rep'ted.	100,000	300,000	Not rep't'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. 65, p. 410; V. 66, p. 334.

BALTIMORE CITY PASSENGER SYSTEM - CENTRAL RY. OF BALTIMORE CITY.—An electric road.

ORGANIZATION—Incorporated May 6, 1891; amended by Act of 1892. Completed as electric line in October, 1892. In January, 1898, Baltimore City Passenger Ry. paid \$100 per share for the stock.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$300,000 (\$50)			6 J - D	\$300,000	Dec. 20, '97, 3
1st mort., \$250,000, } Subject to call at 100 in certain amounts yearly. Trustee Baltimore Safe Dep. & Trust Co. Int' at Citizens' Nat. Bank. Consol. M., \$700,000, } Interest at Citizens' National Bank. Ext. & Imp. 1st mort. } 14 1897 5 g. M-S \$400,000 Mar. 1, 1932 \$600,000, g. (\$1,000) } Trustee is Baltimore Tr. & Guarantee Co., Balt.			1882 6 J - J	\$3,000	July 1, 1912

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

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, 4 1/2 years, were:

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

--V. 64, p. 286; V. 66, p. 334.

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

ORGANIZATION—Incorporated in 1894. The Baltimore City Pass. Ry. purchased the \$300,000 of bonds in Sept., 1897. The roads are operated separately

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$400,000			(1)	
1st M., \$300,000, gold, } 1895 5 g. J-J } \$300,000 July 1, 1925				
\$1,000 c' } Trustee, Maryland Trust Co.				

ROAD—Projected from Baltimore to Sparrows Point, 19 miles. Completed to August, 1897, 8 1/2 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.

THE 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'g.	Maturity.
Stock, \$1,000,000 (\$50)			\$1,000,000	
1st M., \$1,250,000, gold, } 1897 5 g. } 1,100,000 Nov. 1, 1947				
(\$1,000) c' } Maryland Trust, Balto., trustee.				

The 5 per cent bonds of 1897 are a first lien on all the property, including the Pikesville Reisterstown & Emory Grove RR., which has been consolidated with the Balt. & North'n Electric.—V. 65, p. 1023.

ROAD—On Oct. 18, 1897, the line was opened for traffic, cars running over the tracks of the City Passenger Ry. through Baltimore to the corner of Lafayette Avenue and Charles Street and thence 19 1/2 miles to Emory Grove, the northern terminus of the line. Power is to be furnished from the B. & O. Belt Line power house for the line south of Arlington Junction and from thence to Emory Grove for company's power house at Owning's Mills. The road has branches to Pimlico, West Arlington and West Woodbury.

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, 1023.

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.

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 Railway stock turned over by the Baltimore & Catonsville Construction Co. The Belt Ry. and Eckington & Soldiers' Home roads were placed in receiver's hands Sept. 21, 1896.

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.—V. 65, p. 1023.

RECEIVERSHIP—On Dec. 11, 1897, Nicholas P. Bond was appointed receiver of the railroad. The syndicate above mentioned obtained a clear title to the property by also purchasing the same at foreclosure sale on March 30, 1898.—V. 66, p. 664; V. 66, p. 288.

REORGANIZATION—Pending in May, 1898, the name of the new company to be the Maryland Traction Co.

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 T rails and stone ballast. See V. 62, p. 908. In April, 1898, it was stated that the above named syndicate intended to equip the entire road with the underground electric system, beginning with the Washington lines. V. 66, p. 664. V. 63, p. 28, 356, 458, 504, 559; V. 64, p. 610, 1088; V. 65, p. 620, 666, 924, 1023, 1173; V. 66, p. 288, 664, 1000.

MARYLAND TRACTION CO.—Incorporated in May, 1898, as the successor of the Baltimore lines, of the Columbia & Maryland RR., sold in foreclosure March 30, 1898. The company will also

complete the Ellicott City branch of the Columbia & Maryland. V. 66, p. 1000. Capital stock, \$700,000.
 DIRECTORS—Thomas J. Hayward, Henry A. Parr, Robt. S. Carswell, William H. Boehler and Edward P. Hill, of Baltimore.—V. 66, p. 1000.

WASHINGTON WESTMINSTER & GETTYSBURG RAILROAD—To be a steam road. See INVESTORS' SUPPLEMENT for July, 1898, and this SUPPLEMENT for February, 1898.

BALLSTON SPA, N. Y.

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

BALLSTON TERMINAL RR.—A trolley road.

ORGANIZATION—Chartered March, 1896.

STOCK & BONDS—	Date.	Interest.	Authorized.	Maturity.
Stock (par \$100).....			\$300,000	
1st mort., gold (\$500 and \$1,000 each) \$300,000 ^c }	1896	5g. J-D	250,000	June 1, 1925
				Int. at Atlantic Trust Co., N. Y., trustee.

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

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

BANGOR, ME.

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

BANGOR HAMPDEN & WINTERPORT RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in 1897 to build a road from the south line of Bangor through Hampden to Winterport. Bonds, 1st mortgage, dated 1897, \$300,000 (\$1,000 each), 5 per cent, due Sept. 15, 1917, Old Colony Trust Co., Boston, trustee. Entire projected line, 54 miles; of this Bangor to Hampden Corner, 4.65 miles, operated by Bangor Street Railway in 1897, and balance under construction.

BANGOR STREET RAILWAY.—An electric road.

ORGANIZATION—Organized October, 1889. The Public Works Company was formed by the union of the Street Railway Company and the Bangor Electric Light & Power, Penobscot Water & Power and Brewer Water companies. T. A. Wilson, of Bangor, Maine, Hon. A. P. Wiswell, of Ellsworth, Maine, and Charles A. Stone, of Boston, recommended consolidation of the several companies above named into a new corporation with \$600,000 stock and \$600,000 bonds. See V. 61, p. 795. Reorganization pending.

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

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

ROAD—Owns road in Bangor to Brewer, etc., 9½ miles in all.

ANNUAL REPORT—For years ending June 30 earnings have been:					
Yr. end.	June 30.	1897.	1896.	1897.	1896.
Gross earnings.....	\$69,493	\$58,071	Deficit.....	\$1,551	\$5,282
Net earnings.....	10,449	6,717	Tot. def. Sept. 30	21,708	20,157
Interest, etc.....	12,000	12,000			

OFFICERS—President, C. F. Woodard, Bangor, Me.; Sec., Treas. and Gen. Man., J. H. Cutler; Purch. Agent, J. W. Cartwright, Jr.—V. 61, p. 795.

BANGOR ORONO & OLD TOWN RAILWAY—A trolley road.

ORGANIZATION—This company began operations in July, 1895. Its cars run over the Bangor Street Railway to a point on State Street, and thence over its own line through the villages of Veazie and Orono past the State College to Old Town, a distance of 14½ miles, 2 miles in Bangor; total, 16½ miles.

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

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

EARNINGS—Year ending June 30, 1897, gross, \$65,749; net over taxes, \$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.

President, A. F. Gerald, Fairfield, Me.; Treasurer, I. C. Libby; Superintendent, 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. On July 1, 1898, the syndicate promoting the Lewiston Brunswick & Bath Railway Company will assume possession under a 999-year lease, paying the \$100,000 stock 4 per cent per annum, payable semi-annually. The lessee has an option on or before April 1, 1899, to purchase the franchises and rights of the road for \$66,666 66 cash. The stock of the Bath road, with the exception of a few shares, is owned by Galen C. Moses and F. H. Twitchell.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock au. \$300,000, par, \$100.....			\$100,000	Text
1st mort., \$300,000, gold.....	1893	5g. J-J	70,000	July 1, 1913
\$1,000.....				* Subject to call after July 1, 1898.

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

Dividends—In 1894-95, 3 p. c.; in 1895-96, 4½ p. c.; 1896-97, 3½ p. c.

ROAD—Bath to Winnegance 4½ miles; rails 48 lb. T. Cars, 8.

LATEST EARNINGS—4 months, 1898.....			
Gross,	\$5,609;	net,	\$148
Jan. 1 to April 30.	1897.....	Gross,	5,292; net,
			1,227

YEARLY EARNINGS—For years ending June 30 earnings were:

	1897.	1896.	1897.	1896.
Gross earnings.....	\$20,003	\$21,047	Dividend.....	\$3,500
Net earnings.....	6,504	8,009	Balance for year..	def. 496
Int't 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 trolley road. Combined population of territory supplied in 1898 (estimated) about 45,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100).....				9,500 shs., } full paid. }	
Bay City 1st mortgage.....			6	\$119,000	
Bay Cities consol. 1st }		1893	6g M-S	381,000	Mar. 1, 1918
con M. \$500,000, g.c. }					Trustee, Solicitors' Loan & Trust, Phila.
New mort., \$50,000.....		1896	6 M-S	\$50,000	1906
					Trustee, Solicitors' Loan & Trust, Philadelphia.

LATEST EARNINGS—4 months, 1898.....			
Gross,	\$24,785;	net,	\$7,616
Jan. 1 to April 30.	1897.....	Gross,	24,437; net,
			7,315

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 capital stock \$100,000, to acquire the property of the Rapid Transit & Power Co., 7½ miles of track, foreclosed July 26, 1895 (V. 61, p. 195), the Beatrice Electric Light Co. and also water-power facilities. In May, 1896, its funded debt was reported to be \$60,000 of 6 per cent bonds due in 1915.—V. 61, p. 195.

OFFICERS—President, John A. Horbach; Secretary, A. S. Maxwell Treasurer, Paul W. Horbach.

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 Centra. 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	6g. J-J	150,000	July 1, 1911
gold.....				Int. at Union Trust Co., trustee, Pittsb'g, Pa.
2d mortgage, gold, (\$500), }	1895	6g. A-O	74,000	Oct. 1, 1915
\$100,000.....				Int. at Union Trust Co., trustee, Pittsburg.
Bills payable Jan. 1, 1898,			\$33,979.	

ROAD—Owns 6½ miles of track and leases 6.6 miles owned by the companies whose stock it holds. Rail 45 to 72 lbs., girder and T.

EARNINGS—Year ending June 30, 1897: Gross, \$67,888; operating expenses, \$39,404; net earnings, \$28,484; taxes, \$2,555; interest, \$15,228; balance, surplus for year, \$10,701. In 1895-96, gross, \$66,332; net, \$29,642. Calendar year 1897, gross, \$68,555; net \$30,576; taxes, \$2,637; interest, etc., \$17,773; net, \$10,166.

OFFICERS—Annual meeting first Monday in February. President, J. M. Buchanan; Secretary, W. P. McConnell; Treasurer, S. P. Stone.

BELLEVILLE, ILL.

POPULATION 1890 WAS 15,361; IN 1880 WAS 10,683; AND IN 1870 WAS 8,146.

BELLEVILLE ELECTRIC RAILWAY—

ORGANIZATION—Organized in 1893 to operate in Belleville and extend to East St. Louis, a total of 14 miles.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock, \$300,000.....				\$100,000	
M., \$300,000, gold.....		1894	6g J-J	100,000	Jan. 1, 1908

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

April, 1898, bonds and stock were all held by the company itself.

ROAD—In 1898 operated 5½ miles of road in Belleville.

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

BIDDEFORD, ME.

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

BIDDEFORD & SACO RR.—An electric road.

ORGANIZATION—Incorporated Feb. 19, 1887. Owns 5.7 miles road (and 0.3 mile sidings) between Saco, Biddeford and Old Orchard Beach.

STOCK & BONDS—	Date.	Int't.	Outstand'g.	Maturity.
Stock (par \$50) (\$100,000 auth.)..			\$40,000	
1st mortgage (\$90,000).....	1888	6 J-J	90,000	1908
				Int. at 1st Nat. Bk., Biddeford, Me
Notes payable June 30, 1897.....			25,200	
Yrs. end. June 30.	Gross.	Net.	Interest, etc.	Balance
1896-7.....	\$26,383	\$6,076	\$6,863	def. 787
1895-6.....	25,461	def. 1,410	5,546	def. 6,956
1894-5.....	24,359	11,751	7,515	sur. 4,236

Total profit and loss deficit June 30, 1897, \$8,802.

OFFICERS—President, E. H. Banks.

BINGHAMTON, N. Y.

POPULATION 1890 WAS 33,005; IN 1880 WAS 17,317; AND IN 1870 WAS 12,692.

BINGHAMTON RAILROAD—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$900,000, par \$100	.....	.....	\$395,170	.....
Bing. Street RR. 1st M.	1890	6 A-O	200,000	Apr. 1, 1910
Binghamton R.R. Co. M., \$900,000, g. \$1,000.00	.....	.....	50,000	1908-1917
(See text) Interest at Atlantic Trust Co., N. Y., Trustee.	1893	5 g J-J	(\$5,000 due yearly Mar. 1.)	50,000 1918-1922
Bing. Lest. & Un. 1st M. gold, prin. and int. guar. Interest at Atlantic Trust, New York.	1895	5 g J-D	(\$10,000 due yearly Mar. 1.)	\$600,000 due Meh. 1, '23
Binghamton Trust Co., trustee.	.....	.....	\$125,000	June 1, 1925

Of the bonds of 1893, \$100,000 mature in installments as indicated in the table, and the remaining \$800,000 mature Mar. 1, 1923. Of the \$900,000 authorized \$200,000 are reserved to retire the 6s of 1910 at maturity, and \$200,000 additional were on Nov. 20, 1896, held for construction and equipment to be issued at not exceeding 85 per cent of the cost thereof. These last, moreover, cannot be delivered by the trustee until the road shows net earnings equal to twice the interest on the bonds outstanding, including those which it is proposed to issue.

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

LATEST EARNINGS—7 months, 1897-8, gross, \$32,197; net, \$30,966 Oct. 1 to Apr. 30. 1896-7, gross, 73,552; net, 25,294

ANNUAL REPORT—Figures for years ending September 30 were:

Years end. Sept. 30—	Gross.	Net.	Int. & taxes.	Bal., sur
1896-97.....	\$146,574	\$60,616	\$45,492	\$15,124
1895-96.....	141,339	62,326	40,285	22,041
1894-95.....	126,453	52,397	35,266	17,131

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	.....
1st M. gold, \$1,250,000, } Interest at Central Trust Co., New York.	1890	5 g J-J	1,250,000	July 2, 1920
\$1,000	.....	.....	.....	.....

Mortgage trustee is Birmingham Trust & Savings Co. BONDS—All underlying bonds of the old companies have been retired and canceled, and \$90,000 of the \$1,250,000 firsts given as outstanding are in the treasury subject to the disposal of the directors. Loans and bills payable 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, 28½ miles. Rails 40-56 lb. T and 58 lb. girder. In 1897 purchased road from Bessemer to Powderly, 12 miles.

OFFICERS—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 Birmingham; 13 passenger cars; 7 engines.

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

BLOOMFIELD, N. J.

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

NORTH JERSEY STREET RAILWAY—

ORGANIZATION.—The line of the proposed road runs through Bloomfield, Glen Ridge, Montclair, Verona and Caldwell. Reaches Newark over tracks of Consolidated of New Jersey. In Jan., 1898, there were 14½ miles in operation. In March, 1898, perpetual franchise was obtained from authorities of Montclair on Bloomfield Avenue, and 40-year franchise on Valley Road and Elm Street, with privilege of renewal. Capital stock authorized, \$5,000,000; issued Jan. 1, 1898, \$325,000; debt, (b); cost of construction, etc., \$321,025. Income from passengers in year 1897, \$12,674. President, J. K. Corblere; Secretary and Treasurer, Wilbur S. Johnson. General office, Newark, N. J.—V. 63, p. 402.

BLOOMINGTON, ILL.

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

BLOOMINGTON CITY RY.—A trolley road.

ORGANIZATION—Chartered in 1888.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock.....	.....	.....	\$600,000	.....
Bloomington & Normal 1st M. (\$500, ext. June 1, '97)	1887	5 J-J	100,000	Dec. 1, 1897
2d mort. ext. July 1, '97..	1887	J-J	100,000	Jan. 1, 1898
Bloom'n City Consol. M. (\$400,000) (\$1,000).....	1889	5 M-S	150,000	Sept. 1, 1908

Interest on all loans is payable at the office of the Guarantee Trust & S. D. Co., Philadelphia. In April, 1898, a decree of foreclosure and sale was made, but it was stated that arrangements had been made for refunding the whole debt, and were expected to be completed in May, 1898.

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.

BOSTON ELEVATED RR.—

ORGANIZATION—The bill chartering this company was signed by the Governor of Massachusetts June 10, 1897. 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, after certificate of construction is given by the Railroad Commissioners, 7/8 of 1 per cent of gross income and a sum equal to the excess of the dividends over 6 per cent. On the other hand, its charter is understood to "grant it exemption from reduction of fares, and also other immunities."—(See Mass. RR. Commission, V. 65, p. 1223.)

Lease of West End.—The West End Street Ry. is leased until June 10, 1922, at 7 per cent per annum on its common and 8 per cent on the preferred stock, in addition to all interest, rentals, etc. Possession of West End was taken Jan. 1, 1898. See lease in V. 65, p. 1223

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 \$3,053,605; equipment, terminals, stations, etc., at \$3,890,000; land damages at a maximum of \$5,039,786, minimum estimate \$3,120,491.

STOCK—Capital stock is \$10,000,000 (shares \$100), on which in Dec., 1897, \$50 per share had been paid in. V. 66, p. 38.

OFFICERS—President, William A. Gaston; Vice-President, William A. Bancroft; Treasurer, William Hooper; Secretary, John T. Burnett

DIRECTORS—William A. Gaston, F. H. Peabody, Jacob C. Rogers, William Endicott, Jr., Samuel Carr, of the F. L. Ames estate; Frederick Ayer, of Lowell; Charles J. Paine, James M. Prendergast, T. Jefferson Coolidge, Jr., W. A. Bancroft, Robert Winsor.—V. 65, p. 570, 1026, 1073, 1223; V. 66, p. 38, 80.

Companies Controlled by Boston Elevated RR. Co.

(1) 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 4 2/3 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. until June 10, 1922, at 7 per cent per annum on common and 8 per cent on the preferred shares of the West End Co. In addition to the payment of its rentals, interest and other charges. Boston Elevated assumed possession Jan. 1, 1898. See terms of lease in V. 65, p. 570.

STOCK AND BONDS—	Date.	Interest.	Outstanding	Last div., &c.
Common stock (\$50).....	Text	A-O	\$9,085,000	Apr. 1 '98, 3 1/2
Preferred stock (par \$50).....	8	J-J	6,400,000	Jan., '98, 4 1/2
Gold bonds of 1892.....	1892	5 g. M-N	3,000,000	Nov. 1, 1902
Gold bonds of 1894.....	1894	4 1/2 g. M-S	2,000,000	Mch. 1, 1914
Gold bonds of 1896, \$2,275,000, not mort. }	1896	4 g. M-N	815,000	May 1, 1916
Gold bonds of 1897, \$2,700,000 not mort. e }	1897	4 g. F-A	2,700,000	Feb. 1, 1917
Metropolitan RR. (plain).....	1883	5	J-D	500,000 Dec. 15, 1903
Middlesex RR. (plain).....	1884	5	J-J	200,000 July 1, 1904
Highland St., plain.....	1882	5	M-N	300,000 May 1, 1902
Boston Consol. St. plain.....	1887	5	J-J	500,000 Jan. 1, 1907
South Boston, plain.....	1883	5	M-N	200,000 May 1, 1905
Cambridge 1st M.....	1883	5	A-O	480,000 Apr. 1, 1903
Charles River 1st M.....	1884	5	A-O	150,000 Apr. 1, 1904

* Cambridge bonds are redeemable \$30,000 yearly at 105. 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. Highland St. 6s \$100,000 fell due Jan. 1, 1898; West End bonds were authorized to retire them.

Dividends.—On preferred, 8 per cent per annum. On common, in 1892, 10 p. c.; in 1893, 9 p. c.; 1894, 7 1/2 p. c.; 1895, 6 1/2 p. c.; in 1896, 7 p. c.; in 1897, 7 1/2 p. c.; in 1898, Jan., 3 1/2 p. c. Thereafter guaranteed under terms of lease, the common stock 7 p. c. per annum, payable in April and October, the first distribution, 3 1/2 p. c., being made April 1, 1898.

ROAD—Sept. 30, 1897.	Miles.	Roads leased.....	Miles.
Main line, 1st track.....	156	do. 2d track.....	9
do. 2d track.....	113	Trackage.....	2
Sidings.....	35	Total operated Sept. 30, '97.	315
		Electrically equipped.....	293
Total owned.....	304		

Weight of girder rail is 70 to 100 lbs.

ANNUAL REPORT—Report for year ending Sept. 30, 1897, in V. 65, p. 1021, shows earnings as follows:

	1897.	1896.	1897.	1896.	
Gross earn. \$8,719,032	\$8,341,958	Rentals.....	\$14,695	\$11,952	
Net earn. 2,505,323	2,007,339	Dividends.....	681,375	635,950	
Int'rt paid 487,600	438,750	do pref. 512,000	512,000		
Taxes.....	372,460	343,898	Bal., surplus.....	431,572	64,789

BALANCE SHEET SEPTEMBER 30, 1897.

Assets—	Liabilities—	
Cost of road.....	Common stock.....	\$9,085,000
Land and buildings... 10,349,262	Preferred stock.....	6,400,000
Equipment.....	Bonded debt.....	10,945,000
Cash.....	Open accounts.....	169,560
Materials and supplies 509,566	Acc'd int., tax's, divs. &c. 1,192,137	
Open accounts.....	Profit and loss surplus	71,713
Miscellaneous items... 110,319		
Total.....	Total.....	\$27,863,410

OFFICERS—President, Samuel Little; Treasurer, Parkman Dexter.
 DIRECTORS—The following directors were elected in November, 1897:
 G. T. W. Braman, Charles A. Williams, 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, 101 Milk Street, Boston, Mass.

INDEX—V. 65, p. 1021, 1026, 1073, 1223; V. 66, p. 38, 80.

(2) MALDEN & MELROSE ST. RR.—

ORGANIZATION—Chartered June 6, 1856. Road is leased to the West
 End Street Railway and operated by that company. Owns 6.28 miles
 of main line track and 1/2 mile sidings. Capital stock, \$200,000; par
 \$100; no funded or floating debt.

(3) SOMERVILLE HORSE RR.—

ORGANIZATION—Incorporated May 29, 1857, and owns 4.9 miles
 of railway, measured as single track, and 1/2 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.

LYNN & BOSTON RR.—See North Shore Traction.

NORTH SHORE TRACTION—

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

Stock—	Par.	Dividends.	Outstand'g	Last div., etc.
Common.....	100		\$4,000,000	
Prof. 6% cum., red. at 105.	100	6 A.-O.	2,000,000	Apr. 1, '98, 3%

DIVIDENDS—The accumulated dividends on the preferred stock,
 amounting to 12 per cent, were paid May 18, 1895; dividends since
 paid in full to April, 1898, inclusive.

LATEST EARNINGS—6 mos., } 1897-8..Gross, \$625,219; net, \$216,384
 Oct. 1 to Mar. 31. } 1896-7..Gross, 597,413; net, 213,220

ANNUAL REPORT—The report for the fiscal year ending Sept. 30
 1897, with balance sheet, was given in V. 65, p. 1171

OFFICERS—President, C. M. Wicker, 15 Wall Street, New York; Vice-
 President 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.)

Companies Controlled by North Shore Traction Co.

(1) 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.

Stock & Bonds—	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.....	5 J.-J.		711,000	July 1, 1910
Lynn Belt 1st.....	5 M.-N.		100,000	May 1, 1910
Essex Electric 1st.....	6 J.-J.		100,000	Jan. 1, 1911
Lynn & Boston 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	Trustee,	Date.	Interest.	Outstanding.	Maturity.
Lynn & Bos. mort. of 1894—	Manhattan Trust Co., New York.				
Lynn & Boston.....	American Loan & Trust Co., Boston.	5 M.-N.		150,000	May 15, 1900
do do.....		5 A.-O.		100,000	Apr. 1, 1907
do do.....		5 M.-S.		186,000	Mich. 1, 1912
Naumkeag.....	Old Colony Trust Co., Boston.	5 A.-O.		49,000	Apr. 1, 1907
do.....		6 M.-S.		24,000	Sept. 1, 1910
do.....		6 J.-J.		10,000	July 1, 1911
Other small issues.....		5 & 6		11,000	1900

BONDS—Of the \$5,379,000 first mortgage bonds, the unissued
 balance to be used to take up other bonds.

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

ROAD—Nov., 1897.	Miles.	Miles.
Owned, measured as single track.....	128.1	East Middlesex Street RR... 18.3
Leased lines—		Boston & Revere El. St. Ry.. 4.2
Winnisimmet Street RR.....	2.2	Trackage..... 3.5
Boston & Chelsea RR.....	4.2	Total main track (all elec.).. 152.9
		Sidings..... 9.9

Beverly & Danvers St. Ry., 3 miles (capital, \$12,000) is controlled
 but operated separately—see V. 65, p. 1171.

ANNUAL REPORT—Report for 1896-97 in V. 65, p. 1171, shows:

Yr. to Sep. 30— 1897.	1896.	1897.	1896.
Gr. earn'gs. \$1,425,210	\$1,420,702	Div'ds (8 p. c.)...	\$99,492
Net earn'gs. 606,584	582,273	Bal., sur. for yr.	4,217
Oth. income 6,725	5,219	Tot. sur. Sep. 30.	91,150
Int., tax., &c. 509,620	488,187		89,180

GENERAL BALANCE SHEET SEPTEMBER 30, 1897.

Assets.	Liabilities.
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. 65, p. 925, 1021, 1171.

(2) BOSTON & CHELSEA RR.

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

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

(3) BOSTON & REVERE ELECTRIC ST. RY.—

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

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

ROAD—Main track, 3.8 miles; second track, 0.4 miles.

(4) EAST MIDDLESEX STREET RY.—

ORGANIZATION—Owns 18.3 miles of track; sidings, switches, etc.
 1.8; total, 20.1 miles. Leased May 1, 1893, to Lynn & Boston for
 99 years at a rental till May 1, 1896, of \$18,000 yearly; then till May
 1, 1901, \$24,000 yearly; and for remainder of lease, \$30,000 yearly.

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

Interest at Nat. Hide & Leather Bank., Boston.
 The lessee in the lease agrees to stamp the bonds with a guaranty of
 the prompt payment of interest—principal is not guaranteed.

(5) 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.

NORFOLK SUBURBAN—(HYDE PARK, & C.)

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100).....			\$187,500	Jan. 15, '98, 3 1/2%
1st mortgage bonds.....	1894	5 J-J	75,000	July, 1914
				Int. at International Tr. Co., Boston, trustee.

DIVIDENDS—In 1894-95, 6 p. c.; in 1896, 6 1/2 p. c.; in 1897, 7 p. c.; in
 1898, Jan., 3 1/2 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. President,
 James D. McAvoy, Readville; Treasurer, G. L. Stone, 87 Milk Street,
 Boston.

WEST END STREET RY.—See Boston Elevated RR.

WEST ROXBURY & ROSLINDALE STREET RY.—

A trolley road. Owns 7.38 miles of track.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock (scrip, \$1,760).....			\$101,760	
1st M. \$150,000, gold, s. f. }	1896	5 g. M-S	100,000	Sept. 1, 1916
(\$500) red. at 103 after }				Interest at International Trust Co., Bos-
Sept. 1, 1901..... c' }				ton, Trustee.

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

BOWLING GREEN, KY.

POPULATION 1890 WAS 7,803; IN 1880 WAS 5,114;

AND IN 1870 WAS 4,574.

PARK CITY RAILWAY—A trolley road.

ORGANIZATION—Completed as an electric road Sept. 1, 1895, to do
 both freight and passenger business connecting river and city. Popula-
 tion of Bowling Green in 1895 (company's estimate) was 10,000, with
 suburbs 12,000. Fidelity Trust & S. V., trustee, bought the property
 at foreclosure sale on Feb. 28, 1898. V. 66, p. 472. Reorganization
 pending in May, 1898.

Stock, Bonds, ETC—	Date.	Interest.	Outstanding.	Maturity.
Stock, par \$50.....			\$50,000 f. p.	
1st mort., \$50,000, gold.....	1895	6 g J-J	50,000	July 1, 1915
				Interest in default.
2d mortgage, \$25,000.....	1895	6 g	\$25,000	1915

Fidelity Trust & Safety Vault, trustee of both mortgages, Louisville.
 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—President, John D. Taggart; Vice-President, John Stites;
 Secretary, John T. Malone; Treasurer, Joshua F. Speed.—V. 66, p. 472.

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,
 \$100,000 (including \$30,000 increase in February, 1898); bonds, \$35,-
 000, first mortgage (\$500 each) 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, \$41,337; 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; bal-
 ance, surplus, for year, \$6,339. President, J. F. Merrill, Quincy, Mass.

BRAINTREE & WEYMOUTH STREET RY.

—A trolley road.

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

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....			\$160,000	Jan. 1, '98, 3%
1st M., gold, \$80,000.....	1897	5 g. M-S.	80,000	Mar. 1, 1917
				Int. at International Trust, Boston, trustee.

Owns line 11.63 miles in length; sidings, etc., .72 miles; total, 12.35;
 Dividends—In 1895-6 paid 2 1/2 per cent; in 1898, Jan., 3 p. c. Loans
 and bills payable Sept. 30, 1897, \$5,000. Year ending Sept. 30, 1897,
 gross, \$46,687; net, \$13,953; interest and taxes, \$6,823; discount on
 bonds sold, \$5,092; balance, surplus for year, \$1,438.

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

BRIDGEPORT, CONN.

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

BRIDGEPORT TRACTION—A trolley road.

ORGANIZATION—Chartered in July, 1893, and operates by electricity the entire system of street roads in the city. Owns a perpetual and exclusive franchise from the State of Connecticut and is exempt from all city taxation. The population served by the road in 1894 was estimated at 80,000. The Shelton St. Ry. forms a branch of the Bridgeport Traction.

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 e.) 1893 5 g. J.-J. 1,719,000 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 construction, but at not to exceed 75 per cent of the actual cost of such improvements, etc. The company has no floating debt.

ROAD—Owns in fee 52.6 miles, consisting of eight divisions centering at one point, the N. Y. N. H. & H. Ry. depot, and extending to Stratford, Fairfield, Southport and Westport. Extension to Westport completed May, 1895. 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—4 months, 1898.....Gross, \$100,312; net, \$38,724
 Jan. 1 to Apr. 30, 1897.....Gross, 91,562; net, 28,783

ANNUAL REPORT—A special report was given in V. 63, p. 836; see also remarks p. 815. For years ending Dec. 31:

Year	Gross	Net	Interest	Dividends	Bal. sur.
1897	\$321,445	\$139,889	\$84,150	\$20,000	\$35,739
1896	319,544	132,760	82,075	20,000	30,685
1895	303,419	147,187	75,000	20,000	52,187

GENERAL BALANCE SHEET JUNE 30, 1897.

Assets		Liabilities	
Construction.....	\$3,836,142	Stock.....	\$2,000,000
Equipment.....	331	Bonds.....	1,683,000
Accounts receivable.....	10,077	Bills payable.....	30,000
Cash.....		Accounts payable.....	18,226
		Profit and loss, etc.....	115,324
Total assets.....	\$3,846,550	Total liabilities.....	\$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.—INDEX—V. 63, p. 836.

BRIDGEPORT, OHIO.

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

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

STOCK & BONDS— *Miles. Date. Interest. Outstand'g. Maturity*
 Stock (par, \$100)..... \$250,000
 1st M. (\$150,000 gold.) 1893 6 g. A-O 150,000 Oct. 1, 1913
 \$1,000..... e. ar; Sub. to call on any A & O on and aft. Oct. 1, '08

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

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

ROAD—Operates 11 1/2 miles of track.

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

BRIDGETON, N. J.

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

BRIDGETON & MILLVILLE TRACTION—A trolley road.

ORGANIZATION—Successor May 3, 1897, to the South Jersey Traction Co., sold in foreclosure for \$90,000. Company owns two toll roads besides the trolley road. The population of Bridgeton by the 1895 State Census was 13,292. Stock authorized, \$200,000; issued, \$95,700; debts, none reported. Bridgeton to Millville, 10 miles; branch 6 miles.

EARNINGS—Mar. 11 to Dec. 31 in 1897, 9 3/4 months, gross, \$29,984; net, \$9,829; dividends paid (2 1/2 p. c.), \$2,393.

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

BRIGANTINE BEACH, N. J.

BRIGANTINE TRANSPORTATION CO.—

ORGANIZATION—A reorganization per plan in V. 63, p. 837, of Brigantine Transit Co. sold in foreclosure Feb. 4, 1897. Runs steamers from Inlet (Atlantic City) to Brigantine, connecting with its electric trolley road, extending along Brigantine Beach, 6 miles.

NEW SECURITIES: \$50,000 1st mortgage 5 p. c. 20-year bonds; 1st preferred 5 p. c. stock, \$125,000; 2d preferred 5 p. c. stock, \$75,000; common stock, \$150,000.

EARNINGS—For year ending Dec. 31, 1897, passenger earnings of railway, \$8,745; other income, \$306. "Other debts," Jan. 1, 1898, \$11,615. President, Geo. H. Cook, 50 Broadway, New York.

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

BRISTOL, CONN.

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

BRISTOL & PLAINVILLE TRAMWAY.—A trolley road. Also furnishes electric lights.

ORGANIZATION—Organized Sept. 21, 1893. Stock authorized \$1,000,000; issued, \$100,000 (par \$100). First mortgage 5s authorized, \$200,000 (M.&N.), due Nov. 1, 1925; int., M.&N.; outstanding, \$125,000; bills payable, Sept. 30, 1897, \$10,000. Length of railway measured as single track, 7.4 miles. For year ending Sept. 30, 1897, from passengers, gross, \$38,838; from electric lights, etc., \$23,881; total gross, \$62,719; net, \$19,450; interest and taxes, \$9,161; dividends, \$6,000; bal. surplus for year, \$4,289. In 1895-96 total gross, \$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 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. In April, 1898, application made to Massachusetts RR. Commissioners to increase capital stock to \$275,000. The first mortgage is for \$200,000 5 per cent 20-year gold bonds, \$1,000 e., 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. Extension proposed (May, 1898,) to New Bedford, Mass.

EARNINGS—June 14 to Aug. 31, 1897 (2 1/2 months), gross receipts were \$28,803.

OFFICERS.—President, Col. John J. Whipple; Treasurer, George A. Butman; Clerk, Wm. Jones; General Superintendent, James F. Shaw.

BROCKTON STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1880. A consolidation of the Brockton Street Railway, East Side, Brockton & Holbrook and Whitman street companies. Said to serve a population of 66,051.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100).....	1855 6 Q-J		\$596,000	Apr. 1, 1905
Brockton St. Ry. bonds.....	1886 4 1/2 A-O		21,000	Apr. 1, 1905
Bonds.....	1890 4 1/2 A-O		32,000	Apr. 1, 1906
Bonds.....	1890 4 1/2 A-O		40,000	Apr. 1, 1910
Bonds, gold.....	1892 5 g. J.-J		18,000	Jan. 1, 1912
Whitman St. bonds.....	1892 5 A-O		10,000	Apr. 1, 1912
Brockt. (Consol.) St. Ry. 1st M. \$750,000 g.....	1894 5 g. A-O		629,000	Oct. 1, 1924

All equally secured.

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

Loans and bills payable Oct. 1, 1897, \$101,100. Real estate mortgage outstanding, \$9,700.

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. in 1898, Jan., 1 1/2 p. c.; Apr., 1 1/2 p. c.

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

Years ending Sept. 30—	1897.	1896.	1895.
Road operated, miles.....	34.89	34.89	31.52
Passengers carried.....	6,676,255	6,227,923	5,864,196
Gross earnings.....	\$332,256	\$306,865	\$259,542
Net earnings.....	125,101	116,352	111,942
Interest, rents, taxes.....	68,362	48,947	51,375
Dividends paid.....	35,760	35,760	26,130

Balance, surplus for year..... \$20,979 \$31,645 \$34,437
 Total surplus Sept. 30..... \$42,816 \$24,751 \$17,726

OFFICERS—President, G. H. Campbell, Lawrence, Mass.; Treasurer, C. A. Stone, 104 Ames Building, Boston.—V. 65, p. 1022.

ROCKLAND & ABINGTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Owns 14.08 miles of track and operates 0.26 mile additional; total operated, 14.34 miles.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock \$120,000 (par \$100)..... \$120,000
 1st mort., \$100,000 gold. e. 1895 6 g. M-N 87,500 May 1, 1915
 } 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 \$3,540.

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.

BROOKLYN RAPID TRANSIT.—(See Map on page 17.)

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 began running over Brooklyn Bridge in February, 1898.—V. 66, p. 383.

ASSETS—The property includes (1) the case 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 Feb. 1, 1898, it contained securities estimated as worth \$4,011,550, as follows: Brooklyn City RR. con. sol. 5s, par value \$1,627,000, market value \$1,871,050; Brooklyn Queens Co. & Sub. b'ds \$2,000,000, market value \$2,140,000; cash, \$500.

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

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

STOCK & BONDS—	Date.	Interst	Outstanding.	Maturity.
Stock, \$20,000,000, \$100....	.....	.....	\$20,000,000	.....
Bonds, \$7,000,000, gold.....	1895	5 g. A-O	6,398,000	Oct. 1, 1945
Special loan account pur- chase B. Q. C. & S. bonds.}	.....	.....	1,248,650	.....
Bills payable Feb. 1, 1898.....	.....	.....	50,000	1916
Sea Beach Ry. 1st M. \$650, } 000 guar. p. & i.}	1896	4	550,000	1916

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.

Entire stock (\$650,000) of Sea Beach Ry. and outstanding stock (\$190,752) and first 6s due 1907 (\$27,500) of Sea View RR. are owned by Brooklyn Rapid Transit. Sea Beach bonds were guaranteed in 1897. V. 65, p. 1219.

Bonds—Of the \$7,000,000 fifty-year 5 per cent gold bonds, \$1,875,000 took up collateral trust notes, \$3,000,000 went to stockholders for the assessment; balance for future requirements of the road. For description of property covered by the mortgage see V. 62, p. 1138. In Dec., 1897, bonds for \$1,217,000 were listed, issued for purchase of Sea View RR. and for extensions and improvements.—V. 65, p. 1219.

MILEAGE—The system Jan. 1, 1898, included:

	Miles.		Miles.
Brooklyn Heights RR.....	1.18	Projected.....	80
Brooklyn City RR.....	204.24	Sea Beach Ry.....	14.0
Projected.....	93	Sea View RR.....	2.3
Brookl. Queens Co. and Sub	45		

Extension of System.—In November, 1897, the Sea View RR., 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 electricity to be introduced (V. 65, p. 1219).

REPORT—The statement for 1896-97 was in V. 65, p. 1218 (see also 1219) showing balance sheet of Nov. 30, 1897, and earnings of the Brooklyn Heights (including the Brooklyn City) and the Brooklyn Queens County & Suburban for the years ending Oct. 31 as follows:

Year.	Gross.	Net.	Other inc.	Fixed ch'ges.	Balance.
1896-97.....	\$5,356,105	\$1,977,059	\$182,342	\$2,069,872	sur.\$89,529
1895-96.....	5,216,388	1,784,974	193,761	2,057,502	def. 78,767

The receipts, since running of cars over Brooklyn Bridge, were in March, 1898, reported to have increased \$700 to \$800 daily. V. 66, p. 519. The demand made by the city in May, 1898, for increased tolls will, it was stated, be resisted in the courts. V. 66, p. 899, 953. The latest earnings for each of the controlled companies is given in the statement for each below.

OFFICERS—President, Clinton L. Rossiter; Chairman of Board, A. N. Brady; Vice-President, Horace C. Du Val; Secretary and Treasurer T. S. Williams, Clinton and Montague sts., Brooklyn.

DIRECTORS—Clinton L. Rossiter, W. C. Bryant, Horace C. Du Val, John D. Kelley, 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. 66, p. 333, 519, 899, 953.

(1) BROOKLYN HEIGHTS RR.—(Map page 17.)—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.—which see.

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

ROAD.—	Miles.	EARNINGS—See Brooklyn Rapid Transit Co. The cable road itself had in year 1896-97 gross earnings of \$50,904.
City Hall to Wall St. Ferry.....	1/2	
Second track.....	1/2	
Branch to power house.....	0.18	
Total road owned.....	1.18	Cable cars owned..... 8

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

9 mos.	Gross.	Net.	Other inc.	Int., taxes, &c.	Bal., sur.
1897-8.....	\$3,380,432	\$1,305,043	\$180,572	\$1,434,198	\$51,417
1896-7.....	3,212,745	1,261,491	180,366	1,436,773	5,084

ANNUAL REPORT—Report for 1896-97 was given in V. 65, p. 326.

1896-7.	1895-6.	Int., rents, tax's, &c.	1896-7.	1895-6.
Gross.....	\$4,392,298	\$4,272,393		
Net.....	1,774,560	1,769,167	\$1,900,365	\$2,044,875
Other inc.....	238,298	232,599		
Total.....	\$2,012,858	\$2,001,766	Bal'nec. sr. \$112,493	df. \$43,109

GENERAL BALANCE SHEET DEC. 31, 1897.

Assets.		Liabilities.	
Cost of road and equip.	\$465,332	Capital stock.....	\$200,000
Stocks and bonds of other companies.....	25,000	B. R. T. Co.'s equity in B. C. R. R. Co.'s const. acct.	3,673,066
Betterments.....	200,740	Funded debt.....	250,000
Supplies on hand.....	121,758	Loans and bills payable	100,000
B. C. R. R. Co. construction account.....	3,698,346	Int. due and accrued....	47,459
Due acct. of traffic.....	3,000	Mortgage indebtedness	19,000
Due by eos. and indiv..	290,234	Due companies and individuals.....	261,425
Cash on hand.....	292,523	Taxes accrued (not due)	120,689
Ins. paid in advance. .	8,151	Rentals acer'd (not due)	302,145
		Profit and loss, (surp.)..	131,354
Total.....	\$5,105,134	Total.....	\$5,105,134

INDEX—V. 65, p. 326, 366, 976, 1218; V. 66, p. 335, 953.

(2) BROOKLYN CITY RR.—(See Map page 17.)—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., &c
Stock (\$10 shares).....	.....	10% Q.-J. 15	\$12,000,000	Apr. 15, '98, 2 1/2
1st M. & con. M. \$500 &c. 1891 }	5	J. & J.	6,000,000	July 1, 1941
Subj. to call in 1916.....	Int. at Long Island Bank, Brooklyn.			
B'k'n Crosst. 1st M. 1888.....	5	J. & J.	200,000	July 1, 1908
G'd St. & New. 1st M.....	5	F. & A.	200,000	1906
C. C. G. P. & B. 1st M. 1887.....	6	J. & D.	200,000	June 1, 1907
New W. & Fl. 1st 7s ext. '97	4 1/2	F. & A.	200,000	July 1, 1941
Gr. P. & Lor. St. 1st M....	6	M. & N.	125,000	May 1, 1910

LEASE AND RENTAL—Leased Feb. 14, 1893 to the Brooklyn Heights RR. Co. for 999 years at 10 per cent on stock, all charges, etc. The Brooklyn Rapid Transit owns the stock of the Brooklyn Heights Co. There was deposited \$4,000,000 as a guaranty fund to secure fulfillment of terms of lease, but no dividends to be paid on Brooklyn Heights stock while market value of 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.

Roads owned in fee—	Miles.	Sidings, etc.....	1914
Main line and br'ches, trolley	97 1/2		
Second track.....	87 1/2	Total of all track July, '96..	204

DIVIDENDS—For many years 8 per cent; in 1893 guaranteed 10 per cent under the lease. Extra dividend of 2 per cent in 1894. In 1895, Jan., 2 1/2 p. c.; April, 2 1/2 p. c.; July, 5 p. c., of which 2 1/2 p. c. extra. (V. 61, p. 68); Oct., 2 p. c.; in 1896, 10 p. c.; in 1897, 10 p. c.; in 1898, Jan., 2 1/2 p. c.; Apr. 2 1/2 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 March 31, 1898, showed \$3,789,651 spent on the Brooklyn City RR. for betterments and construction. This amount, on appraisal, is payable 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.

(3) BROOKLYN QUEENS COUNTY & SUBURBAN RR.—(See Map on page 17.)—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Capital stock.....	\$2,000,000	None.

Underlying bonds—	Date.	Interest.	Outstand'g.	Maturity.
Jamaica & B'n R'd 1st M., g.	5 g. J.-J.		240,000	Jan. 1, 1930
B'klyn Queens Co. & Sub.—				
1st M., \$3,500,000, gold 1894 }	5 g. J.-J.		3,500,000	May 1, 1941
Subject to call May 1, 1916. }	5 g. M.-N.		2,834,000	May 1, 1941
1st con. M., \$4,500,000, g. 1894 }	5 g. M.-N.		2,834,000	May 1, 1941
Subject to call May 1, 1916. }	Int. at First Nat. Bank, Brooklyn.			

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 Dec. 31, 1897, \$170,000; profit and loss, deficiency, \$354,048; consols outstanding, \$2,834,000, of which \$2,255,000 are owned by Brooklyn Rapid Transit Co.

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

9 mos.	Gross.	Net.	Oth. inc	Int., taxes, &c.	Balance.
1897-8.....	\$552,931	\$240,709	\$18,872	\$272,106	def. \$12,525
1896-7.....	534,951	198,571	6,882	268,388	def. 62,935

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

ROAD.—	Miles.	ANNUAL REPORT—Fiscal year ends June 30.
Main line.....	22 1/2	Yr. end. Jne. 30, 1897. 1896.
Second track.....	22 1/2	Gross earnings... \$730,276 \$684,946
		Net earnings... 292,774 233,815
		Other income. 9,382 18,018
		Int., taxes, etc. 357,272 345,560

Total operated Nov., 1895. 45 Bal., dehcit... \$55,116 \$93,727

Total, includ'g projected, 125 miles.

INDEX—V. 64, p. 80, 329, 733; V. 65, p. 326, 976; V. 66, p. 335, 856.

BROOKLYN CITY & NEWTOWN RR.—

ORGANIZATION—Chartered May 22, 1860. De Kalb Avenue line. Cars expected to run over the Brooklyn Bridge shortly. In November, 1897, leased to Coney Island & Brooklyn for 999 years.—V. 65, p. 869. V. 65, p. 366, 1070. On Feb. 23, 1898, Coney Island & Brooklyn RR. stockholders voted to increase its stock \$1,000,000, to take up B. C. & N. R. stock, but an injunction interfered. V. 66, p. 425.

STOCK & BONDS.	Date.	Interest.	Outstand'g.	Last div., &c.
Stock (\$10 shares).....	.....	text Q.-F.	\$1,923,400	Feb. 1, '98, 2%
1st M., \$2,000,000.....	1889	5 J.-J.	2,000,000	July 1, 1939
R. E. morts. Mar., '97	.....	.....	191,605	.....

Loans and bills payable Dec. 31, 1897, were \$17,000.

Interest and dividends at Mercantile Trust Co. (mortgage trustee).


ROAD—	Miles.	Sidings.....	Miles
Single track, main line.....	8.80		1.40
Second track do.....	8.55		
Weight of rails 66 1/2 and 98 lbs.		Total owned June 30, 1895..	18.75

DIVIDENDS—} 1892. 1893. 1894. 1895. 1896. 1897. 1898.
Percent. } 4 8 11 11 10 7 1/2 Feb., 2%

LATEST EARNINGS.—See Coney Island & Brooklyn RR.

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

MAP OF THE BROOKLYN RAPID TRANSIT CO.

Franchises shown thus 



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 scrip 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 the property.

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

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

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

Tracks—	1st.	2d.	3d.	Sidings, etc.	Total.
Kings County El., miles.....	5-444	5-444	0-962	0-827	12-477
Fulton El., miles.....	2-884	2-884	0-475	3-003	9-246

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

LATEST EARNINGS—July 1 to Dec. 31, 6 months:

	Gross.	Net.	Oth. Inc.	Int. & tax.	Balance.
1897.....	\$362,535	\$21,967	\$6,691	\$153,733	def. \$125,075
1896.....	347,533	85,570	8,244	192,077	def. 98,263

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.
Gross.....	\$725,314	\$767,337	Int. on bonds..	\$300,700
Net.....	175,482	254,535	Rentals, etc..	33,345
Other income.	16,870	14,400	Taxes.....	58,760

Net income. \$192,352 \$268,935 Bal., deficit \$199,763 \$96,050

OFFICERS—President, James Jourdan; Vice-President, August Belmont; Secretary, Henry J. Robinson; Treasurer, James H. Frothingham; General Man. and Purchasing Agent, W. T. Goundie. Office, 540 Franklin Ave., Brooklyn, N. Y.—(V. 66, p. 39, 82, 709, 899, 900, 955.)

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.

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

EARNINGS—For 9 months April 1 to Dec. 31, 1897, gross, \$56,507; net, \$15,223; other income, \$2,484; fixed charges, \$12,199; balance surplus, \$5,508. On June 30, 1897, loans and bills payable, \$13,124.

OFFICERS—President, A. R. Hart, 320 Pearl St., N. Y.; Treasurer, William L. Wood, of Jamaica, N. Y.—V. 62, p. 548, 779; V. 64, p. 330.

NASSAU ELECTRIC RAILROAD—(See Map on page 19.)—A trolley road.

ORGANIZATION—Chartered March 13, 1893, under the laws of New York. Opened in July, 1895, and in April, 1896, leased the Atlantic Avenue RR., etc.

The Nassau Electric Railroad and its subsidiary lines are now in process of recapitalization, under which provision is made for the retirement of all of the outstanding securities of the various companies controlled by it, viz.: The Nassau Electric Railroad Co., the Atlantic Avenue Railroad Co., the Brooklyn Bath & West End Railroad Co., the Kings County Traction Co.—see V. 66, p. 39, 183.

In April, 1896, the Atlantic Avenue Railroad lines, including Brooklyn Bath & West End, were leased to Nassau Electric. The lease is for 969 years at an annual rental of \$150,000 for the first two years and \$180,000 thereafter; the lessee to pay all charges and to spend \$500,000 on the property in improvements. Cars commenced running over the Brooklyn Bridge Feb. 15, 1898—see V. 66, p. 383. The city in May, 1898, proposed a change in contract and increased tolls for use of bridge. V. 66, p. 899, 953.

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

STOCK & BONDS—Date. Interest. Outstanding. Maturity. Stock (\$6,000,000)..... \$6,000,000 1st mortgage (\$6,000,000). Apr. 1894 5g. A.-O. 4,849,000 Apr. 1, 1944 Interest is payable by R. T. Wilson & Co., 33 Wall St., New York.

Mortgage Trustee—Hamilton Trust Company.

LATEST EARNINGS—From July 1 to Mar. 31, nine months, the earnings were as follows:

9 mos.—	Gross.	Net.	Oth. inc.	Int., taxes, etc.	Bal., sur.
1897-8.....	\$1,483,121	\$582,392	\$61,977	\$597,043	\$47,326
1896-7.....	1,253,492	484,914	66,693	526,445	25,162

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 Gross earnings..... \$1,760,561 Operating expenses..... 1,045,364 Net earnings..... \$715,198 Other income..... 64,712 Total net..... \$779,910

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

GENERAL BALANCE SHEET MARCH 31, 1898

Assets.		Liabilities.	
Road and equipment.....	\$9,087,061	Capital stock.....	\$6,000,000
Supplies.....	30,880	Funded debt.....	4,849,000
Open accounts.....	75,966	Loans and bills payable	971,732
Cash.....	136,417	Interest accrued.....	121,225
Prepaid insurance.....	9,536	Wages, supplies, etc....	119,327
Betterment's leased lines.	1,705,099	Open accounts.....	568,076
Int. in projected lines..	2,000,000	Taxes and rentals accr.	241,423
		Profit and loss, surplus.	174,176
Total assets.....	\$13,044,959	Total liabilities.....	\$13,044,959

OFFICERS—President, Albert J. Johnson; Secretary, W. F. Ham; Treasurer, Tom. L. Johnson. Office, 268 Twenty-third St., Brooklyn.

DIRECTORS—On June 30, 1897, the directors of the company were as follows: P. H. Flynn, Brooklyn; F. C. Cocheu, Brooklyn; S. B. Dutcher, Brooklyn; A. L. Johnson, New York City; A. J. Moxham, Lorain, Ohio; Tom L. Johnson, Cleveland, Ohio; J. M. Edwards, New York City; W. F. Ham, Brooklyn, N. Y.; F. S. Drake, Brooklyn, N. Y.—V. 65, p. 366, 977; V. 66, p. 39, 183, 388, 472, 574, 760, 899, 953, 954.

Companies Controlled.

(1) **ATLANTIC AVENUE RAILROAD**—(See Map on page 19)—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.

RECAPITALIZATION—As to the pending reorganization see above.

Stock & Bonds—	Date.	Interest.	Outstanding.	Last Div., etc.
Stock (\$50).....	See text.	\$2,000,000	See text.	
Gen. mort. (now 1st)....	5 A.-O.	759,000	Oct. 1, 1909	
Atlant. Ave. con. M. gold	1891 5 g. A.-O.	2,241,000	Oct. 1, 1931	
Improvement M., gold..	1893 5 g. J.-J.	1,500,000	Jan. 1, 1934	
Real estate M., July, '97.	5	212,500		
Open accounts July, '97.		132,629		

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

Bonds—The consolidated mortgage of 1891 is for \$3,000,000, of which balance unissued is reserved for prior liens. The improvement mortgage (limited to \$1,500,000) was issued in 1893. See V. 56, p. 735. Both these mortgages cover the double-track steam railroad leased to the L. I. RR. Co. as well as the road owned and operated. 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 owns 39 miles of track in City of Brooklyn, viz.:

Roads owned in fee—	Miles.	Second track	Sidings
Main line and brchs. (trolley)	20		18 1/2
			2

In addition owns in fee the double-track steam road from Jamaica to Flatbush Avenue Station in Brooklyn 9 1/2 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, 1070, 1172; V. 66, p. 39, 183.

(2) **BROOKLYN BATH & WEST END RAILROAD**—(See Map on page 19)—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.

Under Nassau readjustment plan B. B. & W. E. generals are understood to be offered 85 p. c. in new 4s.—V. 66, p. 39.

STOCKS AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock.....			\$1,000,000	
1st M., A. red. Jan. 1, '97.	1887 5 J.-J.	250,000	Jan. 1, 1907	
1st M., B. red. Jan. 1, '97.	1887 5 A.-O.	250,000	Jan. 1, 1916	
2d M. \$100,000. re. J'y 1, '96	1891 5 J.-D.	52,000	June 1, 1911	
Gen. M., \$1,000,000. gold.	1893 5 g. A.-O.	448,000	Oct. 1, 1933	
Real estate mortgages....		23,100		

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

B. B. & West End bonds are guaranteed by the Atlantic Avenue RR. ROAD—From 36th St., Brooklyn, via Bensonhurst, to Coney Island.

	Miles.	Sidings, etc.	Miles
Main line.....	6-64		3-72
Second track.....	6-14		

Total owned June 30, 1895. 16-50 Has trackage to 39th St. Ferry.—V. 62, p. 777; V. 66, p. 183.

(3) **KINGS COUNTY TRACTION CO.**—

ORGANIZATION—Incorporated in March, 1896, with \$4,500,000 capital stock, and purchased from the Brooklyn Traction Co. all the capital stock of the Atlantic Avenue RR. In 1898, in furtherance of the plan to consolidate all the companies controlled by the Nassau Electric, practically all the stock of the Kings County Traction Co. was purchased at 47, and in April, 1898, the Company was to be formally dissolved, but the Attorney General of the State granted the petition of the minority stockholders to intervene. The minority interest asked for a receiver to bring about an "equitable" dissolution for the protection of all the stockholders. V. 66, p. 900. In May, 1898, a motion was argued to continue a temporary injunction restraining the company from parting with any of its assets or the stock of the Atlantic Avenue RR. held by it. See V. 66, p. 183.

DIVIDENDS—In 1897, on Jan. 25, 1 p. c.; July 26, 1 p. c.—V. 66, p. 183, 574, 760, 900.

UNITED RAILROAD—Successor in January, 1898, to Brooklyn Cable Co., which owned 3 3/4 miles of track on Park Avenue (abandoned), and was sold in foreclosure Dec. 23, 1897. Capital stock is \$300,000 (\$100 shares).

DIRECTORS—(Jan., 1898): Henry C. Barrow, John M. Ward, Robert B. Smith, Henry Wyse and Walter F. Downs, of Brooklyn, and Henry C. Evans, J. Clarence Harvey, Charles M. Bates and Frederick W. Bruckel, of New York City.—V. 65, p. 1172; V. 66, p. 80.

BUFFALO, N. Y.

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

BUFFALO BELLEVUE & LANCASTER RAILWAY—A trolley road. In April, 1897, company was said to be controlled by Buffalo Ry., and first mtg. 5s to be guaranteed.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$90,000; par, \$100...			\$90,000	
1st mortgage.....	1897	5 J-D	215,000	June 1, 1927

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

Yrs. end. June 30.	Gross.	Net.	Opp. inc.	Int. & taxes.	Balance.
1896-7.....	\$37,576	\$3,714	\$2,173	\$12,025	def. \$6,138
1895-6.....	41,188	5,633	2,401	10,314	def. 2,280

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

BUFFALO NORTH MAIN STREET & TONAWANDA RAILWAY

ORGANIZATION—Incorporated in 1895. 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 5 1/2 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 Jan., 1897, control of Buffalo Bellevue & Lancaster Ry. was obtained, but report is not included in operations of Buffalo Ry. Buffalo police census of 1895 gave population of city as 335,709.

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

STOCK & BONDS—	Date.	Miles.	Interest.	Outstand'g.	Last div., etc.
Buffalo Ry. 5% (\$100)		4 Q-M		\$5,370,500	Mar. 15 '98, 1%
1st Con. M. (\$1,000)	1891	67 5g P-A		3,661,000	Feb. 1, 1931
\$5,000,000 gld. c. ar					Int. is payable by Cuyler, Morgan & Co., N. Y. City.
Buffalo St. Ry. 1st M.	1869	7 M-N		95,500	May 1, 1869
do do 2d M.	1875	6 & 7 J-J		650,000	July 1, 1905
Buffalo E. Side 1st M.	1874	7 J-D		300,000	June 1, 1904
do do 2d M.	1882	6 M-S		293,500	Sept. 1, 1912
Real estate mtgs. (5)					
Buff. Ry. debentures,	1897	5g A-O		1,000,000	Apr. 1, 1917
\$1,000,000 g. red.					Trustee, Metropolitan Trust, N. Y.
at 105 after Apr. 1,					
1902 (\$300, \$1,000)					

Guaranteed bonds—Crosstown Railway. 1st M. gold (\$3,000,000), 1892 73 5g M-N. 2,486,000 May 1, 1932 000, guar. p. & i. c. Int. is payable at Metropolitan Trust, N. Y. City.

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, 4 p. c.; in 1898, March, 1 p. c.

Bonds—1st consol. mortgage of 1891 is for \$5,000,000, of which in Jan., 1898, \$1,339,000 reserved for prior liens. Mortgage trustee, Mercantile Trust Co., New York. The debentures of 1897 are secured by deposit of \$2,000,000 stock of Crosstown Street Ry.—V. 63, p. 1114.

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

ROAD—Company on Jan. 1, 1898, was operating road as follows:

Road owned in fee.	Miles.	Controlled by stock.	Miles.
Main line and brs. (trolley)	40-60	Crosstown St. Ry. of Buffalo	93-50
Main line and br. sec. track	25-85		
Bldgs.	72	Total all tracks Jan. 1, '98.	160-67
Weight rails.....	62, 67 and 94 lbs.		

LATEST EARNINGS—Including the Crosstown Street Railway—9 months—July 1 to March 31:

9 months—	Gross.	Net.	Opp. inc.	Charges.	Bal., sur.
1897-8...	\$1,423,675	\$654,374	\$21,808	\$436,602	\$239,580
1896-7...	1,362,361	608,354	20,453	425,841	203,166

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

Yr. to June 30.	1897.	1896.	1897.	1896.
Av. miles op.	150	145	Taxes.....	\$102,763
Gross earn.	\$1,819,578	\$1,842,849	Bal., surp., yr.	268,057
Net.....	837,992	869,223	Total surplus,	327,046
Int't paid..	467,171	436,719	July 1.....	811,371
				758,134

BALANCE SHEET BUFFALO RAILWAY DEC. 31, 1897.

Assets.	Liabilities.
Cost of road.....	Capital stock.....
Cost of equipment.....	Funded debt.....
Cross'n St. Ry. bds, etc.	Int. due and accrued.....
Cash on hand.....	Bills payable.....
Open accounts, etc.....	Open accounts, etc.....
Supplies on hand.....	Profit and loss (surplus).....
Total.....	Total.....

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 HAMBURG & AURORA RY.—To be a trolley road.

ORGANIZATION—Incorporated in 1893. Stock, \$400,000; 1st mort-

gage authorized, \$400,000; Buffalo Loan Trust & Safe Deposit Co. trustee. Contract reported let in April, 1898, for construction of 19 1/2 miles main line, brick power-house, car-house and turn-outs; tota track, 21 miles. First section of road, Buffalo to Hamburg, expected to be ready for operation during August, 1898.

OFFICERS—President, W. W. Wheatley; Vice-President and Attorney A. W. Hickman; Secretary and General Manager, U. L. Upson, 109^d Ellicott Square, Buffalo.

BUFFALO & NIAGARA FALLS ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A consolidation in May, 1895, of the Buff. & Niagara Falls and the Buffalo & Tonawanda Electric, which were chartered in 1894 and 1893 respectively to construct and operate a trolley road between Buffalo and Niagara Falls via Tonawanda. Road opened Sept. 20, 1895. Power is furnished by Niagara Falls Power Company. Company has traffic agreements with the Buffalo Railway and Niagara Falls & Suspension Bridge Railway companies.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock \$1,250,000.....			\$1,250,000	
1st M., \$750,000, gold.....	1895	5g J-J	750,000	July 1, 1935
2d M., \$500,000, g. s. f. red. }	1896	5g J-J	150,000	July 1, 1921
aft. 1901 at 105, \$1,000. c }				Int. at Mercantile Tr., N. Y., trustee.

Bills payable July 1, 1897, \$21,596. Interest is payable at Mercantile 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. In May, 1895, leased Lockport branch of Erie RR., which will be converted into an electric line.

EARNINGS—Operation was commenced September 20, 1895, and to June 30, 1896, 9 1/2 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:

Gross.....	\$135,343	Interest on bonds.....	\$41,837
Net.....	58,933	Taxes.....	7,352
Other income.....	1,413		
	\$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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$3,000,000.....			(f)	
1st mortg'ce, \$3,000,000.	1897	5g J-J	(f)	Jan. 1, 1937

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

BUFFALO & WILLIAMSVILLE ELECTRIC RAILWAY

ORGANIZATION—Chartered August 10, 1891. In February, 1897, stock, \$75,000; no bonds. Operates 4 1/2 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.....			(f)	
1st M., \$750,000 (\$500, &c.), }	1897	5 A-O	\$625,000	Oct. 1, 1917
red. aft. 5 yrs at 105, cur. c }				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 16 1/2 miles; 40 and 66 lb. T rail.

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

BURLINGTON, VT.

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

BURLINGTON TRACTION CO.—A trolley road.

STOCK & BONDS—	Miles.	Date.	Int' rest.	Outstand'g.	Maturity.
Stock \$200,000, par \$100.....				\$182,500	
Win. & B. Horse RR. 1st }	9 1/2	1894	6g J-J	125,000	Jan., 1924
M., \$150,000, gold, }					Not subject to call before maturity.
\$500 & \$1,000..... c }					

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

ROAD—Owns 9 1/2 miles of track in city of Burlington. Rails 50-lb T. 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. Power; Treasurer, W. F. Hendee; Secretary, B. H. Edgan.

BUTTE, MONT.

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

BUTTE CONSOLIDATED RAILWAY—Trolley and steam.

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	
Mortgage, gold.....	1891	6 g. J-J	500,000	July 1, 1911

Trustee, Mass. Loan & Trust, Boston.

ROAD—15½ 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.

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

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

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 foreclosure 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 separate corporation, but is owned entirely by the Calais company.

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

CAMDEN, N. J.

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

CAMDEN GLOUCESTER & WOODBURY RAILWAY.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock paid in.....			\$600,000	
1st mort. (\$500 each).....	1894	6 M&N	400,000	1904
Int. at Security Tr. & S. D. Co. (trustee), Camden.....				
Other debts Jan., 1898.....			161,292	

ROAD—Jan. 1, 1898, owned 22-40 miles of track. Total cost of road and equipment to Jan. 1, 1898, \$1,266,761.

EARNINGS—In year ending Dec. 31, 1897, gross, \$123,423; expenditures for repairs, \$12,259; for superintendence and management, \$64,947; balance for year, \$46,217; interest on bonds, \$24,000.

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

CAMDEN & SUBURBAN RY.—A trolley road.

ORGANIZATION—Formed in 1896 to control the Camden Horse RR (which is leased) and the West Jersey Traction Co. Capital stock issued to Jan. 1, 1898, \$905,500; par, \$25; paid in, \$90,550; funded debt, \$273,000; other debt, \$53,950.

EARNINGS—For year 1897, gross income from passengers, \$249,436; from other sources, \$20,089; total income, \$269,525; operating expenses and repairs, \$244,448; net, \$25,077.

ROAD—Track, 6 miles; Camden Horse RR. leased, 32 m.; West Jersey Traction Co., 5 miles; total, 44 miles. Extension Collingswood to Haddonfield in operation in March, 1898.

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

(1) **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. Rental, etc., received in 1897, \$40,600, from which paid 16 p. c. on stock.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last div., etc.
Stock (\$25 paid in).....		See text.	\$250,000	See text.
1st mortgage.....		5	250,000	1909
1st cons. M. (\$500,000).....	1892	5 M-N	250,000	May 1, 1912
Other debts Jan. 1, '98.....			176,000	

Interest payable at New Jersey Trust Company, Camden, N. J.
Dividends—1892, '93, '94 and '95, 8 p. c. per an.; '96, 14 p. c.; '97, 16%.
ROAD.—Jan. 1, 1898, 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; Secretary, Morris W. Hall; Treasurer, G. G. Browning.—V. 62, p. 682.

(2) **WEST JERSEY TRACTION CO.**—

Owned by the Camden & Suburban Ry. Stock, \$65,000. Miles of track, 5. 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—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....			\$80,000	
1st mortgage, gold.....	1896	6 g. A-O	100,000	Apr. 1, 1916

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

ROAD—Owns 4 miles of track; 44-lb. rail on 3 miles, 36-lb. on 1 mile; 5 cars. EARNINGS—For year ending Feb. 15, 1896, gross income, \$20,396; net, \$11,764.

CANTON, O.

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

CANTON-MASSILLON ELECTRIC RAILWAY.—A trolley road.

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

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
St'k, \$525,000 (\$100).....				\$525,000	
Canton Street Ry. 1st }.....	5	6 M-N		\$25,000	
currency.....			Interest at National Bank of Commerce, Boston.		
Canton-Massillon 1st }.....	13½	1893 6 g. M-N		\$118,000	Nov. 1, 1912
M., \$300,000, g. l. 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 Massillon divisions. Neither issue is subject to call.

ROAD—Company on Jan. 28, 1895, owned street railway in the cities of Canton and Massillon and an Inter-urban line between, connecting them. Mileage 18½ miles single track. Rails 40 to 60 lb., being girder in the cities and T rails on the Inter-urban division.

OFFICERS—President and Treasurer, Wm. A. Lynch, Canton, O.

CAPE MAY, N. J.

POPULATION 1890 WAS 2,136; IN 1880 WAS 1,699 AND IN 1870 WAS 1,248.

CAPE MAY DELAWARE BAY & SEWELL'S POINT ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A consolidation in 1892. The road is operated only from May 15 to Sept. 15 of each year. Leased in 1896 to Cape May Transportation Co. at annual rental of \$7,500.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock paid in (par \$50).....			\$150,000	
1st mort. (\$150,000).....	1893	(text) F-A	150,000	Feb. 1, 1923

Interest was reduced to 5 per cent for 5 years from Feb. 1, 1896. In 1894 and 1895 but one interest payment was made by mutual consent of bondholders. Trustee is N. J. Trust & S. D. Co., Camden, N. J.

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

EARNINGS—For year ending Dec. 31, 1897, gross, \$16,998; net, \$1,919. In 1896, gross, \$19,161.

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 Carbon-dale & Forest City Passenger Ry. and Carbon-dale Traction Co

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock auth., \$450,000.....			\$450,000	
1st M. (\$500 & \$1,000) c' & r. }	1892	6 g J-J	\$150,000	July 1, 1922
(\$150,000), gold.....				Int. at Cen. Trust Co., trustee, N. Y. City.
Carb. & Forest City Pass. 1st }	1894	6 g J-J	300,000	
M. \$300,000 gold c'.....				

Consol. M. \$450,000, gold..... 1896 6 g. Nov., '97, none. June 1, '26
Loans payable Nov., 1897..... 11,500

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

Consols of 1896 for \$150,000 are reserved to retire the firsts and \$300,000 for the Carb. & Forest City 6s.

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

EARNINGS—Year ending June 30, 1897, gross, \$60,083; operating expenses, \$61,866; deficit, \$1,783.

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

CEDAR RAPIDS, IOWA.

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

CEDAR RAPIDS & MARION CITY RAILWAY—A trolley road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock.....				\$316,000	
1st M. \$250,000 \$1,000 c. }	13-84	1891 5 J-J		250,000	July 1, 1931
			Int. at American Loan & Tr., Trustee, Boston		

ROAD—Owns road in operation 12-04 miles in length, extending from Cedar Rapids, Iowa, to Marion; second track, 1-46; sidings, 3-4; total of all, 13-84 miles. Rails 45 and 58-lb. T and girder.

OFFICERS—President, P. E. Hall; Vice-President, W. D. Douglass; Secretary and Treasurer, John S. Ely; Superintendent and Purchasing Agent, F. L. Diserens

CHAMPAIGN, ILL.

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

URBANA & CHAMPAIGN RAILWAY GAS & ELECTRIC CO.—

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

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

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 to electricity in July, 1897, and all the other street railways of city acquired.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$850,000 (par \$50).....		J-J	(1)	Jan. 4, '97, 3%
1st M. (\$1000)\$850,000, g.d.c. 1898	1898	5g J-J	\$700,000	Jan. 1, 1923

Tax free. Int. at Merc. Tr. & Dep. Co., Balt., trustee, or Charleston. Bonds for \$150,000 reserved for extensions and improvements.
EARNINGS—Road completed June 30, 1897. From July 1, 1897, to Dec. 31, 6 months, gross, \$84,351; net, \$37,628; int. & taxes, \$20,624; bal., surplus for 6 months, \$17,004. In 1898, Jan. 1 to April 30 (4 months), gross, \$52,102; net, \$14,429.

ROAD—Jan. 1, 1898, system embraced 27 miles of electric road.
OFFICERS.—President, John G. McCullough; Secretary and Treasurer, Frank F. Whilden.—V. 64, p. 706; V. 65, p. 869, 1172.

CHARLOTTE, N. C.

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

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

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

In February, 1898, secured right of way for extensions and permission to lay gas mains.—See V. 66, p. 384.

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

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

ROAD—In February, 1898, was operating 4½ miles of track. Extension of system and double-tracking on main street.
ANNUAL REPORT.—For year ending Dec. 31, 1897, gross, \$52,377; net, \$26,041; interest charges, \$6,000; balance, surplus for year \$20,041. In 1898 gross earnings were \$52,977; net, \$25,813. Total surplus January 1, 1898, \$54,911.

OFFICERS.—President, E. D. Latta; Vice-President, E. B. Springs; Secretary, J. L. Chambers; Auditor, F. A. Savin.—V. 64, p. 329, 384.

CHATTANOOGA, TENN.

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

CHATTANOOGA ELECTRIC RAILWAY CO.

ORGANIZATION—Successor February, 1896, of Chattanooga Electric Ry. of 1891, foreclosed. No new bonds were authorized. Said to serve in all about 49,000 people.

Present management took charge in December, 1896. Many improvements have been made.

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

1st M. \$250,000, \$1,000. } Trustee Union Trust Co. of Philadelphia.
Interest Chatt. Elec. first 6s paid at Maryland Trust Co., Baltimore.

EARNINGS—For 6 months ending April 1, 1898, increase of \$3,036 over same months in 1896-7.
ROAD—Has 32 miles of track on 25 miles of street.
OFFICERS (elected Dec., 1897)—President, J. H. Warner; Vice-President, Edwin Warner; Sec. and Treas., Edward Lilly.—V. 63, p. 401, 651, 1114.

CHATTANOOGA & LOOKOUT MOUNTAIN RAILWAY—A steam road.

ORGANIZATION—Operates 15 miles of track. Gen. Man., P. F. Jones.

INCLINE & NARROW GAUGE RAILWAY—

ROAD—2½ miles of track, of which ¾ mile incline cable and 3 miles steam. Capital stock, \$100,000. President, D. Woodworth.

SIGNAL MOUNTAIN RAILWAY—

ORGANIZATION—Successor to Chattanooga & North Side Street Ry., sold in foreclosure June 24, 1896, for \$8,100. Capital stock is \$500,000.

No bonds. Owns 3½ miles main track and 1 mile sidings; leases North Chattanooga St. Car Co., 2½ miles main track and ¾ mile sidings; total track, including sidings, 7¾ miles. Motor cars, 9 (3 leased).

President, T. J. Nicholl; Vice-President and General Manager, H. A. Nicholl; Secretary, H. C. Beck; Treasurer, John Orr.

CHESTER, PA.

POPULATION IN 1890 WAS 20,226; IN 1880 WAS 14,997;
AND IN 1870 WAS 9,485.

CHESTER TRACTION—A trolley road.

ORGANIZATION—Operates 28.7 miles of track, and controls all the street railway lines in Chester.

CONSOLIDATION—In January, 1898, control of Chester Traction & Wilmington City Ry. (Delaware), was obtained in the same interest and consolidation of the two companies into the Wilmington & Chester Traction Co., incorporated in March, 1898, is pending; proposed capital stock, \$2,000,000. E. W. Clark & Co. of Philadelphia are managing the consolidation.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last Div. &c
Stock (\$500,000).....			\$500,000	July, '95, 4%
1st M., gold, (\$250,000).....	1894	5 g M-N	250,000	May, 1, 1914
Bills payable June 30, 1897.....			39,000	

Securities of subsidiary lines.	Date.	Interest.	Outstanding.	Last Div. &c
Un. Ry. Co. stk. (\$100,000) (\$50)....			100,000	
1st M., g., (\$500 & \$1,000) c. 1893	1893	5 g J-J	200,000	Jan. 1, 1913
Chester St. Ry. stock (\$50).....	10	J-J	150,000	Jan., 1898
Chester & Media Elec. Ry. stock.....	6	J-J	100,000	Jan., 1898
1st M. (\$100,000) gold.....	1893	5 g J-J	100,000	July 1, 1913
Chester Darby & Phila. stock.....	6	J-J	100,000	Jan., 1898
1st M. (\$125,000) gold.....	1893	5 g J-J	125,000	July 1, 1913

All interest payable at Delaware County Trust Co., Chester, Pa. Interest upon all subsidiary securities guaranteed by Traction Co.

January 1, 1897, the Chester Traction Co. held all the stock of the Union Railway Co., \$100,000, Chester & Media stock, \$35,000, Chester Darby & Phila. stock, \$65,000; total, \$200,000.

ROAD—Company in July, 1897, operated 28.7 miles of track:	Miles.	Miles.
Union Ry. Co.....	8.4	Chester Darby & Phila. Co.... 7.4
Chester St. Ry. Co.....	7.5	
Chester & Media Elec. Co.....	5.4	Total..... 28.7

YEARLY EARNINGS—Year ending June 30, 1897, gross, \$210,916; net, \$103,731; int., rentals & taxes, \$63,034; dividends, \$20,000

CHICAGO, ILL.

POPULATION 1890 WAS 1,099,850; IN 1880 WAS 503,185;
AND IN 1870 WAS 306,605.

CALUMET ELECTRIC STREET RAILWAY.—A trolley road.

RECEIVER—In May, 1897, control passed to the National Bank of Illinois (which holds \$483,500 of the stock and \$2,843,000 of the 5s of 1894) and a receiver was appointed. Receiver, Gen. McNulta; in May, 1898, was authorized to expend \$60,000 in improvements.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (\$100 (see text).....			\$500,000	
Receivers' certificates.....	1897	6 p. c.	155,003	Red. at option
1st M., gold, red. at 110. 1892	1892	6 g M-S	51,000	Sept. 1, 1912
Cons. mort. (\$3,000,000). 1894	1894	5 g M-N	2,949,000	Nov. 1, 1909

DEFAULT—Interest due May 1, 1897, on 5s of 1894 was not paid.
ROAD—Operates a road, mostly double-tracked, embracing in all 72 miles of track owned and 5 miles leased. This road connects with Cottage Grove Avenue Cable, Alley Elevated and Illinois Central, and reaches South Chicago, Pullman, West Pullman, Auburn Park, Burp-side and Manhattan Beach. 78-lb. rails.

EARNINGS—May 1 to Dec. 31, 1897, 8 months, gross, \$142,921; net, \$21,896; improvements, &c., additional to operating expenses, \$72,038.

DIRECTORS (elected May, 1897.)—John C. McKean, G. E. Adams, Charles R. Corwith, E. A. Frost and John Farson. President, John Farson; Secretary and Treas., H. B. White.—V. 64, p. 793, 887, 1088.

CHICAGO CITY RAILWAY.—Horse, cable and electric road.

ORGANIZATION—Incorporated in February, 1859, and has extensive surface road privileges in the south division of Chicago. In Feb., 1898, was incorporated the Chicago City Ry. Rapid Transit Co., with a capital of \$1,000,000, to build an elevated road in Dearborn Street from the heart of the city to Thirty-ninth Street, to be used as a trunk line in bringing in the City Railway Company's trolley cars.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Last div., etc.
Stock (\$100 (see text).....	text, Q-M, 31		\$12,000,000	Mar. 31, '98, 3%
Gen. M. \$6,000,000. } 1887	4½ J. - J.		4,619,500	Subject to call (\$100) (\$500) (\$1000) on 60 days 4½, currency.....c* } Trustee, C. L. Hutchinson. notice.

STOCK—Amount of stock was placed at 100,000 shares of \$100 each, with right to increase the same at pleasure of the company. January, 1896, \$2,000,000 additional stock was authorized for building new electric lines, making total stock \$12,000,000; of this, \$1,000,000 issued July 2 and \$1,000,000 on Oct. 2, 1896. See V. 62, p. 183.

BONDS—The bonds outstanding are of the denomination of \$100, \$500 and \$1,000 each and are secured by a general mortgage executed in 1887. The mortgage is limited to \$6,000,000 and the bonds are due July 1, 1901, but subject to call any time on 60 days' notice.

DIVIDENDS—Usually 12 per cent, were in 1893, 24 per cent; in 1894, 12 p. c.; 1895, 15 p. c.; in 1896, 12 p. c.; in 1897, 12 p. c.; in 1898, Mar., 3 p. c.
ROAD—On Jan. 1, 1898, company operated 190 miles of track, viz.: Cable road, 35 miles; electric, 150 miles; horse, 5 miles.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1897 was in V. 66, p. 182, and gave earnings, etc., as follows:

Year ending Dec. 31—	1897.	1896.	1895.
Gross earnings.....	\$4,816,516	\$4,808,867	\$4,476,824
Op. expen. and taxes.....	2,908,982	2,977,209	2,807,726
P. c. op. ex. to earns..	(60.84)	(61.96)	(62.72)
Net earnings.....	\$1,907,534	\$1,831,658	\$1,669,098

	1897.	1896.	1895.
Interest on bonds.....	\$207,877	\$207,877	\$207,887
Reconstruction.....	50,000	181,568	192,509
Dividends.....(12p.c.)	1,440,000(12p.c.)	1,289,787(12p.c.)	1,140,000
Balance, surplus..	\$209,657	\$152,426	\$228,702

Includes in 1896 depreciation and new rails. In 1895 depreciation, reconstruction of State Street, etc., \$92,511.

NET EARNINGS FOR 7 YEARS.

1895.....	\$1,669,098	1892.....	\$1,591,510
1897.....	\$1,907,534	1894.....	1,425,934
1896.....	1,831,658	1893.....	2,637,949
		1890.....	1,139,897

OFFICERS—President, M. K. Bowen; First Vice-President, W. B. Walker; Second Vice-President, Joseph Leiter; Treasurer, T. C. Penington; Secretary, F. R. Greene.

DIRECTORS—(Jan. '98) Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, George H. Wheeler, Wm. B. Walker, George T. Smith, M. K. Bowen. INDEX—V. 64, p. 176; V. 66, p. 182.

CHICAGO CITY RAILWAY TRANSIT CO.—
See CHICAGO CITY RAILWAY.

CHICAGO ELECTRIC TRACTION—Storage bat'y. HISTORY.—Successor in Jan., 1898, to Englewood & Chicago Electric Ry., foreclosed per plan in V. 65, p. 728. The new securities (none outstanding in May, 1898), will be:

NEW SECURITIES—	Date.	Interest.	Authorized.	Maturity.
Stock to be held 5 years } in voting trust.....			\$2,000,000	
1st mort., subject to call } at 105, gold.....	1898	5 g. J-J	500,000	July 1, 1928
Consol. mort. incomes } for 5 years.....	1898	5 A-O	2,000,000	Jan. 1, 1928

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

EARNINGS.—July 1 to Oct. 12, 1897 (104 days), receipts from passengers \$20,607; operating expenses, \$20,123; other income, \$1,096; balance net, \$1,580.

ROAD—In May, 1898, 21½ miles of track were in operation—from 63d St. to Blue Island. Cars began running Jan. 19, 1897.

OFFICERS—President, J. S. Bache, New York; Vice-President, Samuel R. Shipley, Philadelphia; Treasurer, Henry Levis, Philadelphia; Secretary, H. A. Hensley, New York.—V. 66, p. 81.

CHICAGO GENERAL RY.—An electric road.

ORGANIZATION—Incorporated October 21, 1893, for 50 years. The West & South Towns St. Ry. (formerly leased) was purchased in May, 1896, and consolidated. Its \$468,000 of bonds were offered in January, 1898, right of exchange for Chicago General 5s on certain terms—see V. 66, p. 183. BONDS (\$500 and \$1,000 each) authorized \$3,000,000 (reduced from \$10,000,000 in Dec., 1896.—V. 63, p. 1114.

STOCK & BONDS—	Date.	Int., Etc.	Outstand'g.	Maturity, etc.
Stk. \$10,000,000 (par \$100)			\$500,000	
1st M., \$3,000,000, g. }	1895	5 g. M-N	970,000	Nov. 1, 1935
Red. aft. 10 yrs. at 105 }				
Trus. is Merchants' Loan & Tr. Co., Chicago.				
W.&S. Towns, 1st M., g. }	1892	6 g. F-A	164,000	Aug., '02-12

The mortgage trustee is the Northern Trust Company of Chicago.

ROAD—In Jan., 1898, owned 26 miles of road and had 6 miles under construction within 5½ miles of the City Hall, the nearest point being within 2 miles. In July, 1897, leased rights on 22d St. from river to Wabash Ave., 2.48 miles, making total operated 13.58 miles.

EARNINGS—For year ending Dec. 31, 1897, gross, \$79,821; net, \$37,304; fixed charges, \$36,155; bal., surplus for year, \$1,149. In 1896, gross, \$96,251; operating exp. and taxes, \$58,708; net, \$37,543; fixed charges, \$35,813; bal., surplus, \$1,730.

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; V. 66, p. 183.

CHICAGO & MILWAUKEE ELECTRIC.—A trolley road.

ORGANIZATION—Successor by purchase to Bluff City Electric Company. Stock, \$1,000,000; bonds authorized, \$1,000,000.

ROAD—Entire projected line is 31 miles, of which there were operated in April, 1898, Waukegan, Ill., to North Chicago, 44 miles, and Highland Park, Cook County, Ill., to Fort Sheridan, 4 miles, and under construction Waukegan to Highland Park, expected to be completed about July 1; remainder to Evanston to be completed by October 1.

OFFICERS—President, George A. Ball; Vice-President, A. C. Frost; Secretary, George M. Seward.—V. 66, p. 900.

CHICAGO & SOUTH SIDE RAPID TRANSIT RR.—(“ALLEY ELEVATED”)—SEE SOUTH SIDE ELEVATED.

GENERAL ELECTRIC RAILWAY.—

ORGANIZATION—In January, 1896, obtained 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 per cent for last five years. The Illinois Supreme Court in May, 1898, upheld the franchise; V. 66, p. 900. In 1897 leased to Metropolitan Traction Co. for \$5,000 yearly.

STOCKS & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$5,000,000.....			(1)	
1st M., gold.....	1896	5 g. A-O	abt. \$300,000	Oct., 1916

Mortgage authorizes a first issue of \$3,000,000, then \$2,000,000 for extensions, and additional amounts at 85 per cent of cost of still further extensions and improvements. Trustees, Title Guarantee & Trust Co. of Chicago and State Trust Co. of New York.

OFFICERS—President and Treasurer, Samuel F. Hawley; Secretary A. E. Meanor.—V. 66, p. 900.

LAKE STREET ELEVATED RAILROAD.—An electric road.

ORGANIZATION—Chartered August 24, 1892. Debt has been mostly readjusted under plan of February, 1895 (in V. 60, p. 391), by which the Northwestern Elevated RR. Co. guarantees new debenture bonds. Operation by electricity was resumed Sept. 20, 1896.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, par \$100.....			\$10,000,000	
Gold debentures; p. & i. }	1895	5 J-J	3,913,300	July 1, 1928
guar. by N. W. El. Trustee, Northern Trust Co., Chicago.				
Inc. debent., g., non-cum., }	1895	5 Feb. 1	955,800	July 1, 1928
\$500 & \$1,000 bonds. c. }				Subject to call at 101 on any Feb. 1.
Bonds not assenting to plan of 1895—				
1st M., not protesting. }	1893	3(5) J-J	174,000	July 1, 1928
(See text).....				
Do Ziegler bonds (text) }	1893	-J-J	605,000	July 1, 1928
Bills payable Dec. 31, '97.....			660,061	

Interest payable at Northern Trust Co. 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 Jan., 1898, \$881,000 had not assented to readjustment plan of 1895. Of these last \$102,000 were in the treasury, while \$605,000 held by Mr. Zeigler were still in litigation (cases to be heard in May, 1898, at Chicago before Judge Grosscup) and are receiving no interest; the balance, \$174,000, is allowed to receive interest at 3 per cent per annum, or 60 per cent of face of coupons. Holders of first 5s who assented to plan received in exchange for their principal 60 per cent in guaranteed debentures (total issued \$4,015,200, of which \$102,000 in treasury), and 15 per cent in incomes (total issue \$1,003,800, of which \$48,000 in treasury).

Stock—In May, 1896, trust certificates representing Lake Street stock for \$5,009,300 was offered to stockholders of Columbia Construction Co. at \$18.90 a share; the stock itself will be held in a ten-year voting trust.—V. 62, p. 908.

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 14¼ 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. In 1898 acquired franchise for 1 mile road elevated and 1½ miles surface, which will be built by the Cicero & Harlem Ry. Co.—which see below.

REPORT—Fiscal year ends Dec. 31. Report for 1897, V. 66, p. 131.

	1897.	1896.	1897.	1896.
Gross.....	\$579,961	\$573,669	Taxes.....	\$18,612
Oper. exp.....	329,124	339,382	Int. charges.....	257,479
			Loop rental.....	15,707
Net revenue..	\$250,837	\$234,287	Bal., def. for yr. *	\$40,961

* Extraordinary improvements in 1897 \$31,880, making total deficit for year \$72,841.

OFFICERS—President, D. H. Louderback; Sec. and Treas. (May, 1897), Howard Abel, 444 North Clark Street, Chicago.—V. 66, p. 131, 759.

CICERO & HARLEM STREET RAILWAY.—

ORGANIZATION—Chartered as an extension of the Lake St. Elevated. STOCK & BONDS—

Date.	Interest.	Outstand'g.	Maturity.
1st mort., \$1,000,000.. }	1898	5 A-O	(1) Apr. 1, 1928
			(2) Equitable Trust Co., Chicago, Trustee.

ROAD—To be one mile of elevated and 1½ miles of surface and incline road.—V. 66, p. 759.

METROPOLITAN TRACTION CO.—

Organized in June, 1897, by parties interested in General Electric Ry., which property has been leased for \$5,000 yearly. Has franchises for about 200 miles of streets in Cook County. No road constructed to May, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$10,000,000.....			(2)	
1st M., \$2,000,000, gold }	1897	5 g. F-A	(1)	1917
Bonds, \$1,000 each. Equitable Trust Co. trustee, and the State Trust Co. co-trustee. President, Perry Hull; Secretary, E. J. Judd; Treasurer, Albert G. Wheeler.—V. 65, p. 27, 278.				

METROPOLITAN WEST SIDE ELEVATED RAILROAD—An electric road.

RECEIVERSHIP—On Jan. 20, 1897, Dickinson McAllister was appointed Receiver.—V. 64, p. 181.

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. Reorganization plan was stated to have been prepared in May, 1898, but to be awaiting favorable change in money market.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, \$15,000,000(\$100).			\$15,000,000	
1st mort., \$15,000,000, }	1892	5 g. F-A	15,000,000	Aug. 1, 1942
gold, \$1,000.....car }				Interest payable in both N. Y. and Chicago.
Has guaranteed \$407,000 bonds of Union Consolidated Elevated.				
Coupons—Coupons due Feb. 1, 1897, and since remain unpaid.—V. 63, p. 310.				

ROAD—From the Board of Trade Building westerly about 6 miles, with branches; 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; 55 motor cars and 125 passenger cars.

EARNINGS—Jan. 20, 1897 (appointment of receiver), to Apr. 30, 1898: Gross, \$1,265,098; pay-rolls, supplies, etc., \$1,023,234; net earnings, \$241,864. 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:
 April, 1897.....45,546
 May.....40,353
 June.....42,250
 July.....37,206
 August.....37,829
 September.....38,139
 October.....49,470

The average passengers a day since loop was opened Oct. 11 to Oct. 31 about 53,000, 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 99 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—
 Stock (\$10,000,000) (\$100) Q—J \$7,920,000 Apr. 15, '98, 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.
 Certs. 5-20s (\$100) etc., cur. 1895 6 J—J 1,260,000 1900-1915
 N. C. City Ry. Co. stock..... 30 Q—J See text. Apr., 1897
 1st mort., cur'y (\$1,000.) 1880 6 J—J 500,000 July 1, 1900
 2d M. (\$2,500,000) cur. } 1887 4½ M—N 2,500,000 Nov. 1, 1927
 Trustee, Ill. Tr. & S. Bk. } Subject to call at any time.

Stock of N. Chl. City Ry. Co. not owned by N. Chl. St. RR. Co., \$249,900 (par, \$100), receives an annual rental of \$30 per share. North Chicago City stock for \$250,100 is owned by North Chicago Street RR.

Bonds—The N. C. St. R.R. mortgage provides for the issuing (by and with the consent of the trustee) of bonds for permanent improvements, in amount equal to 75 per cent of such improvements. To 1898 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.

Has guaranteed \$649,000 North Chicago Electric Ry. and \$255,000 Chicago Electric Transit bonds—(see separate statement of each.) North Side Electric St. Ry. \$155,000 bonds and Evanston Electric Ry. \$130,000 bonds—see these companies below.

Stock—North Chicago Street stock for \$1,100,000 was issued in January, 1896, of which \$550,000 for part payment of extra dividend and \$550,000 was offered to stockholders at par.—See V. 62, p. 41. In April, 1898, \$1,320,000 additional stock was offered to stockholders at par to retire \$500,000 certificates of indebtedness of 1891 and for extensions, etc. The issue will increase the outstanding stock to \$7,920,000. V. 66, p. 761, 811.

DIVIDENDS. } for 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897.
 per cent. } 6½ 8 11½ 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 indebt.). In 1898, Jan., 3 p. c.; Apr., 3 p. c.

ROAD—On May 1, 1898. Miles.
 Cable.....17
 Electric underground.....175
 Horse.....3
 Electric trolley.....64
 Total track operated.....85-75

EARNINGS—Total passenger receipts for four months ending April 30, 1898, were \$905,702, as against \$849,717 in 1897.

ANNUAL REPORT—Fiscal year ends December 31. Report for 1897 was in V. 66, p. 189, and gave earnings as follows:

Year ending Dec. 31—	1897.	1896.	1895.
Gross receipts.....	\$2,911,551	\$2,913,710	\$2,780,487
Net earnings.....	\$1,591,625	\$1,519,322	\$1,468,380
Int., rental, taxes, etc.....	636,462	524,231	471,252
Dividends paid.....	(12%) 791,943	(12%) 758,901	(12%) 659,922
Balance, surplus.....	\$163,220	\$236,190	\$337,206
Total surplus Dec. 31.....		\$830,741	\$594,281

OFFICERS—President, C. T. Yerkes; Vice-President, W. F. Furbeck; 2d Vice-President, General Manager and Purchasing Agent, John M. Roach; Secretary and Treasurer, Charles Moore.—V. 66, p. 761, 811.

(1) **EVANSTON ELECTRIC RAILWAY**

ORGANIZATION—Organized in 1896. Operated in connection with North Chicago Railroad. Road runs from Emerson and Sherman avenues to Wilmette, 2½ 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 \$130,000, guaranteed by the North Chicago Street Railroad.—V. 63, p. 504.

(2) **NORTH SIDE ELECTRIC RAILWAY**.—A trolley road.

STOCK & BONDS—
 Stock, \$1,500,000..... Date. Interest. Outstanding. Maturity.
 1st M. cur., gu. p. & i. } 1895 6 M—N 155,000 Nov. 1, 1915
 (end.) by No. Ch. St. RR. } Trustee, Illinois Trust & Savings Bk., Chicago.

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, and from the Northwestern Depot to Harrison St., in all 6-58 miles of single track.—V. 62, p. 233, 414.

NORTH CHICAGO ELECTRIC RY.—Trolley road.

ORGANIZATION, ETC.—Leases Chicago North Shore St. Ry., and guarantees interest and dividends.

STOCK & BONDS. Date. Interest. Outstanding. Maturity.
 Stock..... \$2,000,000
 1st M., \$1,000,000 (not sub.) 1894 6 F—A 829,000 Aug. 1, 1914
 (ject to call), gu. p. & i. end. } Int. at Illinois Trust (trustee), Chicago.

In November, 1897, sold \$363,000 firsts for improvements (making 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 Milwaukee Avenue, from the terminus of the West Chicago Street Ry. Co.'s cable line at Armitage Ave. to Lawrence Ave., 6-75 miles in length.—V. 65, p. 925.

CHICAGO NORTH SHORE STREET RY.—(See Map, page 27.)

ORGANIZATION—Leased in 1894 for 50 years to North Chicago El. Ry.
STOCK & BONDS—
 Capital stock, 6 p. c. guar. 6 Q—J \$650,000 Oct., '97, 1½%
 1st M., \$1,500,000, g., } 1894 6g. A—O 675,000 Apr. 1, 1912
 guar. p. & i. (end.) e* } Subj. to call at 105 any Apr. 1 after 1905

The bonds guaranteed by endorsement by the North Chicago Electric Railway, and the stock guaranteed 6 per cent per annum by the same company, are listed on the Chicago Stock Exchange.

Interest is paid in New York by Chase Nat. Bank and in Chicago at Illinois Trust & Savings Bank, Trustee.

ROAD—Owns 7½ miles double track; trackage No. Chic. St. RR. 1½ miles; total track operated 18 miles. President, J. L. Cochran; Vice-Prest., L. S. Owsley; Secy. and Treas., Howard Abel.

NORTHERN ELECTRIC RAILWAY

ORGANIZATION—Chartered in 1894 for 50 years. Capital stock is \$50,000. 1st mortgage bonds dated 1894, due June 1, 1914, \$50,000; trustee, Chicago Title & Trust Co. Owns 5 miles of track.

NORTHWESTERN ELEVATED RR.

ORGANIZATION—Organized in 1894. As to prospects of construction see President Louderback's statement in V. 66, p. 189, and below. Time for completion of road extended to Jan. 1, 1899.

STOCK AND BONDS—
 Stock, \$15,000,000..... (l)
 Pref. stock, 6 p. c. \$6,250,000
 1st M., \$15,000,000..... 1894 5g F—A (l) Aug. 1, 1944
 Illinois Trust & Savings Bank, trustee.

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

Columbia Construction Company.—Contract to build Northwestern "L" canceled in Jan., 1898. Construction Co. stockholders to receive \$125 of "L" preferred (in all about \$5,207,000) for each \$100 which was paid in.—V. 66, p. 184.

No bonds, it was understood in May, 1898, had been sold, but it has been proposed to issue not exceeding \$4,000,000 to complete the road. At the annual meeting in January, 1898, President Louderback said: "We have expended for real estate, construction, interest, etc., \$6,290,611. We estimate it will require to complete the road the further sum of \$2,712,737; and to pay of its obligations, after realizing on its assets, and to complete the road, the total sum of \$3,500,000." V. 66, p. 189.

ANNUAL REPORT—For 1897 see V. 66, p. 189.

ROAD—The road starts at the intersection of Wilson and Evanston avenues, seven miles from the Court House, and will have 5-52 miles of four-track, 92 miles double-track. In Jan., 1898, all but 1 mile of the foundations were in.

OFFICERS—President, D. H. Louderback; Vice-President, L. S. Owsley; Sec. and Treas., Howard Abel.—V. 66, p. 184, 189.

SOUTH CHICAGO CITY RAILWAY CO.

ORGANIZATION—Incorporated May 31, 1893. Operates two lines from Jackson Park to 106th Street and the Indiana State Line. Hammond Whiting & East Chicago is controlled in same interest.

STOCK & BONDS—
 Stock (\$2,000,000 auth.)..... Date. Interest. Outstanding. Maturity.
 1st mortgage, currency.... 1890 5 J—J 50,000 July 1, 1910
 1st mort. \$5,000,000, gold } 1893 5 g. A—O 1,662,000 Apr. 1, 1913
 \$1,000..... } Int. at Illinois Tr. & Sav. Bk., Trustee, Chic.

ROAD—Owns 34 miles of track in Chicago and controls the Grand Crossing & Windsor Park RR. Co., 3 miles; total Dec., '96, 37 miles. Rails 75 and 85 lbs. Hammond Whiting & E. C. Electric gives a line to 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. Cummings; Secretary, Treasurer, O. S. Gaither.—V. 63, p. 795, 970.

SOUTH SIDE ELEVATED RR.—"ALLEY ELEVATED"—An electric road.

ORGANIZATION—Successor January, 1897, to Chicago & South Side R. T. RR. (foreclosed per PLAN V. 63, p. 1158).

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 was introduced as motive power late in April, 1898.

STOCK & BONDS—
 Stock, \$10,323,800..... Date. Interest. Outstanding. Maturity.
 1st mort., \$1,500,000, } 1897 4½ 750,000 July 1, 1907
 red., see text; currency. } Trustee, Ill. Tr. & Sav. Bank, Chicago.
 On Dec. 31, 1897, current liabilities and taxes payable were \$127,886 and cash on hand was \$607,316.

Bonds.—Of the \$1,500,000 authorized in April, 1897, \$750,000 are to 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, '97 (date when road began using Loop), till Jan. 1, 1898 (inclusive), the average number of passengers carried per diem was 54,121, against 31,578 from Feb. 1, 1897, to Oct. 17. From Jan. 1 to April 30, 1898, 213,834, as against 141,274 in 1897.

ANNUAL REPORT.—The annual report for 1897 was in V. 66, p. 285.

Pass. earns....\$611,875	1896. \$672,086	Op. ex. & taxes..\$515,402	1897. \$497,105
Other earnings. 25,470	32,554	Net receipts...\$121,943	\$207,535
Gross receipts..\$637,345	\$704,640	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; V. 66, p. 285.

SUBURBAN RAILROAD—A trolley and steam road.

ORGANIZATION.—Organized in May, 1895. In July, 1897, Mr. Yerkes secured practical control.

STOCK & BONDS.	<i>Date.</i>	<i>Interest.</i>	<i>Outstand'g.</i>	<i>Maturity.</i>
Stock, \$1,250,000.....	1896	5g. M-S	\$1,250,000	Mar. 2, 1916
1st M., \$3,000,000, gold.	1896	5g. M-S	1,250,000	Mar. 2, 1916

Of the \$3,000,000 bonds authorized, \$1,250,000 were issued to build the road owned and to equip a portion of the leased lines with trolley. The remainder may be issued for extensions built and equipped at \$50,000 per mile for double and \$30,000 per mile of single track.

ROAD.—Owns 30 miles of track, extending from terminus of Lake Street Elevated at 52d Street, through Grossdale, La Grange, etc. Leases (for 50 years) the Chicago Harlem & Batavia and Chicago & Southwestern roads to Harlem race track, Austin, Ridgeland, Oak Park, etc., 21 miles of track, including 9 miles of second track. Total track operated, 51 miles, all trolley except portion of leased lines from Harlem to River Forest and along West 16th and 19th streets.

OFFICERS.—President (Sept., 1897), John M. Roach; Secretary, Homer K. Galpin.—V. 64, p. 331; V. 65, p. 236.

UNION ELEVATED RAILROAD.

ORGANIZATION.—Incorporated Nov. 22, 1894, to build a loop road connecting the four elevated roads with business centre of city.

STOCK & BONDS.	<i>Date.</i>	<i>Interest.</i>	<i>Outstand'g.</i>	<i>Maturity.</i>
Stock, \$5,000,000.....	1895	5g. A-O	\$5,000,000	Oct. 1, 1945
1st M., \$5,000,000, gold.	1895	5g. A-O	4,212,000	Oct. 1, 1945

LEASE.—Rental is one-half a cent for each paying passenger carried over any portion of the respective lines, with a minimum aggregate rental equal at least to the amount of interest charges, taxes, expenses of operation and maintenance of the lessor company.—V. 65, p. 1127. See V. 66, p. 617, 762.

ROAD.—The loop is 1.98 miles in length, double tracked (80-lb. rails), and runs on Lake St. to Wabash Ave., to Van Buren St., to Fifth Ave., to Lake St. Road opened Oct. 10, 1897. Trains of the Lake St., Metropolitan West Side, and South Side now operate over the loop.—President, C. T. Yerkes; Sec'y & Treas., Howard Abel.—V. 66, p. 762.

UNION CONSOLIDATED ELEVATED RY.

ORGANIZATION.—Formed in 1896 and built from Union Elevated at 5th Ave. west to Market St.; thence to the Metropolitan W. S. El. Mortgage is authorized for \$1,000,000, of which \$500,000 series A.

STOCK & BONDS.	<i>Date.</i>	<i>Int.</i>	<i>Outstand'g.</i>	<i>Maturity.</i>
Stock.....	1896	5g. M-N	\$1,000,000	Nov. 1, 1936
Series "A" 1st mort., gold.	1896	5g. M-N	407,000	Nov. 1, 1936

gu. p. & i. by Met. W. S. El. Trustee, G. Sherman, V.-P't, Cen. Tr. Co., N. Y.—V. 63, p. 602, 1065.

UNION LOOP.—See Union Elevated RR.

WEST CHICAGO STREET RR.—(See page 27.)

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 bonds 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 Cicero & Proviso St. Ry. (from May 1, 1896,) and Ogden St. Ry.

STOCK & BONDS.	<i>Date.</i>	<i>Interest.</i>	<i>Outstand'g.</i>	<i>Last div., &c.</i>
Stock, \$20,000,000 (\$100) text.	1888	Q.-F.	\$13,189,000	May 16 '98, 1 1/2
1st mortgage, \$4,100,000, s. f.	1888	5 M.-N.	3,969,000	May 1, 1928
000, \$1,000, s. f.	1889	6 J.-D.	767,000	Dec. 1, 1914
Debentures, \$1,000,000, s. f.	1894	6 J.-D.	767,000	Dec. 1, 1914
Consol. M., \$12,500,000, g.	1896	5g. M.-N.	6,031,000	Nov. 1, 1936
(\$1,000 each)	1896	5g. M.-N.	6,031,000	Nov. 1, 1936

Subsidiary lines.
 W. Ch. St. Rk. Tun. Co. 1st g. p. & i. end. c. Trustee, Illinois Tr. & Sav'gs Bank, Chicago.
 Power house mortgages. 1888-9 5 p. c. 204,000 1923-9
 Chi. W. D. Ry. Co. st'k 100. \$35 Q.-J. See text. Jan. 20, 1898
 1st mort. 4 1/2s, (\$1,000). 1892 4 1/2 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
 Consols. \$2,000,000 cur. 1896 5 M.-N. 1,600,000 Dec. 1, 1936
 rency. Trustee, Equitable Trust Co., Chicago.

Chicago Electric Transit, etc., Chicago & Jefferson Urban Transit, North Chicago Electric, Cicero & Proviso St. Ry. Ogden St. Ry. See these companies.

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 Feb-

ruary, 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 202.7 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.—Recent issues—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 June 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 company.

DIVIDENDS.	1889.	1890.	1891.	1892.	1893.	1894.	1895 to May, '98.
per cent..	5	5	6	7 1/4	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:

Owued—	<i>Miles.</i>	Leased—	<i>Miles.</i>
West Chicago St.....	72.70	Cicero & Proviso.....	37.67
Leased—		Ogden St. Ry.....	18.65
Chicago W. Div. Ry.....	96.00	West Chicago Tunnel.....	34.00
Chicago Pass. Ry.....	34.00		

LATEST EARNINGS.—Jan. 1 to May 8 (4 1/4 months), gross, \$1,288,323 in 1898; \$1,237,386 in 1897.

ANNUAL REPORT.—Report for 1897 was in V. 66, p. 182, showing.

<i>Years ending Dec. 31—</i>	1897.	1896.	1895.
Gross earning.....	\$3,899,918	\$4,018,948	\$4,201,477
Operating expenses.....	1,929,664	2,138,378	2,267,196
Net earnings.....	\$1,970,254	\$1,880,570	\$1,934,281

Rental of leased roads.....	\$493,408	\$490,500
Coupon interest.....	241,800	241,813
Other interest and taxes.....	399,720	169,702

Balance for dividends.....	\$834,069	\$864,455	\$1,032,266
Dividends paid.....	791,340	791,340	791,340

Balance.....	sur.\$42,729	sur.\$73,115	sur.\$240,926
Total surplus Dec. 31.....	.....	\$1,795,733	\$1,722,619

OFFICERS.—President, C. T. Yerkes; Sec. and Treas., L. S. Owsley; Purchasing Agent, E. A. Blodgett.—New York office, 54 Wall Street.—V. 66, p. 135, 182, 472.

(1) **CHICAGO ELECTRIC TRANSIT.**—(See Map page 27.)

ORGANIZATION.—Chartered in 1894. Owns valuable franchises running for 20 years on about 40 miles of streets in northwest Chicago.

STOCK & BONDS.	<i>Date.</i>	<i>Interest.</i>	<i>Outstanding.</i>	<i>Maturity.</i>
Stock.....	1894	6 P-A	\$1,500,000	Aug. 1, 1914
1st M., gu. sec. text, no opt'n	1894	6 P-A	1,097,000	Aug. 1, 1914

Interest is payable at office of trustee, the Illinois Tr. & Savings Bank.

Bonds.—The mortgage provides for the issue of \$2,000,000 bonds at not exceeding the cost of improvements, extensions, etc., and for additional bonds at not above 75 per cent such cost. Of the \$1,097,000 issued to May, 1898, \$842,000 are guaranteed by the West Chicago Street RR. and \$255,000 by the North Chicago Street RR.

ROAD.—Owns 35.71 miles of track on 17.85 miles of street—a double-tracked paved electric road on Elston Avenue and Belmont Avenue, Irving Park Boulevard and Crawford Avenue. Owns eight acres of real estate for car barns, and will furnish power for itself and for other lines.

(2) **CHICAGO & JEFFERSON URBAN TRANSIT.**—(See Map page 27.)—A trolley road.

ORGANIZATION.—Began operation Mar. 9, 1896. West Chicago Street Ry. guarantees the bonds. See V. 61, p. 516.

STOCK & BONDS.	<i>Date.</i>	<i>Interest.</i>	<i>Outstanding.</i>	<i>Maturity.</i>
Stock \$2,000,000.....	1895	6 M-N	\$2,000,000	Nov. 1, 1915
1st M., guar. p. and i., 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 Monroe streets. President, Le Grand W. Perce.—V. 61, p. 516.

(3) **CICERO & PROVISO STREET RAILWAY.**—(See Map, page 27.)—An electric road.

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

STOCK & BONDS.	<i>Interest.</i>	<i>Outstanding.</i>	<i>Maturity.</i>
Capital stock (par \$100).....	.....	\$2,500,000	.....
1st mortgage, 1889.....	6 M & N	604,000	Nov. 1, 1904
Consol. M., \$2,500,000, } 5g. M & N	.....	857,000	May 1, 1915
1895, g., \$1,000, gu., end. }	Trustee, Illinois Trust & Savings Bank.		

Interest on 1st mortgage at Farmers' Loan & Trust Co., N. Y. City.

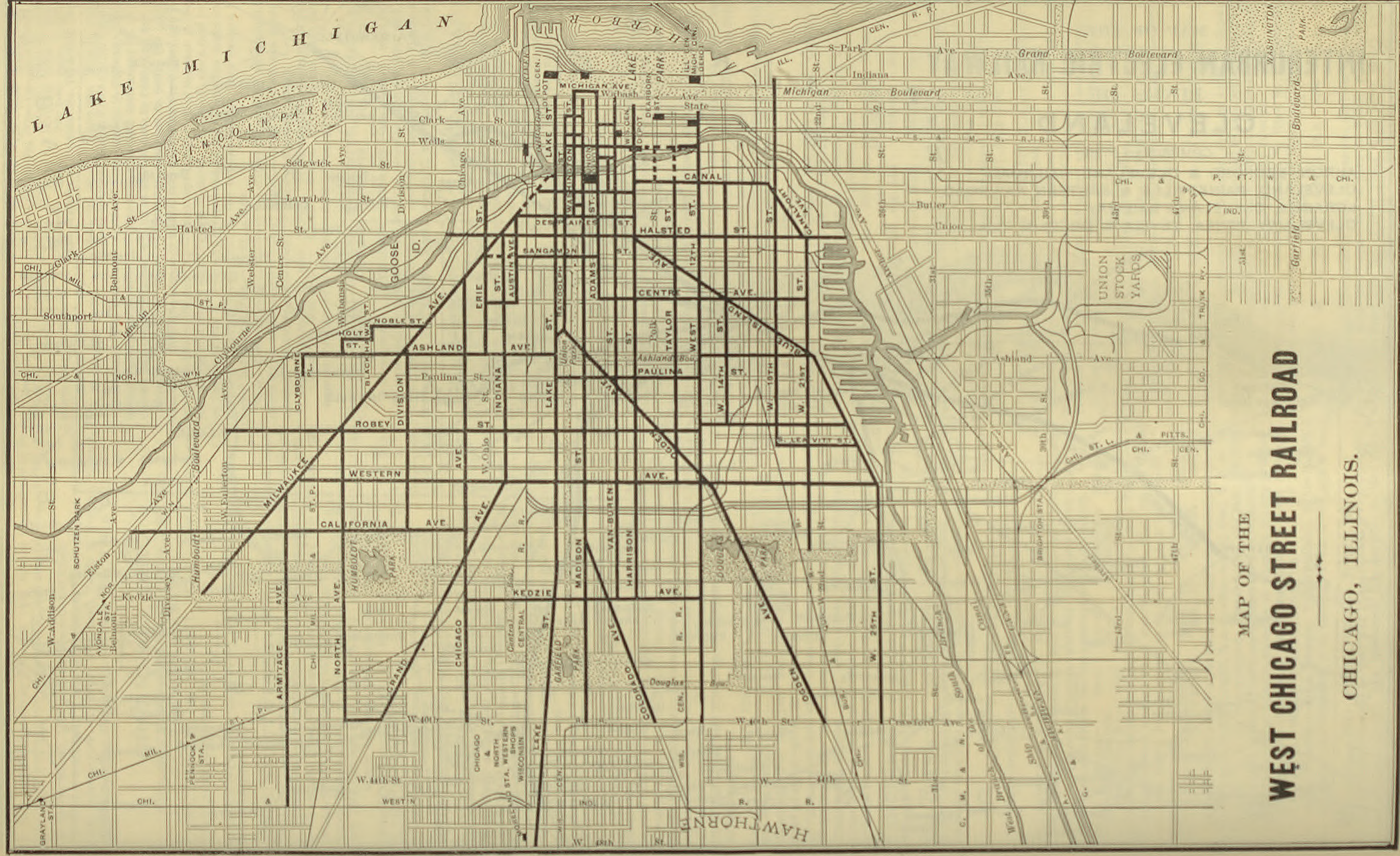
Bonds.—Consols of 1895 are reserved to retire the outstanding firsts.

ROAD.—Operates 37.66 miles of track, from West 40th St. and W. Madison St. through Moreland, Austin, Maywood, etc.—V. 63, p. 1062

(4) **OGDEN STREET RY.**—(See Map, page 27.)—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.	<i>Date.</i>	<i>Interest.</i>	<i>Outstanding.</i>	<i>Maturity.</i>
Stock \$2,000,000 (\$100).....	1896	6 M-N	\$2,000,000	.....
1st M (\$1,500,000....) }	1896	6 M-N	750,000	May 1, 1916
gu. p. & i., W. Chic., end. }	Trustee is Illinois Trust & Savings Bank.			



MAP OF THE
WEST CHICAGO STREET RAILROAD
 CHICAGO, ILLINOIS.

MAP OF THE INTERURBAN ELECTRIC RAILWAY LINES OF CLEVELAND

COMPRISING THE
AKRON, BEDFORD & CLEVELAND RAILROAD
CLEVELAND, PAINESVILLE & EASTERN RAILROAD
LORAIN & CLEVELAND RAILWAY
CLEVELAND, BEREA, ELYRIA & OBERLIN R. R.



The supplemental mortgage, executed Jan. 22, 1898, limits the issue of bonds to \$1,500,000. In January, 1898, \$750,000 1st 6s were outstanding, and the remaining \$750,000 held by the trustee, are to be issued for 75 per cent only of the cost of new construction.—V. 66, p. 472.

ROAD—In March, 1898, owned 34½ 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; V. 66, p. 135.

CINCINNATI, OHIO.

POPULATION 1890 WAS 296,908; IN 1880 WAS 255,139; AND IN 1870 WAS 216,239.

CINCINNATI & MIAMI VALLEY TRACTION.—See HAMILTON, O.

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. The Cincinnati Inclined Plane Ry. was purchased for \$278,000 on April 14, 1898, at foreclosure sale.—V. 66, p. 810.

STOCK & BONDS—

Par.	Interest.	Outstand'g.	Last div., etc.
Stock (\$18,000,000).....	50	5 Q.-J.	\$17,056,000 Apr. 1, '98, 1¼%

BONDS ASSUMED BY CINCINNATI STREET RAILWAY.

Kilgour M. (assumed), cur.	4 J.-J.	\$25,000	July, 1900
Mt. Adams & Eden Park Inclined Ry. bonds assumed:			
1st mortgage, currency.....	6 A.-O.	50,000	Oct., 1900
currency.....	6 A.-O.	100,000	Oct., 1905
Consol. mortg., cur. ncy.....	5 M.-S.	515,500	Mch., 1906

Interest is payable at First National Bank, Cincinnati.

Mt. Auburn Cable Ry. 8¼ 1887 5 J.-D \$200,000 June, 1907
1st M. assumed... c* Interest at Chemical Nat. Bank, N. Y. City.

Stock—Total authorized stock, \$18,000,000, having been increased from \$11,000,000 in August, 1896, for purchase of Mt. Adams & Eden Park and Mt. Auburn Cable roads and for extensions.—V. 63, p. 188; V. 64, p. 610. In March, 1898, stockholders were offered \$656,000 new stock at par, making, when all paid up, \$17,056,000 stock outstanding.—V. 66, p. 616.

DIVIDENDS—For many years 5 per cent per annum. In 1896, 5 p. c.; in 1897, 5 p. c.; in 1898, Jan. 1¼ p. c.; Apr. 1¼ p. c.

ROAD—Company in Nov., 1897, operated 201¼ 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. Contract for change of remaining cable lines to trolley was reported let in February, 1898. The Cincinnati Incline Plane Ry., purchased by Mr. Kilgour in 1898, formerly embraced 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 and eight-elevenths of the remainder was sold to the Cincinnati Hamilton Middletown & Dayton St. Ry.—see Dayton Traction Co.

Miles.	Miles.
Main line (trolley).....187.34	Total track operated.....201.34
Main line (cable).....14.00	Weight of rails 75 to 95 lbs.

EARNINGS—For the year ending June 30, 1897, earnings are reported as about—gross, \$2,300,000.

OFFICERS—President and General Manager, John Kilgour; Secretary and Assistant Gen. Man., James A. Collins; Treas., R. A. Dunlap.

DIRECTORS (elected July, 1897)—John Kilgour, Matthew Ryan, George Bullock, George N. Stone, Frank J. Jones, Nat. Henchman Davis and Stephen R. Burton.—V. 65, p. 571; V. 66, p. 616, 810.

CINCINNATI HAMILTON MIDDLETOWN & DAYTON STREET RR.—See Dayton Traction Co.

CINCINNATI INCLINED PLANE RAILWAY—Purchased at foreclosure sale April 14, 1898, in interest of Cincinnati Street Ry. and Dayton Traction Co.—V. 66, p. 810.

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.
Cleva. City Cable Ry. 1889	5g. J.-J.	2,000,000	July 1, 1909

gold \$1,000 c.r. 1st M } Trustee is Central Trust Co., New York.

EARNINGS—Jan. 1 to Aug. 31, 8 months, gross, \$762,634 in 1896; \$688,188 in 1895. For years ending Dec. 31 earnings have been:

Year.	Gross.	Net.	Interest.	Bal. sur.
1895.....	\$1,060,229	\$458,772	\$109,116	\$349,656
1894.....	923,551	366,113	131,569	234,544

DIVIDEND—Dividends of 4 per cent annually have been paid, but in 1896 paid 2 p. c.; in 1897, April, ¼ p. c.; July, ¼ p. c.; Oct., ¼ p. c.; in 1898, Jan., ¼ p. c., was declared. The Oct., '97, and Jan., '98, dividends were paid in March, 1898, upon dissolution of injunction.

ROAD—The company operates 84 miles of track in the city of Cleveland and suburbs on 41 miles of streets, extending 6 miles east and west of city limits. Weight of rails 82 and 98 lbs.

OFFICERS—President, M. A. Hanna; Vice-President, F. De H. Robison; Secretary and Treasurer, J. B. Hanna.—V. 62, p. 363, 664.

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. 663.

STOCK & BONDS—

Date.	Interest.	Outstand'g.	Last div., etc.
Stock (\$100).....	Q.-J.	\$12,000,000	Apr. 5, '98, ¼%
Bonds assumed.....	1892 5 M-S	1,000,000	March, 1910
E. Clev. RR. 1st M. (\$1,000)	Interest at Central Trust Co.,		New York.
Brooklyn St. 1st \$1,000....	1883 6 M-S	300,000	Sept. 1, 1903
do mort. 1890 \$1,000....	1890 6 M-S	300,000	Sept. 1, 1903
South Side 1st \$1,000.....	1888 6 M-S	300,000	Sept. 1, 1903

Int. in Phila. at Fidelity Ins. Tr. & Safe Dep.

Cleveland Electric Ry.—

Con. M. (\$1,000) gold. c.*tr	1893 5g. M-S	1,850,000	Mch. 1, 1913
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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 ¼ p. c.; in 1897, 3 p. c.; in 1898, Apr. ¼ p. c.

BONDS—Consols of 1883 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 96½ miles; practically all the lines are double tracked." Also operates about 10 miles of suburban track.

LATEST EARNINGS—3 mos. } 1898...Gross, \$407,010; net, \$158,366
Jan. 1 to Mar. 31. } 1897...Gross, 371,963; net, 131,908

ANNUAL REPORT—For the years ending December 31:

	1897.	1896.	1895.	1894.
Gross earnings.....	\$1,632,020	\$1,634,841	\$1,503,620	\$1,306,522
Operating expenses..	1,038,945	1,080,979	984,221	805,021

Net earnings..... \$593,075 \$553,862 \$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.—V. 63, p. 1146.

AKRON BEDFORD & CLEVELAND RAILROAD—(See Map, page 28.)—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—

Date.	Interest.	Outstand'g.	Maturity.
Stock auth'z'd. \$1,000,000....		\$1,000,000	Jan 15 '98 ¼%
1st M., \$300,000 (par \$1,000),	1895 5 g. M&S	\$300,000	Sept. 1, 1915

mort. covers 27½ 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, 1897, \$35,000.

DIVIDENDS—In 1898, Jan., ¼ p. c.—first dividend.

ROAD.—In August, 1897, Akron to Cleveland, 30 miles track. Of this about 11½ miles is on right of way owned in fee. Has traffic arrangement to use tracks in Cleveland, about 5 miles, in Akron, about 4 miles. Road has steel bridges, T rail and is ballasted; 21 cars, large pattern. See V. 61, p. 870; V. 62, p. 184.

LATEST EARNINGS—4 mos. } 1898...Gross, \$23,441; net, \$2,059
Jan. 1 to April 30. } 1897...Gross, 23,419; net, 2,503

EARNINGS—For year ending Dec. 31, 1897, gross, \$101,321; net, \$25,546; interest, \$15,000; bal., surplus for year, \$10,546. In 1896, gross, \$91,686; net, \$30,044; other income, \$5,244.

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 & OBERLIN RY.—(See Map, page 28.)—A trolley road.

ORGANIZATION—A consolidation in December, 1897, of the Cleva. Berea & Elyria and Elyria & Oberlin Electric RR.

STOCK & BONDS—

Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100).....		\$1,000,000	
Cleve. & Berea 1st M., z. }	1892 6g J&J	73,000	Jan. 1, 1912
Subj. to call Jan. 1, 1902. }			
Cleve. & Elyria 1st M. on }	1895 6 M&N	200,000	May 1, 1915
18 ms. (bonds \$500).... }			
Elyria & Oberlin 1st M. on }	1897 6 A&F	100,000	Aug. 1, 1917
9 miles (bonds \$500).... }			

Interest at Cleveland Trust Co., trustee.

The new Co. assumed the obligations of the constituent companies.

ROAD—Operates 37 miles of track extending from Cleveland to Berea, Elyria and Oberlin; 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 operate a passenger and freight road between Cleveland and Chagrin Falls, 14 miles, to furnish heat, light and power, and own pleasure resorts.

STOCK & BONDS—

Date.	Interest.	Outstand'g.	Maturity.
Stock.....		\$300,000	
1st M., \$200,000, g. red. aft. }	1896 6 g. M-N	150,000	May 1, 1916
May 1, 1906 (\$500).....c* }			

Int. at Guardian Trust, Cleve., trustee.

ROAD—In November, 1897, 14 miles of track had been laid.

President, Vincent A. Taylor; Vice-President, M. A. Sprague; Secretary, C. F. Lowe; Treasurer, Wm. Prescott.

CLEVELAND MEDINA & SOUTHERN—To be a trolley road.

ORGANIZATION—Incorporated in October, 1897, to build to Cincinnati via Columbus. In April, 1898, reported to have let contracts for grading and overhead work as far as Wooster, 52 miles, and as expecting to have 32 miles of road in operation by June 15.

INCORPORATORS—F. C. Goodman, Joseph W. Roof, W. P. Hockney, A. R. Gilson, Geo. R. McRay, Francis C. McMillin and Jos. H. Storer.

LORAIN & CLEVELAND RY. (See Map, p. 28) A trolley road.

ORGANIZATION—Chartered in 1895. Owns and operates 19 miles between Rocky River and Lorain and running to Public Square, Cleveland, on Cleveland City Ry. Power house is at Avon Beach Park, using water from Lake Erie.

STOCK & BONDS—Capital stock, \$1,000,000 (increased from \$500,000 in August, 1897). First mortgage authorized, \$1,000,000 of 5 p. c gold bonds; \$700,000 issued. President, B. Mahler; Vice-President, E. G. Thillotson; Secretary, James B. Hoge; Asst Secretary, F. W. Coen; Treasurer, E. W. Moore.

CLEVELAND PAINESVILLE & EASTERN RAILROAD—(See Map, page 27).—A trolley road.

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

STOCK & BONDS—	Date.	Interest	Outstand'g.	Maturity.
Stock, \$1,000,000			\$1,000,000	
1st Mort., gold, \$500,000	1896	5 g. A-O	500,000	Apr. 1, 1916
(\$1,000 each)		Interest at State Trust Co., N. Y.		
Debentures \$500,000	1897	6 J-J	279,000	July 1, 1907
		Int. at Dime Sav. & Bkg., Cleve., trustee.		

Trustees of mortgage are State Trust Co., N. Y., and Cleveland Trust Co., Cleveland, O. Bonds authorized at \$25,000 per mile; supplemental mortgage made in 1897 to bring extension under the first mortgage. On Jan. 1, 1898, current liabilities were \$220,000.

ROAD—Owns road from Euclid, Ohio, to Painesville, 18.87 miles, and uses Cleveland Electric Ry. from Euclid to Public Square, Cleve., 10 miles; "Shore Branch" (Willoughby to Cleveland, built in last half of 1897), 14.39 miles; total track (including 4½ miles of double), 37.76 miles. Rails 68-lb. girder on old line and 70 lb. T on Shore Branch; 23 motor cars. Power house is at Willoughby and uses water from Chagrin River free. In April, 1898, it was reported that an extension would be built eastward during 1898 to Geneva, 15 miles.

LATEST EARNINGS—4 months } 1898....Gross, \$23,824; net, \$8,554
 Jan. 1 to Apr. 30. } 1897....Gross, 20,548; net, 7,689

EARNINGS—For year ending Dec. 31, 1897, gross, \$87,533; net, \$40,618; interest on 1st mortgage bonds, \$25,000. Passengers carried (12 months), 526,098.

OFFICERS—President, C. W. Wason; Vice-President, J. A. Biedler; Treasurer, E. W. Moore; Secretary, F. S. Borton. Directors (January, 1897)—Henry A. Everett, I. N. Topliff, W. F. Carr, Fred. Storm, C. W. Wason, E. W. Moore and J. A. Beidler.—V. 63, p. 356, 458; V. 64, p. 284

COHOES, N. Y.

POPULATION 1890 WAS 22,509; IN 1880 WAS 19,416; AND IN 1870 WAS 15,357.

COHOES CITY RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1894 and controlled by the same interests as the Albany Railway with which connection is made.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (par, \$20)		2% yr. 95-6	\$50,000	
1st M., gold, \$50,000	1895	6 g., J-J	50,000	July 1, 1905
2d M., gold	1897	(i)	35,000	(i)

Loans payable (June 30, 1897), \$10,000. Year ending June 30, 1897, gross, \$23,322. In 1895-96, 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, 6½ miles. President, John W. McNamara, Albany, N. Y.

COLORADO SPRINGS, COL.

POPULATION 1890 WAS 11,140; IN 1880 WAS 4,226.

COLORADO SPRINGS RAPID TRANSIT

ORGANIZATION—Chartered in 1890. Franchise is perpetual and is said to give "practically exclusive" rights in the city.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100)				\$500,000 l.p.	
1st M., \$1,000 each	7½	1890	6 A-O	350,000	1910
Consol. M., \$1,000 ea.		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 28½ miles of track, and June 1, 1895, began to operate the Manitou Electric Railway & Casino Company's line, 1½ miles.

ANNUAL REPORT—For year ending Dec. 31, 1896, earnings, were: Gross earnings.....\$152,032 Fixed charges.....\$34,081 Net earnings.....65,129 Balance, surplus.....31,048

OFFICERS—President, F. L. Martin; Vice-President, E. J. Eaton; Secretary, Treasurer and Gen. Man., A. L. Lawton; Supt. and Purchasing Agent, D. L. Macaffree.

COLUMBIA, S. C.

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

COLUMBIA ELECTRIC STREET RAILWAY LIGHT & POWER—A trolley road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$75,000 (par \$100)				\$75,000 l.p.	
1st M., gold, \$1,000		1892	6 g. 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 RR.—Part trolley; part steam.

ORGANIZATION—Owns and operates the street car system of Columbus, the belt passenger and freight lines, connecting with all passenger and freight depots, and a large brick, metal roof warehouse and general storage building; also an electric light and power system.

In April, 1898, the bondholders agreed to the cancellation of the mortgage of 1894, and to accept for their holdings 61 per cent in new firsts and balance in second mortgage incomes. The new mortgages cover the combined property, including the Brush Electric Light & Power Co., which was acquired.

Securities—New bonds are first mortgage 5s due 1937, for \$450,000, and second mortgage 6 per cent non-cumulative incomes, due 1937; \$30,000 of the firsts are reserved to retire an equal amount of underlying bonds due 1913 and \$20,000 to build bridge across river.

ROAD—Operates 24½ miles of track.

OFFICERS—President, John F. Flournoy; Vice-President, J. Wainwright; Secretary, C. B. Grimes; Treasurer, P. W. Briggs, 100 Broadway, New York; Super. and Purch. Agent, W. D. Keene.—V. 66, p. 759.

COLUMBUS, OHIO.

POPULATION 1890 WAS 82,150; IN 1880 WAS 51,647; AND IN 1870 WAS 31,274.

COLUMBUS STREET RAILWAY—A trolley road

ORGANIZATION—Organized in May, 1892.

STOCK & BONDS—	Date.	Interest.	Outstand'g	Last div., etc
Capital stock		Q.—F.	\$3,000,000	May 2, 98, 1%
Col. Consol. Street RR. 1st	1889	5 g. J.—J.	719,000	July 1, 1909
mortgage, gold		Interest at Central Trust Co., N. Y.		
Col. St. Ry. 1st	1892	5 g. J.—J.	2,281,000	July 1, 1932
gold		Interest at E. W. Clark & Co., Phila.		

Bonds guaranteed—Crosstown 1st mort., \$2,000,000 g. g. p. & i. c.* } 1893 5 g. J.—D. 561,000 June 1, 1933
 Knickerbocker Trust Co., N. Y., Trustee.
 Bills payable Jan. 1, 1898, \$125,500.

Bonds—The first consol. mortgage of 1892 is for \$3,000,000, of which \$719,000 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 property under a perpetual lease. Guaranty endorsed on each bond.

DIVIDENDS—1892, 3 per cent; 1893, 2 p. c.; 1894, 1½ p. c.; in 1895, 4 p. c.; in 1896, 4 p. c.; in 1897, 4 p. c.; in 1898, Feb., 1 p. c.; May, 1 p. c.

ROAD—Operates 64.17 miles of track in Columbus, etc. (counting all as single track), as follows:

Road owned.	Miles.	Road leased.
Main line	51.17	Crosstown St. Ry. 13
Rails, 45 to 93 lb. girder and 60 to 80 lb. T. Owns 84 closed motor cars, 67 open motor cars and 14 trail cars.		

LATEST EARNINGS—4 months, } 1898..Gross, \$204,541; net, \$104,773
 Jan. 1 to April 30. } 1897..Gross, 182,792; net, 94,201

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1897 was given in V. 66, p. 381. Earnings have been as follows:

	1897.	1896.	Dividends....	1897.	1896.
Gross earns..	\$605,921	\$626,961	\$120,000	\$120,000	
Net earnings..	319,047	318,516	Surp. for year.	4,293	6,379
Other income.	5,397	4,362	Tot. sur. Dec. 31	196,638	204,923
Fixed charges.	200,151	196,500			

Total passengers carried in 1897 was 13,284,530; in 1896 was 13,810,455; in 1895 was 13,841,869. Total car mileage in 1897 was 3,610,148; in 1896 was 3,860,540; in 1895 was 3,592,333. Per cent of operating expenses to gross in 1897 was 47.30; in 1896 was 49.20.

OFFICERS—Pres., Robert E. Sheldon; 1st Vice-Pres. and Treas., E. K. Stewart; Sec. and Auditor, P. V. Burington; General Supt. and Pur Agent, W. F. Kelly.

INDEX—V. 65, p. 824, 1023; V. 66, p. 381, 857.

COLUMBUS CENTRAL RY.—A trolley road.

ORGANIZATION—Chartered in 1893; franchise runs till 1917. It has been proposed to sell road to the Columbus Street Ry.

RECEIVERSHIP—On Sept. 4, 1896, George H. Worthington of Cleveland, O., was made receiver.—V. 63, p. 402.

BONDHOLDERS' COMMITTEE—G. H. Worthington, J. V. Painter; M. T. Herrick, all of Cleveland; H. L. Breneman and T. C. Campbell, of Cincinnati; Secretary, F. N. Bendelari, Columbus, Ohio; depository, Guardian Tr. Co., Cleveland. About \$1,300,000 bonds have been deposited.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100)				\$1,500,000	
Receiv's cts. (see text)				20,000	
1st mortgage, \$1,500,000, gold.		1893	5 g. M-N	1,500,000	May 1, 1913
		May, '96, coupon the last paid.			

Mortgage trustee is the Savings & Trust Company of Cleveland, O. Floating debt in Sept., 1896, was reported about \$325,000.

ROAD—In May, 1896, reported to have 34 miles of track.

OFFICERS—President, Jno. J. Shipherd, Cleveland, O.—V. 65, p. 1023.

CONCORD, N. H.

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

CONCORD STREET RAILWAY—A trolley road. extending from the central wards of Concord to Penacook.

STOCKS & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, com., \$100,000			\$50,000	
Prof. cum., \$100,000		6	50,000	1895-96, 6%
First mortgage, \$150,000	1893	5 J-D	118,500	Dec., 1913
(\$500 each)		Subject to call in 1898 to 1902, inclusive, at 102; in 1903 and thereafter at par.		

Interest at National Bank of Redemption, Boston, and in Concord. Dividends of 6 per cent have been paid on the preferred stock.

ROAD is 12 miles long; total track, 12½ miles.

EARNINGS—For years ending June 30 earnings were:

	1896.	1895.	1896.	1895.
Gross earnings..	\$49,626	\$51,840	Interest and taxes.	\$6,187
Net earnings..	3,562	7,686	Dividends.....	3,000
Other income..	1,033	1,175	Balance.....	def. 4,592 sur. 801

OFFICERS—President and Purchasing Agent, J. H. Albin; Secretary, N. E. Martin; Treasurer, A. B. Cross.

CORTLAND, N. Y.

POPULATION 1890 WAS 8,590; IN 1880 WAS 4,050; AND IN 1870 WAS 3,066.

CORTLAND & HOMER TRACTION—A trolley road.

ORGANIZATION—Chartered May 14, 1894, and purchased the entire capital stock (\$150,000) of the Cortland & Homer RR. Has perpetual right to use said railroad and operates it as an integral part of its system. The Traction Co. owns all the stock and bonds (in all \$80,000) of Cort. & Homer Electric Co., which furnishes 100 arc lights to the two cities and also lamps to the public. Carries coal and freight as well as passengers, between Cortland, Homer and McGrawville.

STOCK & BONDS—

Stock	Date	Interest	Outstand'g.	Maturity
1st M., \$300,000, gold.	1894	6 g. A. - O.	300,000	Apr. 1, 1924
free of tax		Interest at Farmers' Ln. & Tr. Co., New York.		

The bonds are an absolute first mortgage (or first collateral lien) on the 12 miles below described.

ROAD—Operates 10-57 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; interest and taxes, \$18,600; surplus for year, \$683. In 1895-96, gross, \$33,188; net, \$13,620; other income, \$1,347.

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.

STOCK & BONDS—

Stock (\$100)	Date	Interest	Outstand'g.	Maturity
1st mort., \$25,000, gold.	1895	6 g., M-N	25,000	May 1, 1915
(par \$500)		Int. at International Trust, Trustee, Boston.		

Dividends—1894-95, 4 p. c.; in 1895-96, 0; '96-'97, 4 p. c.

ROAD—Owns line 5-4 miles in length; sidings, ½ mile.

EARNINGS—For year ending Sept. 30, 1897, gross, \$4,376; net, \$196; charges, \$2,074; dividends, \$1,396; deficit for year, \$3,666. Total surplus Oct. 1, 1897, \$4,557. Boston office, 21 Milk St., 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—

Stock (\$100)	Date	Interest	Outstanding	Maturity
\$4,000,000			\$3,500,000	

Underlying Bonds—

So. Cov. & Cin. 1st M.	1882	6 M-S	250,000	Mch., 1912
Consol. M., \$500,000 gold.	1892	6 g. J-J	150,000	Jan. 1, 1932
Newp. & Day St. Ry. 1st M.	1887	6	100,000	Aug. 1, 1917
Cincinnati Newport & Covington 1st consol. mort., gold, \$3.	1892	5 g. J-J	2,500,000	July 1, 1922
000,000 (\$1,000) e & r		Trustee Farmers' Loan & Trust Co. of N. Y.		
2d mortgage, \$1,000,000,	1896	5 g.	500,000	July 1, 1922
gold (\$1,000 each) c & y		Trustee Farmers' Loan & Trust Co., N. Y.		

NEW STOCK AND BONDS—Capital stock increased from \$3,000,000 to \$4,000,000 in June, 1896.

Bonds—Of the 1st consolidated of 1892 \$500,000 are deposited with the trustee to retire all the underlying mortgage bonds. Second mortgage 5s for \$500,000 were sold in December, 1896.

ROAD—Connects Cincinnati, Newport, Covington, Dayton, Bellevue, Ludlow, Bromley and Ft. Thomas. Total in operation in May, 1897, 56 miles; laid with 80 Johnston girder and 72-pound "T" rails.

ANNUAL REPORT—Earnings for years ending Dec. 31, were: 1897, gross, \$638,477; net, \$211,197; interest charges, \$183,073; bal., surplus, \$28,124. In 1896, gross, \$644,044; net, \$180,045. In 1895, gross, \$624,033. In 1894, gross, \$497,948.

DIRECTORS—(Elected February, 15, 1895): Henry Feltman, J. C. Ernst, Covington, Ky.; Robert A. Orr, Pittsburg; Julius Fleischman, James M. Hutton, Joseph S. Trevor and M. M. White.

OFFICERS—(Elected February, 1895)—President, James C. Ernst; Secretary and Treasurer, George M. Abbott.—V. 62, p. 821, 938; V. 63, p. 1158; V. 64, p. 41; V. 66, p. 706.

DALLAS, TEXAS.

POPULATION IN 1898 (ESTIMATED) WAS 64,224; IN 1890 WAS 38,067 AND IN 1880 WAS 10,358.

DALLAS CONSOLIDATED ELECTRIC ST. RY.—Trolley.

ORGANIZATION—A consolidation in February, 1898, of the Dallas City Street Ry. and Queen City Ry. sold in foreclosure. The road has, exclusive of switches, 34 miles of track. Stock authorized, \$1,000,000. Bonds authorized, \$800,000 20-year 5s, expected in May, 1898, to be on the market during June. President, C. H. Alexander, Dallas.—V. 66, p. 185.

DALLAS RAPID TRANSIT & TERMINAL RAILWAY—A trolley road.

ORGANIZATION—Successor to Dallas Rapid Transit, December, 1894. Capital stock \$100,000; par, \$100. It is not intended to issue bonds except for improvements and extensions. None issued to May 1, 1898. Has 13 miles of track on 13 miles of streets. President, W. F. Thayer, Concord, N. H.

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.

DANBURY, CONN.

POPULATION 1890 WAS 16,552; IN 1880 WAS 11,666; AND IN 1870 WAS 8,753.

DANBURY & BETHEL STREET RAILWAY—A trolley road.

ORGANIZATION.—Has a perpetual special charter, 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—

Stock (\$25)	Miles	Date	Interest	Outstand'g.	Maturity
\$323,000, par \$25				Below \$320,000	Nov. 15, '97, 2
1st M. \$200,000, gold.		1894	5 g. M-N	200,000	May 1, 1914

Interest in Boston at Am. Loan & Trust Co., trustee.

Dividends in 1896, Jan., 2½ p. c.; in Oct., 2 p. c.; in 1897, April, 2 p. c.; Nov., 2 p. c.

ROAD—On Oct. 1, 1897, owned road in Danbury and from Danbury to Bethel, etc., 10-6 miles in all; sidings, etc., 55 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.	Net.	Int. & taxes.	Dividends.	Bal. sur.
1896-7	\$62,483	\$26,771	\$13,184	\$12,800	\$787
1895-6	65,160	23,414	13,123	8,000	2,291

OFFICERS—President, Samuel C. Holley, Danbury, Conn.; Vice-President, S. Harrison Wagner, New Haven, Conn. Directors—S. C. Holley, Arthur E. Tweedy, Henry Bernd, M. H. Griffing, M. McPhelemy, A. W. Holley, all of Danbury; S. Harrison Wagner, New Haven.

DANVILLE, ILL.

POPULATION 1890 WAS 11,491; IN 1880 WAS 7,733.

DANVILLE GAS ELECTRIC LIGHT & STREET RAILWAY.

Company estimated population in 1896 at 17,000.

STOCK & BONDS—

Stock, \$50,000	Miles	Date	Interest	Outstand'g.	Maturity
1st M., \$300,000, gold.	8½	1896	6 g. M-N	300,000	1899-1916

Bonds—The bonds are due \$7,000 each May 1, 1899-1906; \$8,000, 1907-1915, and \$172,000 in 1916; mortgage trustee is the American Loan & Trust Company of Boston.

COMPANY'S PROPERTY—The company Jan. 1, 1897, 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 Mar. 31, 3 months, in 1898, gross, \$28,465; net, \$13,914; in 1897, gross, \$26,503. Earnings for years ending April 30 were as follows:

Year ending April 30—	Gross.		Net.	
	1897.	1896.	1897.	1896.
Gas	\$18,771	\$18,097	\$7,514	\$6,751
Electric Light	54,726	47,876	29,974	24,971
street Railway	28,735	29,036	7,561	8,502
Total	\$102,232	\$95,009	\$45,049	\$40,224
Taxes and insurance			\$3,304	\$2,440
Interest on bonds			18,000	18,000
Balance, surplus, for year			\$23,745	\$19,784

OFFICERS—President, F. W. Penwell; Vice-President, A. C. Daniel; Secretary, Treasurer, Gen. Man. and Purchasing Agent, E. X. Leseure V. 65, p. 1114.

DAVENPORT, IOWA.

POPULATION 1890 WAS 26,872; IN 1880 WAS 21,831; AND IN 1870 WAS 20,038.

TRI-CITY RAILWAY—A trolley road.

ORGANIZATION—Incorporated in September, 1895, and purchased (subject to the mortgage of 1891 securing \$630,000 outstanding bonds) the property of the Davenport & Rock Island Railway—see plan in STREET RAILWAY SUPPLEMENT of August, 1895.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (\$600,000 auth.)			\$415,200	
1891 6 g J-J	630,000	July 1, 1901		
1st M. (\$500 & \$1,000)		(Part due yearly) to July 1, 1911		
		Int. payable in N. Y. at Chase Nat. B'k and in Chicago at Ill. Tr. & Sav. Bk., Trustee.		

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.

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.—V. 61, p. 470, 753.

DAYTON, OHIO.

POPULATION 1890 WAS 61,220; IN 1880 WAS 38,678; AND IN 1870 WAS 30,473.

CINCINNATI HAMILTON & DAYTON TRACTION CO.

ORGANIZATION—Incorporated at Columbus, Ohio, in January, 1897, to build and operate rapid transit lines in connection with the Cincinnati Hamilton & Dayton Railway.—V. 64, p. 82.

CITY RAILWAY CO.—A trolley road.

ORGANIZATION—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.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity
Com. stock, \$1,500,000 (\$100)	5 p. c.	\$1,470,600	1897, 5%	
Pref. stock, \$600,000 (\$100)	6 p. c.	600,000	1897, 6%	
Dayton & Soldiers' Home RR. 1st mortgage, not subject to call	1891 6 J-J	65,000	Jan. 1, '11	
			Interest at Chemical Nat. Bank, N. Y. City.	

DIVIDENDS—On preferred 6 per cent and on common 5 per cent 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. The Cincinnati Hamilton Middletown & Dayton Street RR. was incorporated to build the line to Cincinnati. In August, 1896, right of way had been obtained for entire line and the two companies had been practically consolidated. In 1898 the portion of the Cincinnati Inclined Plane Ry north of the Cincinnati Zoological Gardens, about 14 miles, was purchased. Besides passengers, may carry mail, freight, express, etc. The Cincinnati & Miami Valley Traction Co. (see Hamilton, Ohio,) operates from Miamisburg to Hamilton, 26 miles, and has passenger and traffic arrangements with Dayton Traction, thus forming a through line from Dayton to Hamilton.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100)			\$ (1)	
1st mtge. \$250,000 gold (\$1,000) . . . c*	1896 5g. J-J.		250,000	July 1, 1916
Other bonds				Interest at Finance Co. of Penna., Phila., trustee.

ROAD—Dayton to Miamisburg, Ohio, 12½ miles of road; second track, 1¼ miles; rails, 60 and 70 lbs. Connects at Miamisburg with Cincinnati & Miami Traction for Hamilton, Ohio. Proprietary Line—C. H. M. & D. Street RR., Cincinnati Zoological Gardens (where it connects with Cincinnati Street Ry.) northerly, about 14 miles of track.

OFFICERS—President, Dennis Dwyer; Secretary, Albert Emanuel; Treasurer, O. B. Brown.

DAYTON & WESTERN TRACTION—

ORGANIZATION—Incorporated Feb. 10, 1897, with authorized capital stock \$400,000. In April, 1898, made a mortgage to the Central Trust Co. as trustee to secure \$400,000 25-year \$1,000 five per cent bonds. The road is under construction from Dayton, Ohio, to Eaton, a distance of 25 miles, and is expected to be in operation in June, 1898.—V. 66, p. 708.

HOME AVENUE RAILROAD—A steam road.

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.

ROAD—Riverdale to Soldiers' Home, 6.1 miles double track (old White Line), and on Wayne Ave., etc., 3.6 miles double track; total, 9.7 miles

of double track. President, John A. McMahon; General Manager, George B. Kerper.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,100,000, \$100			\$1,100,000	
1st mort., \$500,000, gold, (\$200) redeemable after Jan. 1, 1902	1897 5 g J-J		450,000	Jan. 1, 1927
				Trustee Union Sav. Bk. & Tr., Cincinnati, O.—V. 62, p. 1140.

DECATUR, ILL.

POPULATION 1890 WAS 16,841; IN 1880 WAS 9,547; AND IN 1870 WAS 7,161.

CITY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1891, and in 1892 consolidated with Decatur Electric Street Ry. and Citizens' Electric Street Ry. Franchise runs till 1911. Company's officials report population in 1895 as 26,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$300,000 authorized)			\$175,000	
Preferred stock		text.	125,000	Sept., 1895
1st M. (\$175,000 authorized) gold, \$500, no option	1892 6g. M-S		175,000	Mch. 1, 1912
				Interest at American Trust & Savings Bank, Chicago.

DIVIDENDS—In September, 1895, declared 12 per cent dividend, 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.
Stock				\$150,000	
1st M., cur'y (\$500 & \$1,000) e*		1891 6 J-J		150,000	Jan. 1, '11

ROAD—Operates 10¼ miles of track in city of Denver, Col.

OFFICERS—President, S. M. Perry; Vice-President, C. E. Dickinson; Secretary, F. A. Perry; Treasurer, T. S. Hayden.

DENVER CITY RAILROAD—A cable and horse road.

ORGANIZATION—A reorganization in August, 1896 (per plan in SUPPLEMENT for May, 1896,) of the Denver City Cable Ry., sold in foreclosure September 10, 1895.—V. 61, p. 470. The old stock paid an assessment of \$10 per share. Owns West End Street Ry., 10¼ miles.

REORGANIZATION—In March, 1898, the following protective committee was formed by the bondholders—F. P. Olcott, Chairman; Wm. L. Bull, Charles H. Merriman, David S. Baker, Arthur K. Hunt, Committee; J. N. Wallace, Secretary, 54 Wall Street, New York. The Central Trust Co., 54 Wall Street, is depository for the securities represented by this committee.—V. 66, p. 618.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock (\$100)			\$2,500,000	
1st pref., 6 p. c. non-cum.			1,000,000	
2d pref., 6 p. c. non-cum.			200,000	
1st mort., gold \$4,000,000	1895 3to 5g. J-J		3,800,000	Jan. 1, 1920
(\$1,000 each) (text) . . . e*				Trustee, Central Trust Co., New York.

Bonds—No interest has been paid on the new bonds.

ROAD—Miles of main line, 24; second track, 22; total track, 46 miles, of which cable lines, 30 m.; horse car lines 5 m.; electric, 11 m.

OFFICERS—President, George H. Holt; Secretary and Treasurer, G. D. L'Hullier; General Manager and Purchasing Agent, G. E. Randolph.—V. 60, p. 1104; V. 61, p. 324, 470; V. 62, p. 413, 456; V. 66, p. 616.

DENVER CONSOLIDATED TRAMWAY—A trolley road.

ORGANIZATION—Consolidation in 1893 of Denver Tramway and Metropolitan Street RR. Co.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Capital stock (\$100 sh.)		J-J.	\$3,000,000	See text.
Denver Tramway 1st, g. 1888	6 g. J-J.		498,000	July 1, 1908
Consol. M., gold. e* & r. 1890	6 g. J-J.		1,219,000	Jan. 1, 1910
Met. St. RR. 1st, gold. . . 1891	6 g. J-J.		953,000	Jan. 1, 1911
Denver Con. Tramway } 1893	5 g. A-O.		922,000	Oct. 1, 1933
Con. M., \$4,000,000, g } Interest at Mercantile Trust Co., N. Y., trustee.				
Collateral trust notes, } 1896	6 p. c.		\$276,000	Oct. 1, 1900
\$326,000				
Bills payable June 30, '97			57,583	

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. 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, 1½ p. c.; none since.

ROAD—June 30, 1897, owned and operated 98'69 miles of electric railway in the city of Denver, Col. Formerly part cable now all electric. In March, 1898, it was stated that extensive improvements were to be made during 1898, and that contracts calling for \$80,000 had already been let.

LATEST EARNINGS—9 mos., } 1897-8. Gross, \$545,319; net, \$208,984
July 1 to March 31. } 1896-7. Gross, 532,135; net, 210,728

Fixed charges, 9 months, \$165,418 in 1897-98; \$162,250 in 1896-97.

ANNUAL REPORT—The report for 1896-97 was in V. 65, p. 867.

Years ending	1896-7.	1895-6.	1896-7.	1895-6.
June 30—	\$	\$	\$	\$
Gross earnings	714,419	729,399	Inter. on bonds	199,160
Oper'g expenses	425,395	445,966	Taxes	16,702
			Miscellaneous	25,778
			Dividend	18,000
Net earnings	289,024	283,433	Total	241,642
Miscel. receipts	11,687	11,905	Balance, surp.	59,069
Total net	300,711	295,338		39,269

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

DENVER LAKEWOOD & GOLDEN RAILROAD.—A trolley road and steam road. Receiver Borst is in charge of the property. Part of road was sold for taxes Nov. 1, 1894, but suit to declare such sale illegal and void was pending in Jan., 1898. Stock, par (\$100), \$1,000,000 f. p.; first mortgage 6s of 1890, \$627,000. Trustee, Farmers' Loan & Trust Co., New York. 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, (f). President, H. J. Mayham; Secretary, J. Downing.

THIRTY-FOURTH AVENUE RAILWAY.—A horse and gravity road. ROAD—Embraces 1¼ miles of track on 34th Street between Colorado Boulevard and Stout St. "Just pays expenses. No debt on it, all clear." Operated in interest of the N. D. C. Hill Land Co. OFFICERS—President, J. Cook, Jr.

DERBY, CONN.

POPULATION 1890 WAS 5,969; IN 1880 WAS 11,650; AND IN 1870 WAS 8,020.

DERBY STREET RAILWAY—A trolley road. ORGANIZATION—Chartered in April, 1888. Population of Derby and Ansonia together was 16,310 in 1890.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$250,000 (\$25)			\$150,000	
			{ Full paid }	
1st mortgage	1894	6 A - O	\$150,000	Apr. 2, 1914
Other debt Oct. 1, 1897			63,300	

ROAD—Owns road 5.89 miles in length and 0.4 mile of switches. Rails girder, 45 and 90 lbs.; girder and T 60 lbs. Road extends from Derby, along both sides of Naugatuck River to Ansonia and up Housatonic River to Park. Ten closed cars and 15 open cars; electric motors, 36.

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

Years end. Sept. 30.	1897.	1896.	1897.	1896.
Aver. miles oper.	6¼	6¼	Interest paid...	\$11,853
Gross	\$47,545	\$55,852	Taxes	2,375
Net	17,074	12,791	Balance	sr. 3,046 def. 584

OFFICERS—President, H. Holton Wood, Derby; Vice-President, Chas. F. Bliss; Treasurer, Chas. E. Clark, Derby; Secretary 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.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock				\$1,055,000	
Pf. stk, 6 p. c., non-cum.				250,000	
D. Mo. St. RR. 1st M., gold, \$1,000 each	23	1899	6g. A-O	600,000	Oct. 1, 1899
				(\$25,000 due yearly)	to Oct. 1, 1919
Des Moines Sub. Ry. 1st mortgage, gold, \$1,000 each	12	1890	6g. J - J	300,000	Jan. 1906
				(\$20,000 due yearly)	to Jan. 1921
D. Mo. City Railway consol. mortg., \$2,000,000, gold	35	1893	6g. M-N	305,000	May 1, 1923
				Int'est at N. W. Harris, N. Y. City; also Chicago. Trustee, Illinois Trust & Savings Bank.	

Bonds—Of the consols sufficient are reserved to retire all prior bonds as they mature, and in February, 1895 (when \$283,000 consols were outstanding), it was understood that only about \$50,000 remained available for general purposes, the rest being reserved for extensions at a fixed amount per mile.

ROAD.—In November, 1897, was operating 39½ miles of track on 31 miles of street.

Years ending Dec. 31.	Gross.	Oper. exp.	Net.
1897	\$233,080	\$154,783	\$78,297
1896	239,511	146,692	92,819
1895	241,168	148,811	92,356

OFFICERS—President, J. S. Polk; Secretary, A. G. Malah; Treasurer and General Manager, Geo. B. Hippee; Superintendent, W. G. Owens. Office, 607 Mulberry Street.

DETROIT, MICH.

POPULATION 1890 WAS 205,876; IN 1880 WAS 116,340; AND IN 1870 WAS 79,577.

DETROIT CITY'S STREET RAILWAY.—(See Map on page 34.)—A trolley road.

ORGANIZATION—Chartered in 1891 and absorbed the Detroit City Railway (incorporated May 9, 1863), the Grand River Street Railway and the Hamtramack & Grosse Pointe railway companies. Also owns the entire capital stock of the Detroit Suburban Railway and Highland Park Railway and operates them under lease. Control of the Detroit Electric Railway and Ft. Wayne & Belle Isle is held by the same interests.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock			(f)	\$1,250,000	
Detroit City Ry. bonds		1890	7 J - J	1,000,000	Jan. 1, 1900
Interest 5 p. c., but 6 p. c. paid for option to retire before maturity.					
Grand River Ry. bond		1890	7 J - J	150,000	Jan. 1, 1900
Interest 5 p. c., but 6 p. c. paid for option of retiring before maturity.					
Detroit Citizens' Street		1891	5 A - O	1,100,000	Oct. 1, 1901
M. \$3,000,000				Trustee, Washington Trust Co., N. Y. City.	
1st Con. M., \$7,000,000		1895	5g. J - J	4,335,000	July 1, 1905
(\$1,000) gold				Trustee, N. Y. Security & Trust Co., N. Y.	
Guaranteed under terms of lease					
Detroit Suburban Ry.		1892	5 M - N	275,000	Nov. 1, 1902
1st M. \$400,000				Trustee, Union Trust Co., Detroit.	
Highland Park Ry.		1893	5 J - J	140,000	Jan. 1, 1908
1st M. \$250,000				Trustee, Union Trust Co., Detroit.	

Bonds—The consolidated mortgage is for \$7,000,000 of gold bonds; \$2,665,000 are held by N. Y. Security & Trust Co., trustee, to redeem outstanding bonds of like amount. The total outstanding bonded indebtedness of the company on Jan. 1, 1898, including the bonds of all roads owned or controlled by it, was \$7,000,000.

ROAD—Operates 95.25 miles of track.

EARNINGS—4 months, } 1898.....	Gross,	\$355,847;	net,	\$163,192
Jan. 1 to April 30. } 1897..... <td>Gross,</td> <td>325,340;</td> <td>net,</td> <td>147,444</td>	Gross,	325,340;	net,	147,444

Years ending Dec. 31:	Gross.	Net.	Charges.	Bal., sur.
1897	\$1,102,249	\$536,901	\$350,000	\$186,901
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; Secy., F. A. Hinchman.—V. 63, p. 116; V. 64, p. 82.

DETROIT ELECTRIC RAILWAY.—(See Map on page 35.)—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.

STOCK AND BONDS.—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,000,000 (p. \$100)			\$1,000,000	
Detroit Railway—				
1st M., g. (\$1,000), red. at 103 on Dec. 1, 1898, on 62 miles	1895	5g. J-D	1,800,000	1912-1924
			Trustee, Cleveland Trust Co.; interest paid in New York City.	
Det. Elec. Con. M., \$2,800,000, gold (\$1,000). c. & r.	1896	5g. J-D	\$1,000,000	June, 1916
			Trustee, Cleveland Trust Co., trustee. As to Dec., 1897, interest, see V. 65, p. 1219.	

STOCK—Capital, \$1,000,000, paid up; shares of \$100 par value.

Bonds—First mortgage bonds for \$1,800,000 have been issued on 62 miles completed and equipped. Bonds numbered 1 to 600 mature in order of numbers at \$50,000 per annum, beginning Dec. 1, 1912 numbers 601 and above mature Dec. 1, 1924. There is a sinking fund for bonds numbered 1,801 and upward. In August, 1896, a consolidated mortgage for \$2,800,000 was filed, bonds for \$1,800,000 being reserved to retire the first mortgage bonds as they mature.

ROAD—System consists of two east and west cross-town lines, two belt lines and route connecting northwesterly central and northeastern portion of the city. Operates 62 miles of track.

LATEST EARNINGS—4 months } 1898...	Gross,	\$129,983;	net,	\$44,648
Jan. 1 to Apl. 30. } 1897...	Gross,	131,927;	net,	41,347

EARNINGS—For year ending Dec. 31, 1897, gross, \$394,213; net, \$128,410. In 1896, gross, \$423,066; operating expenses and taxes, \$286,477; net, \$136,589; interest charges (including 6 months' interest on consols), \$115,000; bal., surplus for year, \$21,589.

OFFICERS—President, Albert Pack; Vice-President and Treasurer J. C. Hutchins; Secretary, A. E. Peters; Gen. Man., A. B. du Pont.—V. 63, p. 116, 402, 922; V. 64, p. 82; V. 65, p. 1219.

DETROIT LAKE SHORE & MT. CLEMENS RAILWAY.—To be an electric road.

Contracts reported let in 1898 for construction from Detroit to Mt. Clemens, (f) miles. Stock is \$300,000. First mortgage is for \$260,000 (N. Y. Security & Trust Co., N. Y. trustee), 6 per cent, gold (\$1,000), bonds dated 1897, due July 1, 1927; interest J-J at office of trustee. President, Merrill B. Mills; 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.

DETROIT YPSILANTI & ANN ARBOR RY.—To be a trolley road.

ORGANIZATION—Organized in 1897 to build a road from Addison Ave. in Springwells to the Michigan Central Depot in Ann Arbor. Agreements made for use of tracks of Detroit Electric in Springwells and Detroit Citizens in Detroit. In 1898 absorbed the Ann Arbor & Ypsilanti Electric Ry.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, com. (\$400,000)			\$400,000	
1st M. (\$600,000), g. (\$500) or \$1,000 each	1897	6g. M-N	600,000	Nov. 1, 1917
			Interest at Union Trust Co., Detroit, trustee.	

BONDS, ETC.—Bonds for \$300,000 were issued to pay for the stock, bonds, equipment and rolling stock of the Ann Arbor & Ypsilanti Electric Railway, and for the right of way from the Detroit & Saline Plank Road company; balance for construction, equipment, real estate, cars, etc. There is no preferred stock.

ROAD—The Ann Arbor & Ypsilanti Electric Ry. owned 9 miles of road, Ypsilanti to Ann Arbor, and 6 miles in city of Ann Arbor; total, 15 miles. Also owns and operates Detroit City limits to Wayne, 12 miles; completed and operated to Ann Arbor in May, 1898, making total operated, 43 miles.

President, James D. Hawks; Sec'y, F. A. Hinchman.—V. 66, p. 336.

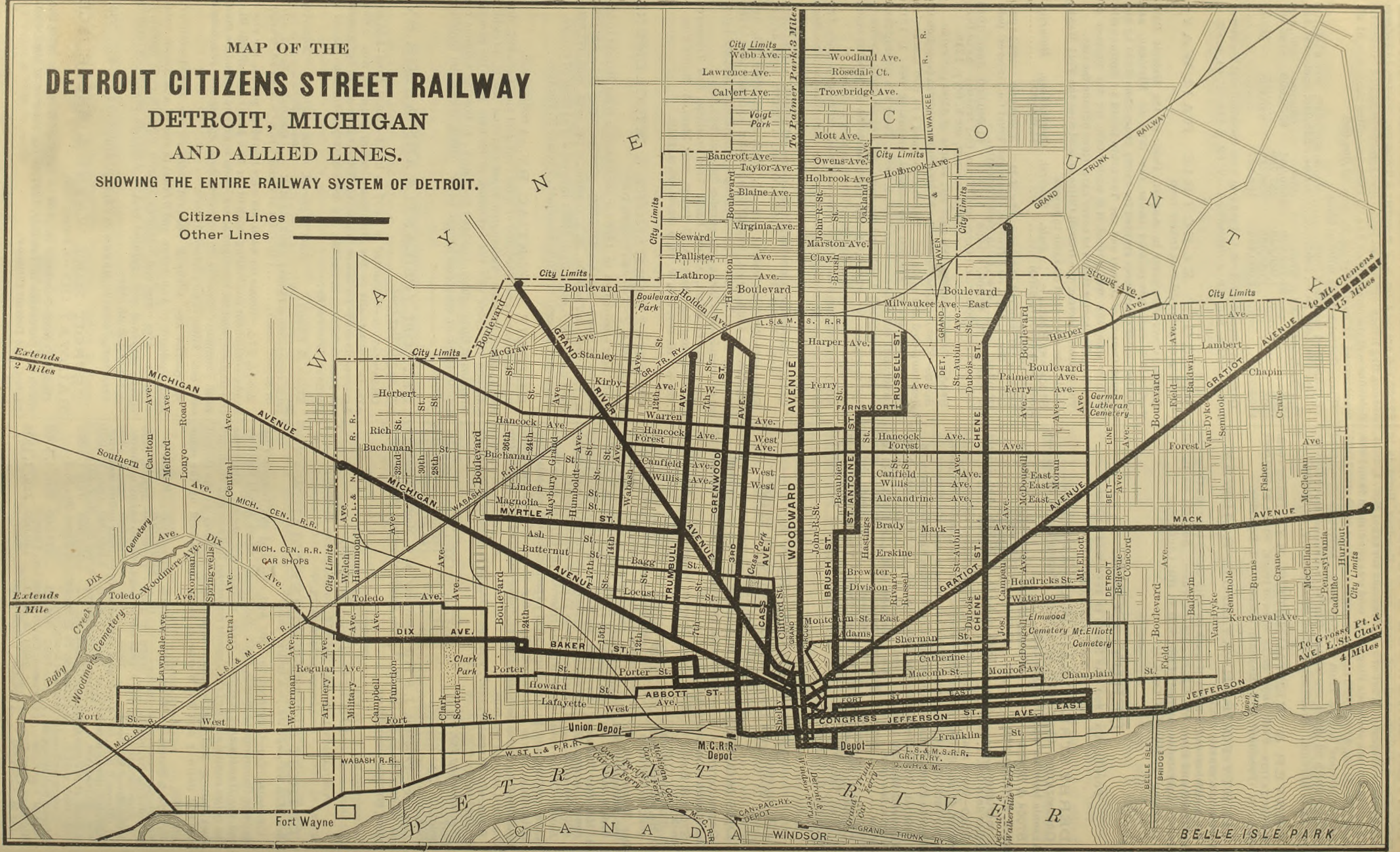
DETROIT FORT WAYNE & BELLE ISLE RAILWAY CO.—A trolley road.

ORGANIZATION—Successor in 1898 to the Fort Wayne & Belle Isle, which was purchased in January, 1897, in the interest of the Detroit Electric and Detroit Citizens'.

MAP OF THE DETROIT CITIZENS STREET RAILWAY DETROIT, MICHIGAN AND ALLIED LINES.

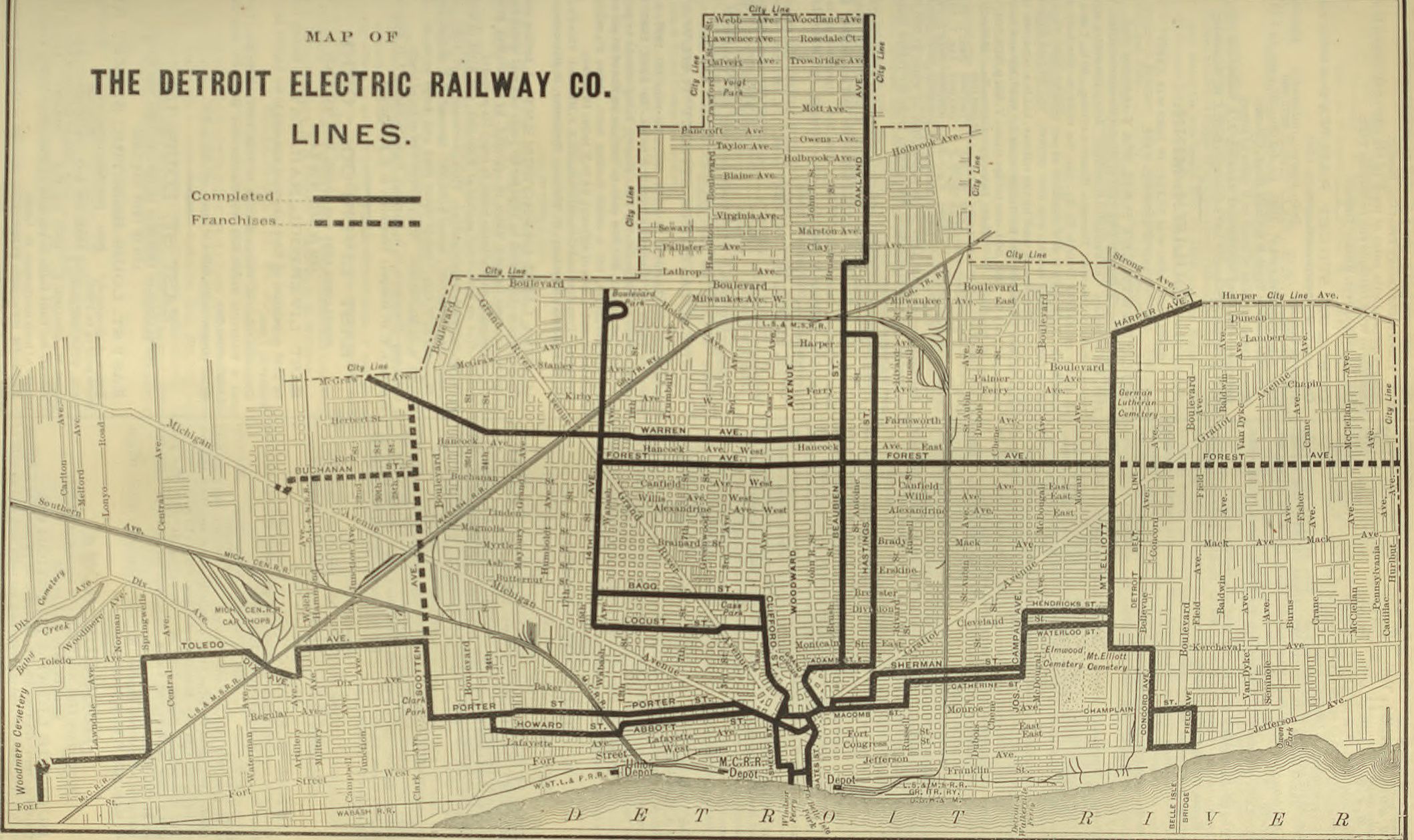
SHOWING THE ENTIRE RAILWAY SYSTEM OF DETROIT.

Citizens Lines **—————**
Other Lines **—————**



MAP OF THE DETROIT ELECTRIC RAILWAY CO. LINES.

Completed ————
Franchises - - - - -



D E T R O I T R I V E R

STOCK & BONDS—

Stock, par \$100	Date	Interest	Outstanding	Maturity
F. W. & B. 1st mortgage, gold (\$400,000)	1892	6g. A-O	345,000	Oct. 1, 1902
1st M. g., \$1,200,000	1898	5g. A-O	\$55,000	Apr. 1, 1927

New mortgage (N. Y. Security & Trust Co., trustee), is for \$1,200,000, of which \$345,000 to retire old 1st 6s, subject to call. V. 66, p. 856.

ROAD—January 1, 1897, 25 miles of track.

LATEST EARNINGS—4 months, } 1898...Gross, \$57,173; net, \$21,387
 Jan. 1 to April 30— } 1897...Gross, 53,141; net, 16,825

EARNINGS—For the year ending Dec. 31, 1897, gross, \$174,289; net, \$67,473.

OFFICERS—President, J. C. Hutchins; Sec'y, A. E. Peters. V. 66, p. 856.

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. In 1898 the Rapid Railway was organized to build an extension from Mt. Clemens to Port Huron, Mich., 40 miles. See statement of that company below.

STOCK & BONDS—

Stock, par \$100	Date	Interest	Outstanding	Maturity
1st mortgage, \$300,000, gold (\$1,000)	1895	5g. M-S	\$250,000 f.p.	Mar. 1, 1915
Consolidated mortgage, \$600,000	1896	5 M-N	300,000	See text.

The first mortgage covers the entire property and franchises, including fire-proof power and car houses. Of the consol. mortgage bonds of 1896, \$300,000 are reserved to take up the firsts, and the balance is being issued for extensions and improvements.

ROAD—Road extends from Detroit to Mt. Clemens, Mich., 19 miles of track; rails, 70-lb. steel.

EARNINGS—For year ending Aug. 31, 1896, gross, \$70,172; net, \$33,542; interest, \$15,000; balance, surplus, \$18,542.

OFFICERS—President, Cornelius J. Reilly; Secretary, Charles M. Swift.

INDEX—V. 62, p. 139; V. 63, p. 602.

RAPID RAILROAD—To be a trolley road.

ORGANIZATION.—Incorporated in 1898 to build an extension of the Rapid Railway from Mt. Clemens to Port Huron, Mich., 40 miles, via St. Clair Flats, Algonac, Marine City and St. Clair. The connection with St. Clair Flats, a favorite summer resort, now accessible only by boat, will be by bridge and embankment across Anchor Bay, for which the U. S. War Department has issued a permit. In April, 1898, it was reported that a large part of the right of way had been secured and that the bridge was to be completed by the autumn of 1898, and the road probably ready for operation in about a year. It was also stated that the stock of the two companies would be amalgamated and the properties run under one management. Capital stock, \$1,000,000.

OFFICERS—President, C. J. Reilly; Treasurer, Charles M. Swift.

WYANDOTTE & DETROIT RIVER RAILWAY—A trolley road.

ROAD, SECURITIES, ETC.—Operates 10½ miles of track. Stock authorized, \$250,000; issued to Dec. 31, 1896, \$200,000; bonds, \$200,000. For year ending Dec. 31, 1895, gross, \$35,407; net, \$12,725.

OFFICERS—President, Chas. M. Swift; Secretary & Treasurer, R. J. McKinney; General Manager and Pur. Agent, S. Hendrie.

DIGHTON, MASS.

POPULATION IN 1890 WAS 1,889; IN 1880 WAS 1,791; AND IN 1870 WAS 1,817.

DIGHTON SOMERSET & SWANSEA STREET RAILWAY.—A trolley road.

STOCK & BONDS—

Stock, \$175,000 (par \$100)	Date	Interest	Outstand'g	Last Div.
1st M., \$125,000, gold, s. f.	1896	5g. J-D	\$175,000	1896-97 5 p.c.
(\$1,000), red. 105 after	1896	5g. J-D	125,000	Dec. 1, 1915

Trustee. Sinking fund is \$3,000 a year.

On June 30, 1897, loans and bills payable were \$37,236.

Owms 12¾ miles of track and has trackage rights over 4 miles additional. Gross earnings for year ending Sept. 30, 1897, \$64,665; net, \$15,682; income from park, \$4,390; other, \$40; charges, interest, \$11,207; taxes, \$2,049; maintenance of park, \$8,796; dividends, \$6,250; deficit for year, \$8,190.

DOVER, N. H.

POPULATION 1890 WAS 12,790; IN 1880 WAS 11,687; AND IN 1870 WAS 9,294.

UNION ELECTRIC RY.—A trolley road.

ORGANIZATION—A reorganization in February, 1897, of the Union Street Ry., sold in foreclosure in July, 1896.

STOCK & BONDS—

Stock, \$100,000	Date	Interest	Outstanding	Maturity
1st M., \$100,000, gold	1897	5g.	\$100,000	Feb. 15, 1917

ROAD—Owms road 6½ miles long, paralleling a steam road and connecting Dover with Somersworth; 14 miles of track in all.

For five months ending June 30, 1897, gross, \$10,183. For year ending June 30, 1897, old Union Street Ry. earned: Gross, \$30,485; net, \$1,115; taxes, \$155.

OFFICERS—President, Sumner Wallace; Treasurer, Harry Hough. —V. 60, p. 969; V. 62, p. 1140.

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, \$600,000, (par \$100); 1st mort. 6s of 1893, \$385,000, in default. Trustee, Old Colony Trust Co., Boston.

ROAD—Operates 10½ 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—

Stock, \$500,000	Date	Interest	Outstand'g	Maturity
1st con. M. for \$250,000, gold, c*	1891	6g. J-J	\$375,000	Nov. '97, none
				Jun. 1, 1911

Trustee, Illinois Trust & Savings Bank, Chicago.

ROAD—Owms 15 miles of track on 9 miles of street.

OFFICERS—President and General Manager, J. A. Rhomberg; Secretary, C. H. Meyer; Treasurer and Superintendent, J. H. Rhomberg.

DULUTH, MINN.

POPULATION 1890 WAS 33,115; IN 1880 WAS 3,483; AND IN 1870 WAS 3,131.

DULUTH STREET RAILWAY—A trolley road.

ORGANIZATION—Organized under act of Minnesota approved Nov. 17, 1881, and possesses "an exclusive franchise," doing the entire street railway traffic of the city. Thomson-Houston system. 60 lb. T and 45 lb. girder rails. The Duluth St. Ry. has the right to purchase the Lakeside St. Ry. (which is now operated) at any time for cost. Population in 1895, by local census, was over 60,000. The Duluth-Superior Bridge at West Superior is used by the railway, but is a separate corporation, and has issued first mortgage bonds for \$650,000 and second mortgage bonds for \$300,000—see bridge items, V. 63, p. 310, 504.

STOCK & BONDS—

Capital stock	Date	Interest	Outstand'g	Maturity
1st consol. mortgage	1890	6 J-J	\$2,000,000	Jan. 1, 1930
do do	1890	5 J-J	100,000	Jan. 1, 1930
Consol. mortgage, gold	1894	5g. J-J	1,039,000	July 1, 1924
\$2,500,000 (\$1,000) c*				Int. at Manhattan Trust Co., N. Y., trustee.

The consol. mortgage of 1894 is for \$2,500,000, of which \$1,000,000 reserved for prior liens and \$500,000 held in trust for future betterments and extensions.

ROAD—SYSTEM.—The system embraces 28.84 miles of single track surface and 1½ miles elevated incline road; whole road is double-tracked; also operates 13.4 miles (see below) for land companies. See Duluth-Superior Bridge items, V. 63, p. 310, 504. Operated for land companies: Lakeside St. Ry., 7.44 miles of track, and Motor Line Improvement Co., 5.96 miles of track.

LATEST EARNINGS, 9 mos., } 1897-8, gross, \$152,076; net, \$73,523
 July 1 to March 31. } 1896-7, gross, 154,100; net, 68,425

EARNINGS—12 months, } 1896-7.....gross, \$202,031; net, \$91,876
 July 1 to June 30. } 1895-6.....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 1937, with exclusive rights on Minnesota Point, 6 miles. In April, 1897, the company made an assignment to Paul Sharvy, being unable to pay a note of \$6,700. Stock, \$51,000 paid in full and \$6,720 of 40 per cent paid. No mortgages, but a small floating debt. Owms 3¼ miles of single track and ½ mile of sidings; 24 lb. T rails; 16 horses.

OFFICERS—President and General Manager, J. J. Hibbard; Vice-President, R. P. Edson; Secretary, W. Warner; Treasurer, B. Silverstein.

MOTOR LINE IMPROVEMENT.—A trolley road

ORGANIZATION—Chartered in 1890 for 30 years as a real estate company and only uses its road, which is operated by the Duluth Street Railway Company on a mileage basis, to reach its property.

STOCK—Has an authorized capital of \$300,000; par, \$100, of which \$150,000, full paid, is outstanding. First mortgage 7s of 1892, gold c*; authorized \$200,000; issued \$192,000; interest J-J at Nat. Bank of Republic, N. Y. City. Bonds cover road and 4,000 acres of land. Trustee, A. B. Macfarlane. ROAD—Owms 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 RAILWAY.—A trolley road

In 1895 population of East Liverpool was said to be 14,000 and of Wellsville 7,000.

ORGANIZATION.—A reorganization in May, 1897, of the East Liverpool & Wellsville Street RR. Stock authorized, \$300,000; mortgage of 1897, \$300,000.

ROAD—Operates 9¼ 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—

Stock paid in in 1894	Date	Interest	Outstanding	Maturity
1st M., \$150,000, gold...	1891	6g. A-O	\$150,000	Apr. 1, 1906
Consol. M. \$500,000, g.	1893	6g. 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.

ROAD—Said to operate 14 miles of track. Operated from March 1, 1897, by the Terminal RR. Assn. of St. Louis, which purchased the entire capital stock for \$210,000.

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. The Pennsylvania Motor Co. was leased Mar. 15, 1893, and the Easton & Bethlehem Transit July 13, 1894, for \$3,600 each yearly, being interest on their bonds.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last Div., &c
Stock, par, \$50.....				\$300,000	See text.
1st mort., \$300,000, } g., \$200 & \$500. c.&r }	11½	1892	5 A-O	300,000	1922
Subject to call at 103 and int. in 1897					
Interest payable at Easton Trust Co., Trustee.					
Deben, \$150,000.....			A-O	(f)	
<i>Leased Lines—</i>					
Pa. Motor Co. stock.....				120,000	
1st M., \$100 & \$500	3	1887	6 A-O	60,000	1947
Easton & Bethlehem } Transit Co. stock. }				125,000	
Bonds.....	6			60,000	

On June 30, 1897, loans payable were \$89,000, and funded debt was given as \$316,000.

Dividends—For 1895-96, 3 p. c.; for 1896-97, 3 p. c.

ROAD—On June 30, 1896, track 19½ miles, as follows:

Miles.	Leased Lines—	Miles.
Track owned in fee.....	9	
Entire stock owned:		
Phillips, N. J., Horse Car Co. 2½	Pennsylvania Motor.....	3
	Easton & Bethlehem Transit. 3	
	Weygadt Mt. RR.....	2

For year ending June 30, 1897, gross, \$124,072; net, \$42,460; taxes, \$2,333; interest, \$20,630; rentals, etc., \$8,711; dividends, \$9,000; bal. sur. for year, \$1,786. In 1895-96 gross, \$128,960; net, \$47,260.

OFFICERS—President, Howard Rinck; Secretary and Treasurer, A. D. Chidsey; General Superintendent, F. H. Knight.

EAU CLAIRE, WIS.

POPULATION 1890 WAS 17,415; IN 1880 WAS 10,119;
AND IN 1870 WAS 2,293.

CHIPPEWA VALLEY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Successor in 1897 to the Eau Claire Street Ry. L. & P. Co. sold in foreclosure. Present Company in May, 1898, owned and operated, Eau Claire to Chippewa Falls, Wis., 22 miles. Stock, (f); 1st mortgage, \$200,000; 6 per cent, due May 1, 1917; Massachusetts Loan & Trust Company, trustee.

In May, 1898, the Chip. Val. Railroad (capital stock \$200,000), was formed, it was said, to build and operate the interurban and Chippewa lines, and eventually own and operate the whole system, including the Eau Claire lines of the Chip. Val. Railway.

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.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$500,000 author'd).....				\$500,000	6% in '97
Elgin City Ry. 1st Mort. }	13	1897	5 F-A	200,000	1907
C. E. & A. 1st mortgage.....				100,000	
Interest at Farmers' L. & T. Co., N. Y. City.					

Dividends—Old companies each in 1895 paid 6 p. c.; in 1896, 6 p. c. New company in 1897, 6 p. c.

ROAD—Owns 12 miles of track in Elgin (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—It has been proposed to substitute trolley for horse power. Stock Jan. 1, 1898, \$50,000; unfunded debt, \$45,241; total cost of road and equipment, \$94,268. Owns 3½ miles of track. In year 1897 gross earnings, \$11,061; expenses, \$19,331; balance, deficit, for year, \$8,269. In 1896, gross, \$16,300. Treasurer, Edward C. Woodruff.

ELMIRA, N. Y.

POPULATION 1890 WAS 29,703; IN 1880 WAS 20,541;
AND IN 1870 WAS 15,863.

ELMIRA & HORSEHEADS RAILWAY—Mostly a trolley road.

ORGANIZATION—In 1892 the entire capital stock was purchased by the Elmira Municipal Improvement Company, and was pledged by it

along with stock of electric light, etc., companies to secure a 5 per cent consolidated mortgage for \$1,800,000 maturing April 1, 1942, interest payable A. & O. The 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, and since not paid. The Improvement Company operates the 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.

RECEIVERSHIP—FORECLOSURE SUIT—In December, 1897, the Guaranty Trust Co., N. Y., brought suit to foreclose the \$1,800,000 mortgage of 1942, of which \$1,462,000 bonds were outstanding, and H. A. Murray, Treas. & Secy. of Guaranty Trust, was made receiver of the Improvement Co.—V. 65, p. 1071.

STOCK—Stock of Elmira & Horseheads Ry. is \$400,000 (par \$100). ROAD—Owns 11¼ miles. Leases 4½ miles. Total operated, 15¾ miles. All trolley except ¾ mile of horse road.

EARNINGS—For years ending June 30:

	Gross.	Net.	Other income.	Taxes.	Balance.
1896-97.....	\$62,223	def. \$14,766	\$6,587	\$3,884	def. \$12,064
1895-96.....	68,435	def. *16,375	5,058	2,505	def. 13,822

* 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. 65, p. 1071.

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	
1st mortgage, g., \$300,000.....	1894	5g. A-O	300,000	Oct. 1, 1914

STOCK increased authorized in 1894 from \$100,000 to \$300,000.

ROAD—8½ miles of single track and 0.92 mile sidings, etc.

OFFICERS—Pres't, C. M. Tompkins; Sec. & Treas., H. H. Hallock.

EARNINGS, year ending June 30—	1897.	1896.
Gross.....	\$56,421	\$63,993
Net.....	15,443	21,353
Charges.....	17,322	16,914
Balance.....	def. 1,879	sr. 4,439

ERIE, PA.

POPULATION 1890 WAS 40,634; IN 1880 WAS 27,737;
AND IN 1870 WAS 19,646.

ERIE ELECTRIC MOTOR CO.—

ORGANIZATION—Chartered October 8, 1888. This company leases for 999 years the Erie City Passenger Railway at 6 per cent on its stock, having secured a controlling interest in its stock. Population in 1895 was said to be 52,000.

STOCK & BONDS—	Miles.	Date.	Interest.	Outs'ding.	Maturity.
Stock (\$700,000) (\$100).....				\$700,000	1 p.
1st mort'ge (\$200,000) }	1889	6g. J - J	200,000	Jan. 1, 1919	
(\$1,000), gold..... c. }				Interest at Cent. Trust Co., trustee, N. Y. City.	
2d mort'ge (\$150,000) }	1889	6g. J - J	\$150,000	Jan. 1, 1919	
(\$1,000), gold..... c. }				Interest at Cent. Trust Co., trustee, N. Y. City.	
Erie City Pass'gr Ry.—					
Stock (rental 6 p. c.).....		6 p. c.	\$100,000		
1st mortgage.....		6 A-O	25,000	Oct. 1, 1913	

Bonds—The bonds are not subject to call before maturity.

ROAD—In February, 1897, was operating 21 miles of track on 18 miles of street, and holds perpetual trackage rights in all the city streets.

EARNINGS—Jan. 1 to February 28, 2 months, gross, \$21,089 in 1898; \$19,374 in 1897.

ANNUAL REPORT—For year ending June 30, 1897, gross, \$145,208; net, \$35,391; interest and taxes, \$34,553; balance, surplus, \$838. 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 June 30, 1897.	
Assets.	Liabilities.
Construction and equip't. \$795,386	Capital stock.....
Real estate.....	Funded debt.....
Investments.....	Bills payable, etc.....
Miscellaneous.....	
Profit and loss, deficit.....	
\$1,190,824	\$1,190,824

OFFICERS—President, J. S. Casement, Painesville, O; 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 RP.—

ORGANIZATION, ETC.—Stock—Issued \$50,000, of which \$48,308 paid in Dec. 31, 1895. Owns 3 miles of track. For the year ending Dec. 31, 1895, gross, \$5,070; def. under operating, \$494. In 1894, gross earnings, \$5,283; deficit, \$1,786. President, James Lillie; Secretary, J. K. Stark; Treasurer, J. B. Moran.

EVANSVILLE, IND.

POPULATION 1890 WAS 50,756; IN 1880 WAS 29,280;
AND IN 1870 WAS 21,830.

EVANSVILLE STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered in May, 1866.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
 Stock..... \$500,000
 1st M., \$1,000,000, } 27½ 1892 6g. J-J abt. \$500,000 Jan. 1, 1922
 gold..... } Interest at Chemical National Bank, N. Y. City.
ROAD—In February, 1897, owned 27½ miles of trolley track. Rails 56
 and 60 lbs. Westinghouse system.
OFFICERS—President, J. J. Shipherd, Cleveland, O.; Treasurer, Thos.
 S. Krutz, Mills Building, New York City.

FAIRHAVEN, WASH.

NORTHERN RY. & IMPROVEMENT CO.—A trolley road.

ORGANIZATION—In April, 1898, the Northern Ry. & Improvement Co. became the owner of the Fairhaven & New Whatcom Railway, which was sold at auction in April, 1897, for \$75,000 to S. Z. Mitchell of Portland, Oregon. V. 66, p. 810.

ROAD—Operated 18½ miles of trolley track, including 3 miles leased from the Bellingham Bay Electric Railway Co.—V, 66, p. 810.

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.

GLOBE STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated April 16, 1880; in 1898 stock was authorized to be increased to purchase the Fall River Street Ry., 2¾ miles.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
 Stock, \$100 par..... See text \$650,000 See text.
 1st M., \$750,000, gold, } 1892 5g. A-O 750,000 April 1, 1912
 \$1,000 each..... } Redeemable at 105 and int. after April 1, 1902.
 Debentures, g. (\$1,000).c } 1892 5g. J-J 550,000 July 1, 1912
 Debentures, g. (\$1,000).c } 1894 5g. M-S 125,000 Mar. 1, 1910

Interest on debentures is payable in New York at N. Y. Security & Trust Co. Loans and bills payable Sept. 30, 1897, \$61,088.

Dividend—From earnings of year 1893-94 1 per cent was paid on stock; in 1894-95 paid 2½ p. c.; in 1895-96 paid 3 p. c.; in 1896-7, 2 p. c.

ROAD—May 1, 1898, owned main track 20½ miles; second track 8½; sidings, 2; total track, 31 miles. Connects with the Dartmouth & Westport for New Bedford and with the Dighton Somerset & Swansea for Taunton.

ANNUAL REPORT—For years ending Sept. 30 earnings were:

1897.	1896.	1897.	1896.
Gross earnings. \$312,035	\$323,521	Dividends.....	\$13,000
Net earnings... 100,535	114,581	Balance, surp..	8,323
Int., taxes, &c..	79,212	Tot. sur. Sept. 30	17,646
	78,019		54,323

GENERAL BALANCE SHEET SEPT. 30, 1897.

Assets.		Liabilities.	
Construction.....	\$1,580,574	Stock.....	\$650,000
Equipment.....	337,607	Funded debt.....	1,425,000
Other property.....	234,304	Unfunded debt, etc.....	77,601
Cash and current assets	17,761	Profit and loss.....	17,646

Total..... \$2,170,247 Total..... \$2,170,247

OFFICERS—Pres. and Gen. Man., R. S. Goff; Sec., M. G. B. Swift; Treas., H. H. Read. Office, 794 North Main St.—V. 60, p. 796; V. 63 p. 1061; V. 65, p. 1022.

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..... \$2,000,000
 1st M., \$60,000 gold..... 1892 6g. (x) J-J \$40,000 July 1, 1912
 x Interest is paid free of tax.

Interest is payable at the Girard Life Insurance Annuity & Trust Company, Philadelphia, the mortgage trustee.

FINDLAY STREET RAILWAY—A trolley and horse railway.

ORGANIZATION—Chartered in September, 1887. Grants are for 25 years from 1887—rates of fare embodied in ordinance, 5 cents. Council reserved right to charge \$5 per annum per car operated. Has no paying to do, but must keep portion between rails in repair so long as horses are used. Said to be operated by the Northern Ohio & Lake Erie Ry. Light & Power Co.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
 Stock, \$200,000 (par, \$25)..... \$150,000 f. p.
 1st mort., \$200,000, gold. } 1891 6g. M-S 106,000 Mch. 1, 1911
 \$1,000, not subj. to call. } Sk. fd. requires retirement of \$2,000 yearly.

Bills and accounts payable Dec. 31, 1895, \$33,868.
EARNINGS—For year 1895, gross, \$29,798; net, \$9,490; interest, \$6, 650; balance, surplus, \$2,075.

ROAD—Main line 4½ miles double track, operated by electricity; Tiffin Ave. and West Park line about 4 miles, operated by horses; total track February, 1895, about 13 miles.

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

FISHKILL-ON-THE-HUDSON, N. Y.

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

CITIZENS STREET RAILWAY—A trolley road.

ORGANIZATION—Opened to traffic August 27, 1892.

Stock, \$75,000, par \$100..\$75,000
 1st mortgage 6s, M&N..... 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 2½ 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.

000) to receive same dividends as
 Citizens.
EARNINGS—Year ending June 30.
 1897. 1896.
 Gross.....\$35,975 \$38,409
 Net..... 11,330 15,812
 Charges..... 9,063 9,905
 Dividends..... none 3,125
 Balance.....sur.2,267 sur.2,782

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. Last div.
 Stk. (au., \$500,000; par. \$100)..... 8 p. c. \$250,000 See earns.
 1st mort. (\$500) c., \$150,000. 1897 5 A-O 150,000 Apr. 1, 1917
 Loans and bills payable Sept. 30, 1897. 25,000

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.
 Gross.....\$133,770 \$128,186 Dividends paid..\$20,000 \$20,000
 Net..... 50,100 37,909 Bal. sur. for year 5,559 7,247
 Int., taxes, etc.. 24,541 10,662 Tot. sur. Sept. 30. 15,289 14,732

OFFICERS—President, H. A. Willis; Vice-President H. I. Wallace; 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.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
 Stock, \$150,000 (par \$25)..... \$150,000 60 p. c. paid.
 1st Mort., subject to call } 1888 7 M-S 30,000 Mar. 1, 1908
 at par after 1898..... }

ROAD—Operates 8'44 miles of track on 7½ miles of street.

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

FORT WAYNE, IND.

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

FT. WAYNE CONSOLIDATED RAILWAY—A trolley road.

ORGANIZATION—A reorganization in December, 1895, of the Fort Wayne Electric Ry. without foreclosure. The property includes the old Citizens' Street RR. and Fort Wayne Street RR., aggregating 12 miles and two miles of track of the C. L. Centlivre Street Railway. In June, 1896, 10 miles of road, reaching a 300-acre park owned by the company, were completed, and 6 miles additional were under construction. In 1895 population was said to be 54,000.

REORGANIZATION—On Sept. 8, 1896, J. H. Bass and M. S. Robison were appointed receivers. Mr. Robison resigned in Dec., 1897, when; it was stated, reorganization would soon be effected. Interest due Nov. 1, 1896, was not paid.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
 Stock (par, \$100)..... \$2,000,000
 Ft. W. Elec. 1st M., \$600,000. 1892 6g. M-N (1) May 1, 1922
 Ft. W. con. M., \$1,500,000, g. } 1895 5g. M-N See text. Nov. 1, 1935
 (\$1,000) not sub. 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.

EARNINGS—7 months } 1896.....Gross, \$95,514; net, \$42,394
 Jan. 1 to July 31. } 1895.....Gross, 66,790; net, 28,329
 For year ending Dec. 31, 1895, gross, \$130,581; net, \$59,512.

ROAD—Operates 34 miles of track.

OFFICERS—President, J. J. Shipherd; Treasurer and General Manager, M. S. Robison; Secretary, J. M. Barrett. V. 61, p. 966, 1107; V. 63, p. 458.

FORT WORTH, TEX.

POPULATION 1890 WAS 23,076 AND IN 1880 WAS 6,663.

CITY RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered in 1891 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 7½ miles of track on 5½ 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.

FORT WORTH & ARLINGTON HEIGHTS STREET RAILWAY—

ORGANIZATION, ETC.—The Fort Worth & Arlington Heights Street Ry., Ft. Worth Land & Investment (about 4,000 acres), Arlington Heights Electric Light Co. and Arlington Heights Water Co. were purchased by bondholders in June, 1895.

The Ft. Worth & A. H. Street Ry. is leased for 5 years to Glenwood & Polytechnic College St. Ry.
Operates 6½ miles of track on 2½ miles in streets; balance, suburban.

FORT WORTH STREET RY.—A trolley road.
ORGANIZATION—Chartered in 1894 to succeed the North Side Street RR. Co., foreclosed Nov. 20. Stock, \$200,000. Bonds, 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.

STOCK & BONDS—
Date. Interest. Outstanding. Maturity.
Stock (par \$100)..... \$60,000
1st mortgage, currency..... 1889 5 J-J 50,000 July 1, 1909
Not subject to call. Interest at North Nat. Bank, Boston.
Lns, etc. pay. (net) Oct. 31, '97..... \$26,107
ROAD—Operates main track 6.91 miles; sidings 0.44 of a mile.
In March, 1898, permission was asked from the Railroad Commissioners to issue \$20,000 additional stock, \$10,000 2d mortgage bonds, \$35,000 debenture bonds and \$35,000 coupon notes—\$100,000 in all.
EARNINGS.—For years ending Sept. 30 earnings have been as follows:
Yr. to Sept. 30— 1897. 1896. 1897. 1896.
Gross earnings.. \$19,936 \$18,717 Bal. for dividends \$3,166 None
Net..... 6,103 4,533 Tot. surp. Sept. 30. 2,334 \$7,101
Int. taxes, etc.... 2,937 4,533
OFFICERS—President, James R. Entwistle, Saxonville, Mass.; Treasurer, F. E. Gregory, Framingham, Mass.; Clerk of Corporation, Ira B. Forbes, South Framingham.

FRANKFORT, KY.

POPULATION 1890 WAS 7,892; IN 1880 WAS 6,958;
AND IN 1870 WAS 5,396.
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, 1897, \$43,053. Operates 3½ miles of track through the principal streets of Franklin, Pa. Rail, 60 lb. For year ending June 30, 1897, gross, \$13,762; net, \$1,426. In 1895-6, gross, \$13,834; net, \$2,370. In 1894-5, gross, \$7,812; net, \$170.
OFFICERS—President and Treas., E. W. Echols; Sec'y, G. S. White.

FREDERICK, MARYLAND.

POPULATION IN 1890 WAS 5,193; IN 1880 WAS 3,659;
AND IN 1870 WAS 3,526.
FREDERICK & MIDDLETOWN ELECTRIC RAILWAY—A trolley road.
ORGANIZATION—Commenced operation in fall of 1896. Capital stock authorized, \$100,000; issued, \$40,000. First mortgage of 1897 is for \$70,000 (all issued), 5 per cent, gold, \$1,000, bonds, c, interest J.&J.; principal maturing Jan. 1, 1917, but subject to call at par on and after Jan. 1, 1907; trustee, Maryland Trust Co., Baltimore.
ROAD—Frederick to Middletown, 9 miles. President, Geo. W. Smith.

FREDONIA, N. Y.

POPULATION IN 1890 WAS 3,399; IN 1880 WAS 2,692
AND IN 1870 WAS 2,546.
DUNKIRK & FREDONIA RAILROAD—A trolley road. Population in 1895 estimated at 4,000.
ORGANIZATION—Chartered April 21, 1864. Company is also engaged in electric lighting and steam heating, the expenses of these departments being included in the railroad operating expenses and the receipts are shown in other income. 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:
Stock auth., \$150,000; par \$100; stock sold..... \$100,000
1st mort. 5s, J. & J..... 40,000
(Due July 1, 1911).....
Bills payable June 30, '97. 21,300
ROAD—Owns 3½ miles of single and one-fifth miles of second track.
OFFICERS.—President, Willard McKinstry; Secretary-Treasurer and Manager, Milton M. Fenner.

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.	4,508	4,472
Dividends.....	6,000	6,000

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
1st M. (\$125,000)..... 1892 M-S 125,000 1902
Subject to call at 105 after Sept. 1, 1897. Trustee, Nor. Trust Co., Chic.
ROAD—Owns 8 miles of main track and 1 mile of sidings, laid with 10 lb. T rails, in Galesburg, Ill., and extending also to East Galesburg.
OFFICERS—President and General Manager, Robert Chappell; Vice-President, O. F. Price; Secretary, Treasurer and Purchasing Agent, H. F. Arnold.

GALVESTON, TEX.

POPULATION 1890 WAS 29,084; IN 1880 WAS 22,248;
AND IN 1870 WAS 13,818.
GALVESTON CITY RAILROAD—A trolley road.
ORGANIZATION—Incorporated May 2, 1871.
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.
STOCK & BONDS—
Date. Interest. Outstanding. Maturity.
Stock (par \$50)..... See text \$1,000,000
1st mort. \$1,000,000, g. } 1893 5 g J-J 1,000,000 Jan. 1, 1913
\$1,000..... } July, '97, coupon in default. Guar. Tr. Co. of N. Y., Trustee, New York City.
2d M. \$75,000 (\$1,000 each)..... 6 quar. As collateral. (f)
The 2ds for \$75,000 were issued to Guaranty Trust Co., N. Y., as collateral for a promissory note of \$50,000.
In March, 1898, the Receiver reported floating debt to be \$167,616, besides city's claim for \$56,000 on taxes and assessments; cash on hand, \$25,507.
Dividends.—In 1895, 25 cents per share in Jan. and July; none since.
ROAD—February, 1897. Miles. Proprietary road Miles.
Owned in fee, main line..... 36 (Entire st'k & bonds owned)
Sidings..... ½ Gulf City St. Ry & Real Est. Co. 5
Weight of rail..... 40 lbs. Total of all..... 41½
Yrs. end. Dec. 31. 1897. 1896. 1897. 1896.
Gross earnings.. \$213,468 \$212,661 Damages, etc.... \$12,473
Net over taxes. 83,488 80,342 Approx. surp... 10,574 \$23,165
Interest..... 60,439 57,177 Tot. surp. Jan. 1. 23,191

The apparent surplus for 1897 and the cash on hand in March, 1898, are explained by saying that the usual replacements from week to week had not been made.
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—Capital stock, \$50,000; par, \$100. Sept. 30, 1897, loans and bills payable, \$27,200. 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, 1897, gross, \$17,621; net, \$2,240; interest, taxes, etc., \$4,046; dividends (2½ per cent), \$1,250; balance, deficit for year, \$3,056. President, Frederick S. Coolidge; Treasurer, James A. Stiles.

GENEVA, N. Y.

POPULATION 1890 WAS 7,557; IN 1880 WAS 5,878;
AND IN 1870 WAS 5,521.
GENEVA WATERLOO SENECA FALLS & CAYUGA LAKE TRACTION—Trolley.
ORGANIZATION—Chartered Nov. 24, 1894. February, 1895, consolidated with Geneva & Waterloo and other companies. The new company owns the Cayuga Lake Park property of 50 acres.—V. 60, p. 562
STOCK & BONDS—
Miles. Date. Interest. Outstand'g. Maturity.
Com. stock, par, \$100..... \$350,000
Pref. stock, \$100,000..... See below.
1st M., (\$500 & \$1,000) g. c. 1895 6 g. A-O 431,500 Apl. 1, 1920
Bills payable June 30, 1897, \$83,808.
Interest at West End Tr. & S. D. Co., Phlla., trustee.
Stock.—In November, 1896, the stockholders surrendered \$100,000 of common stock, which was duly made into preferred stock, of which 100 shares was paid to the stockholders who had surrendered the 1,000 shares of common stock, leaving \$90,000 of preferred stock in the treasury, of which in June, 1897, 116 shares had been sold for \$11,600, and the balance 784 shares (\$78,400) remains in the treasury.
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, 16¼ miles; sidings, ¾ 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.
President, W. S. Grant, Jr., 2202 St. James Place, Philadelphia
Secretary and Treasurer, W. C. Gray, Jr., Seneca Falls.—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. Proposition made to merge this Company with the Washington Westminster & Gettysburg RR. Stock \$100,000; 1st mortgage, \$200,000; trustee, Fidelity Ins. Tr. & S. D. Co., Philadelphia 1, 1897, loans payable, \$8,531; 8 miles of track.—V. 61, p. 558.—V. 64, p. 707, 888.

GIRARDVILLE, PA.

POPULATION 1890 WAS 3,584; IN 1880 WAS 2,730.

SCHUYLKILL TRACTION CO.—A trolley road.

ORGANIZATION—Chartered Sept. 26, 1892, and in June, 1893, completed an electric road, 22½ miles in length, in the anthracite coal basin of Schuylkill County. The population tributary aggregates about 75,000 people, and it passes about forty collieries. Lakeside, Ry. of Mahanoy City, Pa., was reported leased in February, 1897.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock \$1,000,000, \$100				\$1,000,000 f.p.	
1st M. (\$500,000), g.,	22½	1893 5 g A-O		500,000	Apr. 1, 1943
s. f. \$10,000 yrly		Interest is paid at Equit. Tr. Co., Trustee, Phila. after Apl. '98. c. } Bonds may be purchased for sinking fund at 105.			

ROAD—Owns 22½ miles of track (length of line from extreme points about 15 miles), being in the form of a Y, with Girardville, where the power house is situated, as a centre. Rails 50, 60 and 70 lb. T.

ANNUAL REPORT—Earnings for years ending September 30:

Years—	Gross.	Net.	Interest.	Bal., surp.
1896-97.....	\$92,778	\$36,911	\$25,000	\$11,911
1895-96.....	96,809	40,801	25,000	15,801
1894-95.....	90,981	33,360	25,000	8,360

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

GLENS FALLS, N. Y.

POPULATION 1890 WAS 9,509; IN 1880 WAS 4,900; AND IN 1870 WAS 4,500.

GLENS FALLS SANDY HILL & FORT EDWARD STREET RAILROAD—A trolley road.

ORGANIZATION—Chartered Sept 23, 1885.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$150,000, par \$100.	5 Q.-F.		\$139,000	May, '98, 1¼%
1st M. (no option) (\$500 and \$1,000).....	1891 6 J-J		100,000	July 1, 1911

Interest at 1st Nat. Bk., Glens Falls.
2d mortgage (\$500).....c, 1893 6 J-J 36,000 July 1, 1913
Interest at Central Trust Co., N. Y., trustee,

DIVIDENDS—In fiscal year 1894-95 paid 1 per cent; in 1895-6, 4 p. c.; in 1896-7, 5 p. c.; in 1898, Feb., 1¼ p. c.; May, 1¼ p. c.

ROAD—Glens Falls to Fort Edward, 7.84 miles; sidings, 1.18 miles; race track branch, ½ mile; So. Glens Falls Branch (completed Oct. '96) 1½ miles; total track, 10.52 miles. Rails 40 lbs.

ANNUAL—Earnings for fiscal years ending June 30:

	Gross.	Net.	Other inc.	Int. & tax.	Dividends.	Bal., sur.
1896-7.....	\$57,488	\$23,003	\$204	\$10,621 (5%)	\$6,875	\$5,711
1895-6.....	54,386	20,129	181	9,688 (4%)	5,440	5,182

OFFICERS—President, J. M. Coolidge; Secretary, Treasurer, F. F. Prun; 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.—A trolley road.

ORGANIZATION—Incorporated December 29, 1885.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Divid's, etc.
Stock, par \$100.....	See below.		\$180,000	See text.
1st mortgage.....	1887 5 M-S		60,000	Apr. 1, 1907
[All interest is payable at American Loan & Trust Co., Boston.]				
Unfunded debt Sept. 30, 1897.....			57,375	

Dividends in years ending Sept. 30, 1892 to 1895 inclusive were 3 per cent per annum; in 1896 paid 6 p. c.; in 1897, 6 p. c.

ROAD—Owns 10 miles of track and has ½ mile sidings, etc.; leases Gloucester & Rockport (rental, \$1,800), 1½ miles.

EARNINGS—For year ending Sept. 30 the earnings have been:

	1897.	1896.	Balance for divs.	1897.	1896.
Gross earnings.....	\$66,398	\$64,777	\$16,435	\$11,883	
Net.....	27,765	22,337	10,800	10,800	
Inter., taxes, etc. 11,329		10,454	5,635	1,083	

OFFICERS—President, W. B. Ferguson, Malden, Mass.; Vice-President, J. H. Cunningham; Treasurer, A. D. Bosson; Clerk of Corporation, D. S. Presson; Gloucester, Mass.

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

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100)			\$250,000	See text.
Bonds, \$125,000 (\$1,000) gold, c*	1896 5 g J-D		125,000	Dec. 1, 1916
Loans payable (Oct. 1, '97)			\$30,000	
Int. at American L. & T. Co., Boston, trustee.				

DIVIDENDS—In 1895-6, 4 p. c.; in 1896-7, 2 p. c.
ROAD—Owned Oct. 1, 1897, 22.2 miles of main track and .6 mile of siding. Commenced operations August 21, 1895.

EARNINGS—For year ending Sept. 30, 1897, gross, \$58,641; net, \$21,147; charges, \$11,815; dividends, \$5,000; bal., surplus for year, \$4,332. In 1896-7, gross, \$58,264; net, \$19,733; interest and taxes, \$7,581; dividends, \$10,000; bal., surplus, \$2,152. Total surplus Oct. 1, 1897, \$1,548. President, W. B. Ferguson; Secretary and Treasurer, G. A. Butman; Office, 53 State Street, Boston.—V. 64, p. 82.

GLOVERSVILLE, N. Y.

POPULATION 1890 WAS 13,864; IN 1880 WAS 7,133; AND IN 1870 WAS 4,518.

CAYADUTTA ELECTRIC RAILROAD—

ORGANIZATION—Leased for 999 years from May 1, 1894, to the Fonda Johnstown & Gloversville, which guarantees the bonds, principal and interest, and agrees to pay leased road net earnings up to 4 per cent on capital stock per annum, besides paying all fixed charges.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$350,000			\$335,210	
1st mort., \$350,000 gold	1892 6g A-O		350,000	Oct. 1, 1922
\$1,000, guar. p. & i.....	Int. at Farmers' Loan & Tr., N. Y. City			
Current liabilities June 30, 1897.....			\$89,707	

ROAD—Owns 14½ miles of single track and .4 miles of sidings.

EARNINGS—The earnings are included in those of the Fonda Johnstown & Gloversville RR. Co.

OFFICERS—Address Fonda Johnstown & Gloversville RR. Co.

JOHNSTOWN GLOVERSVILLE & KINGSBORO RR.—An electric road.

ORGANIZATION—Chartered Nov. 12, 1873, and in November, 1893, leased to the Fonda Johnstown & Gloversville (steam) Railroad Co. for 999 years, its bonds being assumed and 8 per cent per annum being guaranteed on its stock.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$50,000 (par, \$100)			8 p. c.	\$50,000	
1st mortgage.....	4-11		6 J-J	50,000	1913

Interest is payable at the Metropolitan Trust Company, N. Y. City.

ROAD—Owns single track, main line, from Johnstown to Gloversville, 4.08 miles; branch, .03; total, 4.11 miles.

GOSHEN (ELKHART CO.), IND.

POPULATION 1890 WAS 6,033; IN 1880 WAS 4,123; AND IN 1870 WAS 3,133.

INDIANA ELECTRIC RY—A trolley road.

ORGANIZATION—This company was chartered to construct and operate a street railway in the cities of Goshen and Elkhart and village of New Paris. In 1896 population of Elkhart estimated at 14,000 and of Goshen 9,000 (these cities are 8 miles apart.)

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....				\$110,000	
1st mt., \$500,000, g., s. f., not subj. to call, \$1,000.....	1,000	1895 6g M-N		110,000	Nov. 1, 1925
Interest at Royal Trust of Chicago, trustee.					

Stock increased in 1896 from \$25,000 to \$110,000.

NEW MORTGAGE—The first mortgage of 1895 replaces the old mortgage of 1894, which was canceled in November, 1895. Additional bonds may be issued at \$5,000 per mile of completed main track 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.....			1,230,000	
Street Ry. Co. 1st mort. \$1,000.....	1887 6 J-D		600,000	June 1, 1912
Consol. St. Ry. Co. 1st M. \$3,000,000 gold.....	1891 5g F-A		1,200,000	Aug. 1, 1916
North Park Street Ry., 1st, \$75,000 (\$1,000).....	1894 5 J-J		50,000	July 1, 1914
Int. at Mich. Tr. Co., trustee, Gr. Rapids, Mich				

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 6s 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.; depositor, State Street 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 Railway, 4½ miles.

OFFICERS—President, Gen. Man. and Pur. Agt., G. S. Johnson; Vice-President, D. M. Cummings; Secretary, O. S. Gaither; Assistant Secretary and Treasurer, B. S. Hanchett, Jr.—V. 63, p. 1115; V. 64, p. 180, 287, 610; V. 65, p. 367.

GREAT FALLS, MON.

POPULATION 1890 WAS 3,979.

GREAT FALLS STREET RY—A trolley road.

ORGANIZATION—In hands of W. D. Dickenson as receiver.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock, \$200,000, par \$25				\$100,000	
M. for \$500,000 gold.....		1891 6g J-D		246,500	June 1, 1905

Mortgage trustee, Massachusetts Loan & Trust Co., Boston.

ROAD—Operates 8¾ miles of track and 8½ miles of road.

EARNINGS—For year 1896 gross, \$26,091; net, \$2,568.

GREEN BAY, WIS.

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

FOX RIVER ELECTRIC RY.—Trolley, RECEIVERSHIP—In January, 1898, Mitchell Joannes of Green Bay and Thomas W. Spence of Milwaukee were appointed receivers. 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 14½ miles track; 45 and 78-pound rail; 12 motor cars, 8 trailers. The line runs from Appleton to Neenah and Menasha, and will ultimately be extended to Kaukauna. With the Milwaukee Racine & Kenosha Electric Ry., etc., will form part of a through trolley route between Milwaukee and Chicago, Appleton Power Co. to furnish the power. In May, 1898, operation of road was waiting arrival of new cars. 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.

STOCK & BONDS—

Stock, full paid, (\$100)	Date.	Interest.	Outstanding.	Maturity.
1st mort., gold, s. f.	1896	5 g, J&D	98,000	June 1, 1916
Notes payable Sept. 30, 1897			16,000	

BONDS—The mortgage (originally \$100,000) provides for the payment of \$2,000 annually from 1897 to 1915, inclusive, at a premium.

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. 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 mortgage 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 m. 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 TRACTION.—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.

STOCK & BONDS—

Stock, \$650,000 (\$100)	Date.	Interest.	Outstanding.	Maturity.
First mortgage, \$650,000	1896	5 J-J	625,000	July 1, 1917

ROAD—Operates from Hamilton to Dayton, O., 37½ miles, of which, Miamisburg to Dayton, 11½ miles, leased from Dayton Traction Co. for 999 years from April, 1898.

EARNINGS—For month ending August 12, 1897, \$9,000.

OFFICERS—President, Dennis Dwyer; Treasurer, W. A. Stern; 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. Controlled in interest of South Chicago City Ry. V. 62, p. 86.

STOCK & BONDS—

Stock, \$300,000	Miles.	Date.	Interest.	Outstanding.	Maturity.
1st M., \$100,000, gold	22	1894	5 g, M-8	100,000	Mar. 1, 1904

Interest payable at Northern Trust Co., mortgage trustee, Chicago, Ill.

ROAD—Owns 22 miles of track, extending from State line at Roby to Whiting, East Chicago and Hammond, and operates in connection with South Chicago City Ry. to 63d St. and Madison Ave. in Chicago.

OFFICERS—President, A. Murray Turner; Vice-President, D. M. Cummings; Secretary & Treasurer, O. S. Gaither.—V. 62, p. 86, 502.

HARRISBURG, PA.

POPULATION 1890 WAS 39,385; IN 1880 WAS 30,762 AND IN 1870 WAS 23,104.

HARRISBURG TRACTION—A trolley road.

ORGANIZATION—Organized in May, 1895.

STOCK & BONDS—

	Par.	Date.	Interest.	Outstand'g.	Last Div.
Harrisburg Traction, stock, \$2,000,000				\$1,870,000	
Citizens' Passenger—		1894	6 g, M-N	75,000	May 1, 1924
1st M., \$75,000, gold					
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 Traction Co. holds 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.

The Harrisburg City Passenger Ry. and Middletown Highspire & Steelton Ry. were leased in 1891 and 1893, respectively, to the East Harrisburg Passenger Ry. at a rental equal in 1897 and thereafter to 12 per cent and 10 per cent, respectively, on their stock.

ROAD—Leases and operates 47 miles of track as follows: East Harrisburg Passenger, 24 miles; Citizens' Passenger, 6 miles; Harrisburg City Pass., 5 miles; Middletown Highspire & Steelton Pass., 12 m

LATEST EARNINGS—10 mos. } 1897-8 Gross, \$199,209; net, \$93,982
 July 1 to Apl. 30. } 1896-7 Gross, 182,333; net, 72,357

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 Purchasing Agent, F. B. Musser.—V. 63, p. 227.

HARRISBURG & MECHANICSBURG ELECTRIC RAILWAY CO.—A trolley road.

ORGANIZATION—Chartered May 7, 1892.

STOCK & BONDS—

Stock auth., \$225,000 <th>Date.</th> <th>Interest.</th> <th>Outstand'g.</th> <th>Maturity.</th>	Date.	Interest.	Outstand'g.	Maturity.
1st mort., \$224,000, gold	1894	6 g, M-S	\$127,500	
			144,400	Sep., 1914

On June 30, 1897, loans payable were \$10,000.

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

For year ending June 30, 1897, gross, \$20,511; net, \$7,834; interest and taxes, \$8,038; balance, deficit, \$204.

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 & ROCKVILLE TRAMWAY CO.—

STOCK & BONDS—

Stock \$500,000 (par \$100)	Date.	Interest.	Outstand'g.	When due.
1st mort., \$300,000	1894	5 A-O	200,000	Oct. 1, 1924
Accts. payable Oct. 1, '97			2,507	

ROAD—In January, 1898, operated 18-75 miles of track, extending to Manchester, Talcottville and Rockville, extension to Rockville operated from January 8, 1898.

EARNINGS—Year ending Sept. 30, 1897, gross, \$64,817; net, \$10,630; interest and taxes, \$12,243; balance, deficit for year, \$1,613.

OFFICERS—President, M. S. Chapman; Sec., J. W. Haynes; Treas. C. H. Wickham; Gen. Man., H. J. Wickham.—V. 65, p. 1069.

HARTFORD STREET RAILWAY—A trolley road.

STOCK & BONDS—

Stock (\$2,000,000, par \$100)	Date.	Inter't.	Outstanding.	Last div., &c.
Hartford & Wethersfield } 5-20 year Deb's.	1888	5 M-S	100,000	Sept. 1, 1908
do do do	1890	5 M-N	200,000	May 1, 1910
do do do	1892	5 M-S	100,000	Sept. 1, 1912
do do do	1893	5 J-J	100,000	July 1, 1913
Hartf. St. Ry. do do	1894	5 A-O	300,000	Oct. 1, 1914
do do do	1894	5 J-D	300,000	Dec. 1, 1914
do do do	1895	5 M-N	300,000	May, 1915
do do do	1895	5 F-A	300,000	Aug., 1915
do do do	1896	5 M-S	277,000	March, 1916
East H. & Glastb. debentures } guar., red. Dec. 1, 1900	1897	5 J-D	200,000	Dec. 1, 1927

Interest is payable at Connecticut Trust Co., Hartford, Conn.

In December, 1897, company decided to increase its stock from \$200,000 to \$1,000,000, offering new stock to old stockholders at par to enable the company to pay off floating debt; stock subscriptions, payable on Jan. 1, April 1, July 1 and Oct. 1, 1898, \$200,000 on each date.

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.

Dividends.—In 1894, 6 p. c.; '95, 6; '96, 6; '97, 6 p. c.; '98, Jan., 3 p. c.

ROAD—Lines extend to Wethersfield, West Hartford and Win Isor. East Windsor, East Hartford and South Glastonbury, in all 65-6 miles main track and 6-2 miles sidings, etc. Standard for the city is 60-lb. girder rails and in the country T rails.

East Hartford & Glastonbury is controlled by ownership of stock, and leased for 30 years from 1897. Part of the Newtonton Tramway, from Newtonton Church to Hartford, 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	Gross.	Net.	Int. & taxes.	Dividends.	Bal., sur.
1897	\$576,992	\$188,351	\$145,386	\$12,000	\$30,965
1896	531,389	164,218	117,229	12,000	34,989

OFFICERS—President, E. S. Goodrich; Vice-President, Samuel G. Dunham; Sec. and Treasurer, Daniel R. Howe.—V. 65, p. 1069, 1173

HARTFORD & WEST HARTFORD HORSE RAILROAD—A trolley road.

STOCK & BONDS—*Par. Date. Interest. Outstand'g. Maturity.*
 Stock, \$1,000,000... \$100 Text. \$247,000
 1st M., \$315,000, } 1,000 1894 5 F-A 279,000 Aug., 1924
 \$1,000.....c* } Interest is payable at City Bank, Hartford, Conn.
 Sept. 30, 1897, bills payable \$21,575; and accounts payable \$26-936.

ROAD—Operates 13½ miles of track laid with 65-pound T rails, 10 miles of which it owns and upon 3½ miles it has trackage rights. Extends from Hartford to Farmington and Unionville.

EARNINGS—For year ending Sept. 30, 1897, gross, \$42,089; net, \$7,017; interest and taxes, \$7,128; balance, deficit for year, \$111.

OFFICERS—President, David Henney; Secretary, W. J. Carroll; Superintendent, T. L. McCormack.—V. 65, p. 1069.

HAVERHILL, MASS.

POPULATION 1890 WAS 27,412; IN 1880 WAS 18,472; AND IN 1870 WAS 13,092.

HAVERHILL & AMESBURY STREET RY.—A trolley road.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Stock, \$250,000, par \$100... See text \$150,000 Oct., '97, 3%
 Black Rock & Salisbury Beach } 1891 5g J-J 122,000 July 1, 1911
 1st mortgage, gold..... } Interest at International Tr't Co., Boston.
 Haverhill & Amesbury Consol. } 1892 5g J-J 178,000 July 1, 1912
 M. \$300,000 g., \$1,000. c* } Int. at Am. Loan & Tr. Co., trustee, Boston.
 Debenture notes..... 1891 6 200,000 1911
 Loans payable Sept. 1, '97. 18,396

DIVIDENDS—Nov. 1, 1892, paid 4 per cent; Sept. 25, 1894, 4 per cent; in year 1894-95, 4 per cent; in 1895-96, none; in 1897, Oct., 3 p. c.

ROAD—Has 27½ miles of track, including sidings, etc., 1½ mile. On Sept. 30, 1897, electricity, 22 miles; steam, 3 miles; horses, 2½ miles.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross.	Net.	Int and Tax.	Dividends.	Bal. Sur.
1896-97...	\$99,485	\$34,807	\$28,700	(3%) \$4,500	\$1,606
1895-96...	99,048	28,181	27,889	.....	292

OFFICERS—President, Charles Goss, Amesbury, Mass.; Treasurer, Geo. A. Butman; Office, 53 State Street, Boston.

HAZLETON, PA.

POPULATION 1890 WAS 11,872; IN 1880 WAS 6,935; AND IN 1870 WAS 4,317.

LEHIGH TRACTION CO.—

ORGANIZATION—Chartered Nov. 7, 1892. Franchise perpetual. Owns, controls and has leased for 999 years, at an annual rental of \$1 each the Hazleton & Suburban Electric Ry., capital \$30,000; Hazleton & South Side Electric Ry., capital \$75,000; Hazleton & North Side Electric Ry., capital \$75,000.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 St'k \$1,000,000 (au.) p. \$100. \$1,000,000 f. p.
 1st mort. \$500,000, gold, } 1893 5g J-D 500,000 June 1 1923
 \$100, \$500, \$1,000. c* } Trustee, Markle Bank'g & Tr. Co., Hazleton.
 Car barn and park bonds, }
 \$115,000..... } 85,000
 Bills payable Jan. 1, '98. 124,843

Interest (free of all taxes) is payable in New York or Philadelphia exchange, if desired, at par, and is so stated on the coupon. Total surplus Jan. 1, 1897, \$62,907.

ROAD—In August, 1896, was operating 23 miles of road laid with 60 lb. new steel T rails, oak ties, well ballasted. Road extends from Hazleton to West Hazleton, to Yorktown (connecting with Penn. RR. and Lehigh Valley RR.), to McAdoo (South) and Milnesville, Latimer, Urinas and Freeland (North).

LATEST EARNINGS—4 months, } 1898... Gross, \$30,438; net, \$9,822
 Jan. 1 to April 30. } 1897... Gross, 31,751; net, 10,431

YEAR'S EARNINGS—Report for 1897 in V. 66, p. 233, showed: Gross, \$109,101; net, \$50,615; other income, \$517; interest and taxes, \$37,061; bal., surplus for year, \$14,071. In 1896, gross, \$120,881; net, \$56,546. Passengers carried in 1897 were 2,330,103.

OFFICERS—President, C. W. Kline; Treasurer, N. C. Yost; Secretary, E. S. Doud; Gen. Man., A. Markle.—V. 64, p. 232; V. 66, p. 233.

HELENA, MON.

POPULATION 1890 WAS 13,834; IN 1880 WAS 3,624; AND IN 1870 WAS 3,106.

HELENA POWER & LIGHT—A trolley road.

ORGANIZATION—This company is a consolidation made in 1894 of the Helena Electric Railway and Helena Rapid Transit, together with the Helena Electric (Light Co.) and the Helena Gaslight & Coke Co.

STOCK & BONDS—*Miles. Date. Interest. Outstand'g. Maturity.*
 Stock..... \$1,000,000
 Helena Gas Light..... 1890 6 J-J 175,000 July 1, 1910
 & Coke 1st Mort. } Interest at Minneapolis Trust Co., Minneapolis, Minn.
 Helena Power & L't } 20 1895 5 per ct. 425,000 Jan. 1, 1925
 consol. mortgage. } Trustee, Central Trust Co., N. Y. City.

ROAD—In November, 1896, owned about 24 miles of trolley track.
OFFICERS—President, H. M. Pachen; Vice-President, T. A. Marlow; Treasurer, Herman Gans; Secretary, H. L. Walker.

HENDERSON, KY.

POPULATION 1890 WAS 8,835; IN 1880 WAS 5,365; AND IN 1870 WAS 4,171.

HENDERSON ELECTRIC STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 13, '86, under a perpetual charter.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 Stock (par, \$100)..... \$50,000
 1st mortgage..... 1895 6 J-J 15,000 Jan. 1, 1915
 2d mortgage..... 1895 6 J-J 25,000 Jan. 1, 1915
 Consol. mort. \$60,000, cur. } 1897 6 J-J 50,000 Jan. 1, 1912
 \$500.....c* } Int. at Louisv. Tr., Louisville, Ky., Trustee.

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 1900 WAS 4,666.

HERKIMER MOHAWK ILION & FRANKFORT ELECTRIC RY.—

ORGANIZATION—Consolidation in February, 1895. On July 1, 1897, owned 5¾ 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.

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. Early in 1898 purchased the Hull St. Ry. (2 miles), and the Nantasket Electric St. Ry. (1¾ miles), for which purchases the Hingham stock for \$28,500 and bonds for \$14,000 were issued and the Hull mortgage for \$20,000 assumed.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 Stock..... \$188,000
 First M., \$200,000, gold 1896 5g J-D 154,000 June 1, 1916
 Hull St. Ry. first mortgage assumed..... 1891 6g J-J 20,000 July 1, 1911

Owens 18 miles of track, including Hull and Nantasket lines. Connects with Quincy & Boston St. Ry. for Boston and with Braintree St. Ry., Brockton St. Ry., etc.

EARNINGS—Year ending Sept. 30, 1897, gross, \$13,961; net, \$1,173; interest and taxes, \$9,143; balance, deficit, \$7,970.

OFFICERS—President, S. R. Anthony; Treasurer, W. A. Tucker. Office, 53 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 RY.—An electric road.

ORGANIZATION—Owns about 50 miles of street and elevated trolley lines in Hoboken, W. Hoboken, Jersey C., U. Hill, Weehawken, Guttb'g and North Bergen, N. J., and vicinity. Besides roads owned in fee, controls Hudson & Bergen Traction Company, owning Jan. 1, 1898, 1½ miles of track and having \$25,000 of paid in capital stock and \$74,461 of debts; also the Pavonia Horse RR., owning 4 miles of track and having outstanding \$45,000 of full-paid stock, all owned by the North Hudson County RR. Co. Road runs through Hoboken, Jersey City, West Hoboken, Union Hill, Guttenberg, Weehawken, Fort Lee, etc. In January, 1898, the funded debt aggregated \$4,337,000; "other debts," \$358,187; cost of road and equipment, \$5,706,742.

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
 \$620,000 to retire 1st M. c* }
 2d mortgage (\$1,000)..... 1894 5 M - N 835,000 May 1, 1904
 Debenture 6s (\$1,000)..... 1892 6 F - A 404,000 Feb. 1, 1902

ANNUAL REPORT—Reports for years ending Dec. 31 show:

	Gross.	Net.	Charges.	Balance.
1897.....	\$923,100	\$296,063	\$266,426	sur. \$29,637
1896.....	906,985	277,660	257,137	sur. 20,523
1895.....	871,273	251,443	246,643	sur. 4,795

OFFICERS—President, M. Tierney; Secretary, F. J. Mallory; Treasurer, Nicholas Goelz; General Manager, W. H. Starr. INDEX—V. 62, p. 411.

BERGEN COUNTY TRACTION—A trolley road.

ORGANIZATION—Began operating April 20, 1896, road from Fort Lee opposite 125th Street, N. Y., to Englewood, N. J., Leonia, Nordhoff, etc. About 8 miles of track in operation Jan. 1, 1898. Ferry connects line with N. Y. City. Proposes to build from Guttenberg to Hackensack, etc., and in May, 1898, laying of rails was expected to begin within a month. Stock authorized, \$500,000, issued \$200,000, 1st mortgage, \$500,000, Land Title & Trust Co., Philadelphia, trustee; none issued Jan. 1, 1898; "other debts," \$72,260. President, Jacob E. Ridgway, Philadelphia.

HOLYOKE, MASS.

POPULATION 1890 WAS 35,528; IN 1880 WAS 21,915; AND IN 1870 WAS 10,733.

HOLYOKE STREET RAILWAY—Trolley.

ORGANIZATION—Incorporated June 11, 1884. Population in 1895 given as 40,322.

STOCK—*Date. Interest. Outstand'g. Last div., etc.*
 Stock, \$500,000 (\$100)..... J-J \$400,000 Jan. 1, '98, 4%
 Bonds (\$500, etc.)..... 1895 5 A-O 250,000 Apr. 1, 1915

In 1896 \$150,000 of stock was issued for construction, etc., and 6 miles of track were built. In March, 1898, the Mass. RR. Commissioners authorized the increase of the capital stock from \$400,000 to \$500,000. This increase will be made in July, 1898, to capitalize the floating debt. V. 66, p. 616. The loans payable were \$141,200 Oct., 1897.

Dividends—In 1892 to Jan., 1898, 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.
Gross earnings.....	\$216,684	\$173,539	Divs. paid (8 p.c.)	\$32,000
Net.....	65,960	60,810	Bal., sur. for year	4,315
Int., taxes, &c.:	29,645	22,387		18,423
Bal. for div'nds.	36,315	38,423	T'l sur. Sept. 30.	\$36,604
				\$50,449

OFFICERS—President, General Manager and Purchasing Agent, Wm S. Loomis; Treasurer, Wm. R. Hill.—V. 66, p. 616.

HOMESTEAD, PA.

POPULATION 1890 WAS 7,911; AND IN 1880 WAS 592.

HOMESTEAD & HIGHLANDS STREET RAILWAY

Stockholders' meeting to be held on May 26, 1898, to vote on merger into Monongahela Street Railway—which see, under Pittsburg—with the McKeesport Duquesne & Wilmerding Street Ry., the Schenley Park & Highlands, the Braddock & Homestead and the Homestead & Highlands.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$400,000				\$200,000 l.p.	
1st mort., \$100,000		1894	6g. J-D	20,000	June 1, 1914
gold					
Mort. on pow.house, etc.				7,300	
Bills payable June 30, '97				190,299	

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; int., taxes and rentals, \$4,998; bal., deficit, \$4,335. In 1895-6 gross, \$17,947; net, \$210.

ROAD—Company has built 4 miles of track, Homestead to Homeville. —V. 66, p. 900.

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 R.R. 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 12½ miles.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, com., \$130,000 (\$100)			\$130,000	
Pref., non-cum., non-voting, 5 per cent (\$100)			30,000	
Hoosick Ry. 1st M., g. (\$500)	1894	6 J-J	60,000	July, 1924

Ben. & H. V. 1st M., \$250,000, gold (\$500 and \$100) 1897 5g. J-J \$100,000 Jan. 1, 1928
Int. at Intern'l Tr. Co., trust., Bost., Mass.
Int. at Intern'l Trust, Boston, trustee.

ROAD—To be 16½ miles long. In November, 1897, owned 2 miles in 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.

HORNELLVILLE, N. Y.

POPULATION 1890 WAS 10,996; IN 1880 WAS 8,195; AND IN 1870 WAS 4,532.

HORNELLVILLE ELECTRIC RAILWAY
—A trolley road.

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

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$50,000 (par, \$100)			\$50,000	
1st mortgage (\$500)	1892	5 J-J	50,000	July 1, 1912
2d mortgage (\$500)	1895	6 J-J	20,000	1915

Interest is payable at the Fourth National Bank, New York City.
ROAD—Single track main line in city, 4¾ miles; branch line, 50 sidings, '22; total of all, 5-06 miles.

EARNINGS—For years ending June 30:

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

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

HORNELLVILLE & CANISTEO RAILWAY—A trolley road.

ORGANIZATION, ETC.—Chartered May 2, 1893, and owns 4-32 miles of main track and '01 miles of sidings. Stock is all closely held.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$50,000, par, \$100			\$50,000	
1st mortgage	1892	6 A&O	50,000	Oct. 1, 1912
Canisteo Valley Ry. bonds			5,500	

EARNINGS—For years ending June 30:

	Gross.	Net.	Other inc.	Int. & tax.	Balance.
1896-97	\$15,644	\$6,373	\$30	\$4,426	sur. \$1,977
1895-96	15,156	6,606		4,802	sur. 1,804

OFFICERS—President, D. M. Page; Secretary, Charles Adsit.

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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$500,000			\$200,000	
1st mortgage, gold	1894	6g. J-D	250,000	June 1, 1924
Other indebtedness			(b)	

Trustee is St. Louis Trust Company, St. Louis, Mo.
ROAD—Operates 11-8 miles of track.

OFFICERS—President, R. W. Forlyce; Secretary, C. E. Maurice; Treasurer, General Manager and Purchasing Agent, C. G. Convers.

HOUSTON, TEXAS.

POPULATION 1890 WAS 27,557; IN 1880 WAS 16,513; AND IN 1870 WAS 9,382.

HOUSTON ELECTRIC STREET RAILWAY
A trolley road.

ORGANIZATION—Successor in September 1, 1896, to the Houston City Street Ry., which was sold in foreclosure May 6, 1896. V. 61, p. 925.

NEW STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$2,000,000 (\$100)		J.-J.	\$428,000	
1st mort. on part of prop.		7 p. c.	137,000	(1)
Con. M., s. f., \$1,000,000	1896	5 g. M-S	730,000	Sept. 1, 1921
gold (\$500)				Subject to call at 105 after 1916
Income mort.	1896	6 p. c.	\$775,000	

Interest at International Trust Co., Boston, consol. mort. trustee.

Bonds—Consol. 5s can be called for payment at 105 after 1916. Sinking fund of 15 per cent of net earnings begins in 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds. Consols for \$150,000 reserved to retire the old first 7s, \$137,000. The mortgage is a first lien on about 26 miles; bonds authorized at \$10,000 per mile on new construction. In May, 1898, it was stated that plan would be proposed to retire the 1st M. 7s by sale of the 5s held by trustee for that purpose.

ROAD—The property in Dec., 1897, consisted of 34 miles of track and 8 miles under construction; 65 motor cars, 20 trailers and 800 city lots and other property valued at \$140,000.

EARNINGS—From Jan. 1 to Feb. 28, gross, \$30,567 in 1898; \$27,510 in 1897.

REPORT—Report for 1897 was in V. 66, p. 950, and showed Jan. 1, 1898, cash on hand, \$3,034; bills payable, \$8,930. Earnings for years ending Dec. 31:

	Gross.	Net.	Other inc.	Int. & tax.	Bal., sur.
1897	\$189,857	\$64,048	\$2,039	\$54,442	\$11,645
1896	202,240	76,479	1,680	122,272	55,887

† Includes interest (\$15,372) only from Sept. 1, 1896, 4 months.

OFFICERS—President and Treasurer, A. N. Parlin; Secretary and Assistant Treasurer, H. C. Chase; General Manager, H. F. McGregor.

DIRECTORS—A. N. Parlin and George E. Smith of Boston; Austin Corbin of New York, and 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; V. 66, p. 950.

HOUSTON HEIGHTS ELECTRIC STREET RAILWAY

ORGANIZATION—This line starts from the manufacturing portion of Houston Heights, extends through the residence district, and terminates in the centre of Houston, affording rapid transit to and from all portions of the Heights. It was leased to the Houston City Railway. Rental received for year 1894-95 was \$13,967. Mortgage is for \$100,000 and is dated 1893; interest in default since May 1, 1895. Injunction granted trustee in March, 1897, restraining sale of the nine cars under a judgment.

HUDSON, N. Y.

POPULATION 1890 WAS 9,970; IN 1880 WAS 8,670; AND IN 1870 WAS 8,615.

HUDSON STREET RAILWAY

ORGANIZATION—Incorporated in 1897. Successor to Hudson Electric Ry. sold in foreclosure Mar. 6, 1897. Capital stock, \$50,000 (par \$100). Road is 2-15 miles long, with '25 mile sidings; total track 2-4 miles. First mortgage \$1,000 each; total issue, \$50,000 currency, 6; 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 1896-97 gross, \$12,621; net, \$1,683.

DIRECTORS.—William H. Traver, Samuel R. Rainey, Benoni S. Johnson, Robert W. Evans, William A. Harder, Jr., Smith Thompson, William W. Brownell and Charles S. Rogers, of Hudson and John E. Gillette, of Catskill Station.

HULL, MASS.

POPULATION 1890 WAS 989; IN 1880 WAS 383; AND IN 1870 WAS 261.

HULL STREET RAILWAY—A trolley road. Early in 1898 this road was purchased by the Hingham St. Ry. and ceases to be a separate corporation.

YEARLY EARNINGS—For fiscal years ending September 30:

Years end. Sept. 30:	Gross.	Net.	Int. & taxes.	Bal. sur.
1896-97	\$5,360	\$2,196	\$1,564	sur. \$632
1895-96	5,594	def. 42	931	def. 973

HUNTINGTON, N. Y.

POPULATION 1890 WAS 3,023; 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. In March, 1898, the Long Island R.R. purchased almost the entire capital stock and will convert road into a trolley road. Stock (\$30,000) par \$100 \$30,000
1st mortgage 5s, J&D 26,000
(Due in 1920.)

EARNINGS—Year ending June 30:

	Gross.	Net.	Int. & taxes.	Bal. sur.
1897	\$4,381	\$5,597		
1896	1,540	2,789		
Charges	1,531	1,538		
Dividend	(3%) 900 (2½%) 750			
Balance	def. 891	sur. 501		

ROAD—Owns 3 miles of track.

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.

CITIZENS' STREET RAILROAD OF INDIANAPOLIS—A trolley road.

ORGANIZATION—Incorporated April 24, 1888. Formed in 1893 to control street railways in Indianapolis. In May, 1897, a change of management took place and Mr. Crossan (who resigned Jan., 1898), 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. Appeal from Judge Showalter's decision to the U. S. Court of Appeals by the city of Indianapolis was decided in favor of the railroad in Dec., 1897.—V. 64, p. 842, 1180; V. 65, p. 51, 181, 1172.

STOCK & BONDS—
 Capital stock (\$100)..... \$5,000,000
 Citizens' St. Ry. (\$1,000)..... 1881 6 J-J 300,000 July 1, 1901
 Citizens' St. RR. (\$1,000) } 1892 6 J-D 700,000 June 1, 1898
 subject to call..... } Interest at Ill. Trust & Sav. Bank, Chicago.
 Citizens' St. Ry. consol. } 1893 5 g. M-N 3,000,000 May 1, 1933
 m. \$4,000,000 gold..c' } Trustee Solicitors' Loan & Trust Co. of Phila.

Interest due May and November on consols of 1893 is payable at Fourth Street National Bank, Philadelphia.

Bonds—Consols are exempt as to principal and interest from any tax which company may be required to pay.

ROAD—In November, 1896, the company owned, controlled and operated about 100 miles of road.

LATEST EARNINGS—3 months, } 1898....Gross, \$16,223; net, \$8,722
 Jan. 1 to Mar. 31. } 1897....Gross, 13,103; net, 5,768

EARNINGS—For year ending Dec. 31, 1897, reported to have earned all of fixed charges, taxes, and a balance for stock.—See V. 65, p. 1071. For fiscal years ending April 30, gross earnings were: In 1897-8, \$978,964; in 1896-7, \$922,727; in 1895-6, \$956,105; in year 1894 gross were \$850,215, against \$812,111 in 1893; net, \$383,246, against \$251,226.

After payment of fixed charges due May 1, 1898, Company was reported to have over \$100,000 cash on hand, more than 2 per cent on capital stock. The floating debt was paid off early in 1898.

DIRECTORS (elected May, 1898)—W. W. Kurtz, R. H. Rushton, W. C. Houston, Joseph B. Neff, B. M. Gaskill, J. Levering Jones and W. J. Turner.—V. 66, p. 81, 759, 856, 900, 953.

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 RAILROAD—A trolley and steam 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. In April, 1898, property was to be leased to the Rochester Ry. for 10 years. Its securities, road, earnings, etc., are as follows:

Stock (\$700,000) par \$100.....\$700,000
 1st mortgage 5s, A & O..... 350,000
 (Due Oct. 1, 1933.)
 Bills payable June 30 '97.....\$205,000
 ROAD—Owns 9 miles of single track; leases 6-046 miles single track and 370 miles of sidings.

EARNINGS—Years ending June 30:
 1897.....\$36,454 \$43,248
 1898.....7,080 15,506
 Other income..... 11,306 24,036
 Charges & taxes..... 37,634 37,554
 Balance.....def.19,248 sr.1,988

IRONWOOD, MICH.

POPULATION 1890 WAS 7,745.

TWIN CITY GENERAL ELECTRIC—

STOCK & BONDS—
 Stock..... \$400,000
 Twin City Ry. 1st M. gold.. 1891 7 g. M-N 25,000 Nov. 2, 1911
 Mortgage, \$125,000..... 100,000

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

ROAD—Owns 7½ miles of track.

EARNINGS—For year ending Nov. 30, 1897, gross from lights, \$46,881; from railway, \$15,439; total, \$62,320; net after paying interest, etc., \$11,821. In 1895-6, total gross, \$63,014.

OFFICERS—President and General Manager, E. D. Nelson; Vice-President, H. M. Bylesby; 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 mortgage. Owns 6 miles and operates 7.5 miles of track, extending to Cornell University campus, railroad stations and steamboat landing

STOCK & BONDS—
 Stock, \$300,000, pr. \$100..... \$300,000 (1)
 1st mortgage..... } 1892 6 J - J 175,000 July 1, 1922
 { Int. payable at Farm. L. & T. Co., N. Y. City.
 2d mortgage..... } 1894 6 J - J 75,000 July 1, 1922
 Cayuga L. Elec. 1st M., gu 1894 6 J - D 25,000 June 1, 1922

Loans and bills payable June 30, 1897, \$17,952.

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, 3 per cent; in April, 1896, 3 p. c.; 1897, (1)

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; other income, \$11,930; interest and taxes, \$19,106; dividends (2½%) \$7,500; balance, surplus, \$2,027. For year 1895-96:

	Gross.	Net.	Int. & taxes.	Surplus.
Street Railway receipts.....	\$61,425	\$28,681	\$17,595	\$11,087
Brush-Swan Electric Light.....	28,052	11,933	75	11,858
Ithaca Transfer Co.....	5,324	1,147	26	1,119
Totals.....	\$94,801	\$41,761	\$17,696	\$24,064

President, Edward G. Wyckoff; Secretary, William J. Hand, Scranton, Pa.; Treasurer and General Manager, A. Bergholtz.

JACKSON, MICH.

POPULATION 1890 WAS 20,798; IN 1880 WAS 16,105; AND IN 1870 WAS 11,447.

JACKSON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Aug. 24, 1881. In June, 1897, property reported purchased by W. A. Bolan, of Lynn, Mass., for Eastern parties. In September, 1897, W. A. Foote, as receiver, was authorized to borrow \$16,000 for repairs. 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.

STOCK & BONDS—
 Stock \$50,000, par \$50..... \$33,450 f. p.
 1st mort., \$75,000, gold.. 1892 6 g J - J 35,000 Jan. 1, 1912

Trustee is St. Louis Trust Co., of St. Louis, Mo. The bonds are not subject to call before maturity.

ROAD—In February, 1896, owned 5 miles of track.

OFFICERS—President, Wm. S. Hook; Secretary, Marcus Hook; Treasurer, Francis Hook; Superintendent, Marcus Hook.

JAMESTOWN, N. Y.

POPULATION 1890 WAS 16,038; IN 1880 WAS 9,357; AND IN 1870 WAS 5,336.

JAMESTOWN STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Oct. 18, 1883. Franchise runs till 1982. Population served said to be upward of 28,000.

STOCK & BONDS—
 Stock (\$250,000) 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, 1897.....\$192,667
 Open accounts, net..... 56,157

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.

STOCK & BONDS—
 Stock \$50,000, par \$100..... \$50,000 f. p.
 1st mortgage..... 6 1892 6 A - O 75,000 Oct. 1, 1912

Mortgage trustee is the Finance Company, Philadelphia, Pa.

Dividends in 1892, 6 per cent; in 1893, 2 per cent; in 1894, none.

EARNINGS—In 1893 gross, \$12,691; net, \$1,640.

ROAD—Owns 6 miles of track. Rail, 35-lb. T.

OFFICERS—President, G. W. Blabon, Philadelphia, Pa.; Vice-Pres., Alexander Graham; Sec., Treas. and Gen. Man., W. R. Proudfoot.

JEFFERSONVILLE CITY, IND.

POPULATION 1890 WAS 10,666; IN 1880 WAS 9,357;
AND IN 1870 WAS 7,254.

JEFFERSONVILLE CITY RAILWAY.—

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.
OFFICERS—President, E. J. Howard; Superintendent, E. Frazer.

JERSEY CITY, N. J.

POPULATION 1890 WAS 163,003; IN 1880 WAS 120,722;
AND IN 1870 WAS 82,546.

**CONSOLIDATED TRACTION CO. } —See Newark,
NORTH JERSEY TRACTION CO. } N. J.**

JOHNSTOWN, PA.

POPULATION 1890 WAS 21,805; IN 1880 WAS 8,380;
AND IN 1870 WAS 6,028.

JOHNSTOWN PASSENGER RAILWAY—A trolley road.

ORGANIZATION—Chartered May, 1882. Its road, destroyed by flood May 31, 1889, was rebuilt in 1890 and 1891.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock \$250,000, par \$50. Text. \$210,200
General mort. \$250,000, } 1899 6 M-S 250,000 Mar. 1, 1910
\$1,000. } Interest at Fidelity Trust, Trustee, Phila.

Bills payable June 30, 1897. \$96,140
EARNINGS—Year ending June 30, 1897, gross, \$106,350; net, \$50,157 interest and taxes, \$21,432; dividends, \$12,612; bal. surp. for year, \$16,113. In 1895-96, gross, \$104,428; net, \$49,237.

Dividends—In 1892, 6 per cent; in 1893, July 1, 6 p. c.; in 1894, July 1, 6 p. c.; in 1895, dividends paid in stock amounting to \$25,200.

ROAD—Operates 9 3/4 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 RAILROAD—A trolley road.

ORGANIZATION—Incorporated in March, 1898, as successor, by purchase in April, 1898, to Joliet Ry. (successor to Joliet Street Ry., sold in June, 1896), to which additional franchises were granted in January, 1898. It was stated that \$100,000 would be invested in extensions during 1898. Population in 1897 (local census), 35,000.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$300,000. \$300,000
Joliet St. Ry. 1st M. \$75,000. 1899 6 M-N 75,000 May 2, 1904
Joliet RR., 1st consol. mort. } 1898 5 M-N 325,000 May 1, 1918
\$500,000 (\$1,000 each). } Portland (Maine) Trust Co., trustee.

Of the loan of 1898, \$75,000 will be used to take up bonds due 1904.
ROAD—Operates 17 miles of track.

OFFICERS—President, W. F. Milliken, Portland, Me.; Vice-President, G. F. Duncan; Secretary and Manager, Edward Woodman, Portland, Me.; Treasurer, H. P. Cox; Superintendent, C. C. Rush.—V. 66, p. 954.

KALAMAZOO, MICH.

POPULATION 1890 WAS 17,853; IN 1880 WAS 11,937;
AND IN 1870 WAS 10,447.

MICHIGAN TRACTION OF KALAMAZOO & BATTLE CREEK—Trolley.

ORGANIZATION—A consolidation in 1897 of the Citizens' Street Ry. of Kalamazoo and the Citizens' St. Ry. of Battle Creek.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock \$500,000. (1)
New mortgage, \$500,000. (2)

The new bonds will be issued to retire the \$100,000 underlying bonds, and to construct connecting line of 2 1/2 miles, contract for which was reported let in April, 1898; consolidated roads had 19 miles.

OFFICERS—President and Gen. Man., L. N. Downs, Kalamazoo; Vice-President, E. A. Greene, New York; Secretary, Dee Allen, Battle Creek; Treasurer, C. A. Stover, New York.—V. 60, p. 857.

KANKAKEE, ILL.

POPULATION 1890 WAS 9,025; IN 1880 WAS 5,651.

KANKAKEE ELECTRIC RY.—A trolley road.

ORGANIZATION—Chartered Jan. 7, 1891.
STOCK & BONDS— Miles. Date. Interest. Outstanding. Maturity.
Stock. \$50,000
1st mortgage. } 1891 6 J-J 50,000 July 1, 1911
Trustee, the Northern Trust Co., Chicago, Ill.

ROAD—In November, 1896, operated 8 miles of track.
OFFICERS—President, E. Cobb; Vice-President, Chas. H. Cobb; Secretary and Treasurer, W. C. Schneider; General Manager, C. H. Cobb

KANSAS CITY, MO.

POPULATION 1890 WAS 119,668; IN 1880 WAS 55,785;
AND IN 1870 WAS 32,260.
(IN 1896 ESTIMATED AT 155,000.)

METROPOLITAN STREET RAILWAY—Cab. e, horse and trolley. See map on page 46.

ORGANIZATION—Incorporated July 19, 1886. In May, 1894, the company secured control, by purchase of all the capital stock, of the Kansas City El. (20.58 miles) and assumed the debt of that company.

In like manner it controls Kansas City & Rosedale St. Ry. and South Suburban St. Ry. In June, 1895, the charters of all the constituent companies were extended to 1925.—V. 60, p. 1105.

In May, 1895, the company absorbed the Kansas City Cable Ry., Grand Ave. Ry., West Side Ry. and Kansas City & Independence Railway with an aggregate trackage of 67.7 miles. The lines which it has acquired "occupy most of the territory east of the Union Depot, the Metropolitan Company occupying all of the important territory west of the Depot and some of the principal streets on the east side." The consolidation brings under one management all of the principal street railways of the city.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock (see above) Q.—F. \$5,586,800 May 1, 1898, 2%
Corrigan Con. St. Ry. 1st } 1886 5 g J-J 977,000 July 1, 1916
M. (\$1,000) drn. at 110. } Int. payable at Central Trust Co., N. Y.
General mort. (\$1,000,000) } 1889 5 g M-S 1,000,000 Sept. 1, 1909
gold. } Int. payable at New England Co., Boston.

NOTE.—Corrigan 5s, \$23,000, were redeemed at 110 Jan. 1, 1898.—V. 65, 1115.

Bonds assumed in consolidation of 1895—
K. C. Cable 1st M., ext. in } 1887 5g. A-O \$1,050,000 Apr. 1, 1901
gold, 1897, guar. p. & l. } Interest is payable in New York by Blair
& Co. and in Boston by New England Tr. Co.
Summit Street M., old } 1887 5 A-O \$300,000 Apr. 1, 1901
6s ext. in 1897. }
Grand Avenue Ry. 1st } 1888 5g. J-J 10 1,200,000 July 10, 1908
mortgage, gold. } Trustee, Central Trust Co.

New mortgage—
Metropolitan St. Ry. con. } 1895 5g. M-N 3,646,000 May 1, 1910
mortgage, \$8,500,000. } Not subject to call before maturity.
gold. } Int. at Old Colony Trust, trustee, Boston.

Securities of subsidiary roads—
South Side St. Ry. 1st M. 5 \$12,000 June, 1899
Kansas City Elevated Ry.
1st M. pref. (\$600,000) gold (\$1,000).....e } 1892 6 g J-J \$600,000 July 1, 1922
1892 4 2,000,000 July 1, 1922
1st M. com. (\$2,000,000) } Interest at Manhattan Trust Co., New
gold (\$1,000) } York City, J.-J.

Dividends—In 1895, 2 p. c.; in 1896, 2 1/2 p. c.; in 1897, 2 p. c.; in 1898, Feb., 1/2 p. c.; May, 1/2 p. c.

Bonds—The new consolidated mortgage for \$8,500,000 is to be used as follows: Reserved to retire when due the existing bonds of the Corrigan, Metropolitan, Grand Avenue and Kansas City Cable issues described in the table above, \$4,550,000; for the purchase of the property of the Kansas & Independence Rapid Transit Company, etc., being the amount of bonds issued on account of said properties by the late Kansas City Cable Railway Company Consolidated, \$2,075,900 (issued); for purchase of the West Side Railway Company, \$330,000 (issued); for desirable improvements to the present system and for future requirements the company held \$329,000 consols in May, 1897.

Interest upon *Kansas City Elevated Ry.* 1st M. preference 6s is guaranteed and upon 1st M. common 5s 3 per cent per annum was guaranteed until July, 1895, and 4 per cent thereafter. The *South Side St. Ry.* 1st M. 5s are guaranteed, but the line is not used now, and the tracks have been taken up. The K. C. Cable first 5s, due April 1, 1897, were extended four years at same rate, payable in gold, principal and interest guaranteed by the Met. St. Ry.—V. 64, p. 567. The Summit St. 6s (\$300,000) were extended at 5 per cent to 1901.

ROAD—The total mileage below is after counting double track as twice single, as follows:

	Miles.	Roads owned.	Miles.
Main line (horse).....	6-32	Kansas City & Rosedale St.	
do. (trolley).....	36-64	Ry. (horse).....	6-46
do. (cable).....	62-45	so. Suburban St. Ry. (trol'y)	2-50
		Kan. C. Elevated Ry. (trol'y)	20-58
		Total (single).....	134-95

In May, 1898, it was decided to spend \$250,000 in improvements during the year, and to convert the Fifth Street cable into a trolley road.

EARNINGS—10 months, } 1897-8.....Gross, \$1,774,123; net, \$788,760
June 1 to Apr. 30. } 1896-7.....Gross, 1,609,821; net, 686,656

ANNUAL REPORT.—Fiscal year ends May 31. Earnings of the system, including the Kansas City Elevated, have been as follows:

	1897.	1896.	1895.
Gross earnings.....	\$1,774,892	\$1,780,940	\$1,701,155
Oper. exp., incl. taxes.....	1,003,686	1,033,042	1,058,136
Net earnings.....	\$771,206	\$747,898	\$643,019
Interest on bonds.....	518,047	478,897	371,720
Miscellaneous interest.....		5,330	
Dividends paid, 2 per cent..	111,736	111,736	
Net surplus for the year.	\$141,423	\$151,934	\$271,299

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 General Manager, W. H. Holmes; Secretary, L. C. Krauthoff; Asst. Secretary, J. A. Harder.—V. 65, p. 112, 115.

NORTHEAST ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A reorganization in Nov., 1896, of Northeast Street Ry., sold in foreclosure Aug. 6, 1896.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
Stock (\$250,000)..... \$250,000
1st mort. \$250,000, gold, } 1896 5g. J-J 250,000 July 1, 1916
(\$100 & \$500).....e } Interest at North American Trust Co., N. Y.,
Red. at 105aft. July 1, 1901 } trustee.

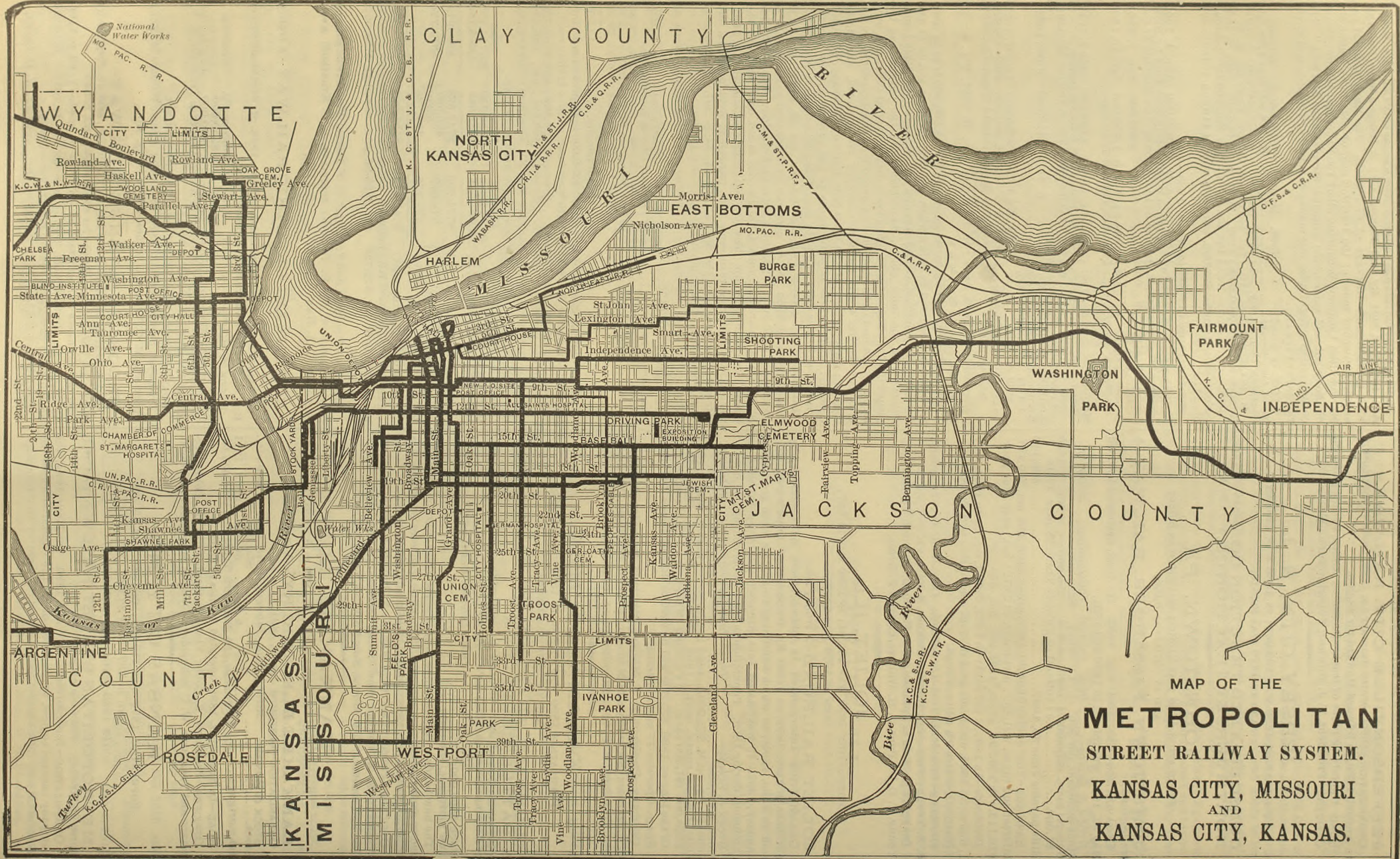
ROAD—Owns 8.1 miles of track on 4.2 miles of street.
President, Superintendent and Purchasing Agent, William M. Reid; Secretary, E. C. Vaughan. Office, Kansas City, Mo.

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. In December, 1897, it was decided to extend the road one mile and change the motive power to electricity.

OFFICERS—President, John H. Lucas; Gen. Manager, W. H. Lucas.



MAP OF THE
METROPOLITAN
 STREET RAILWAY SYSTEM.
 KANSAS CITY, MISSOURI
 AND
 KANSAS CITY, KANSAS.

KEYPORT, N. J.

POPULATION 1890 WAS 3,411.

KEYPORT & MATAWAN STREET RAILROAD—A horse road.

ORGANIZATION—January 1, 1898, the company reported:
 Stock (full paid).....\$30,000 Frs. end. Dec. 31— 1896. 1897.
 No funded or floating debt. Gross from pass'rs. \$5,022 \$4,104
 Track owned.....3½ miles Other income..... 1,913 1,141
 Cost of road and equip't. \$30,000 Net earnings.....5,236 4
 Treasurer.....Arthur M. Brown

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. Outstand'g. Maturity.
 Stock, \$150,000, \$100..... \$175,000
 1st mortgage, gold..... 1896 5g. M-N 100,000 May 1, 1926
 2d M. incomes, gold..... 1896 5g. M-N 75,000 May 1, 1946

Manhattan Trust Co., N. Y., trustee of both mortgages.
 ROAD—Operates 4-58 miles of track laid with 80-lb. girder rails.
 EARNINGS.—Year ending June 30, 1897, gross, \$26,750; deficit from operations, \$7,322; taxes, \$581.

OFFICERS—President, Charles M. Preston; Secretary, John E. Kraft; Treasurer, Abraham Hasbrouck.—V. 59, p. 1058, 1064.

KINGSTON CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered June 5, 1879.

STOCK & BONDS— Date. Interest. Outstand'g. Last div'd, etc.
 Stock, \$150,000, \$100..... \$150,000 June, 1897.
 1st M., \$500 each..... 1879 7 J - J 15,000 June 12, 1909
 Consols, \$150,000, \$1,000 { 1893 5 M - S 135,000 March 1, 1923
 Not sub. to call bef'e mat. } Interest at Farmers' Loan & Trust Co., N. Y.
 Debentures..... 1890 5 J - D 10,000 June 1, 1900
 Bond and mortgage..... 6 quar. 6,000 On demand.

Dividends in 1895-96, 6 per cent; in 1896-97, 6 per cent.
 Interest—Interest, except on consols, is paid in Bondout.

ROAD—Owns 2-85 miles of track in City of Kingston. Rails 70 lb.

EARNINGS—Jan. 1 to Dec. 31, 12 months, gross, \$54,909 in 1897; \$54,333 in 1896. For years ending June 30:

	1897.	1896.		1897.	1896.
Average miles op.....	2.85	2.85	Taxes.....	\$1,698	\$1,641
Gross earnings.....	\$55,412	\$52,682	Dividends.....	9,000	9,000
Net.....	19,812	21,316	Bal., sur. for year ..	454	2,015
Interest paid.....	8,660	8,660	Total sur. June 30..	6,999	6,546

OFFICERS—President, S. D. Coykendall; Vice-President, General Manager and Purchasing Agent, George Coykendall; Secretary and Treasurer, Peter E. Schoonmaker; Auditor, O. L. Eastman.

KNOXVILLE, TENN.

POPULATION 1890 WAS 22,535; IN 1880 WAS 9,693.

Cities Knoxville, North Knoxville and West Knoxville voted (August, 1897,) to consolidate; population of consolidated cities estimated by officials of Knoxville Traction Co. in 1898 at about 52,000.

KNOXVILLE TRACTION COMPANY—A trolley and electric light enterprise.

ORGANIZATION—A consolidation Mar. 30, 1898, of Knoxville Street RR., Union Ry., Citizens' Ry. and West End Street RR., all of whose bonds, mortgages and stock have been surrendered and canceled. All the securities of Knox. Elec. Light & Power Co., a consolidation of all the light and power companies in Knoxville, are owned by the Traction Company, and pledged as part security for the new bonds below described.—V. 66, p. 709.

Franchise is perpetual and gives "practically exclusive" right to operate street railroads in the city.

STOCK & BONDS— Par. Interest. Outstand'g. Maturity.
 Stock, \$750,000..... 100 \$750,000
 1st M. of '98, \$850,000, gold, } \$1,000 5g. A & O 850,000 Apr. 1, '38
 tax free..... } Int. at trustee, Balt. Tr. & Gu. Co., Balt.

Bonds will have sinking fund of \$10,000 yearly after stock pays 5 per cent dividend, but will not be subject to call. As said above, mortgage covers the electric light and power plants as well as the 30 miles of road.

ROAD—Owns about 30 miles of trolley road.

OFFICERS—President, Frank S. Hambleton, Baltimore; Vice-President and General Manager, C. C. Howell; Secretary and Treasurer, W. S. Shields.

KOKOMO, IND.

POPULATION 1890 WAS 8,261; IN 1880 WAS 4,042;

AND IN 1870 WAS 2,177.

KOKOMO CITY STREET RY.—A trolley road.

STOCK & BONDS— Miles. Date. Interest. Outstand'g. Maturity.
 Stock..... \$100,000
 1st M., \$75,000..... 4 3/8 1892 6 M - N 75,000 Nov. 1, 1912

ROAD—Operates about 4 3/8 miles of track in Kokomo.

OFFICERS—President, F. E. Snow; Vice-President, W. A. Jackson; Secretary and Treasurer, F. Woodruff.

LACONIA, N. H.

POPULATION (TOWNSHIP) 1890 WAS 6,143; IN 1880 WAS 3,790;

AND IN 1870 WAS 2,309.

LACONIA STREET RAILWAY—A horse road.

ORGANIZATION—Successor to the Laconia & Lakeport St. Ry. in 1894
 Population in 1897 about 10,000. In January, 1898, a committee was appointed to investigate the advisability of equipping the line with electricity, but no change had been decided on in May, 1898.

STOCK, ETC.— Dividends. Outstand'g. Last Div.
 Stock, \$100,000 (par \$50)..... See text. \$50,000 4%, '94-95
 Unfunded debt June 30, 1897. 8,000

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:

	1897.	1896.		1897.	1896.
Gross.....	\$9,865	\$12,483	Int. and taxes... \$1,027	\$941	
Net.....	1,664	3,037	Bal. for year.....	652	2,150
Other income.....	15	54			

OFFICERS—President, A. G. Folsom; Secretary and Treasurer, Edmund Little; General Manager, S. B. Smith.

LA CROSSE, WIS.

POPULATION 1890 WAS 25,090; IN 1880 WAS 14,505;
 AND IN 1870 WAS 7,785.

LACROSSE CITY RAILWAY—

ORGANIZATION—Chartered Nov. 17, 1885. Franchise runs till 1938.
 STOCK & BONDS— Miles. Date. Interest. Outstand'g. Last div., etc.
 Stock (\$200,000), par } See below. \$200,000 f. p. { Jan., '95
 \$100..... }
 1st mort., \$175,000, } 10 3/4 1893 6g. J - J 125,000 Jan. 1, 1918
 gold, \$1,000..... } Subject to call Jan. 1, 1903.

Interest at Northern Trust Co., trustee, Chicago, Ill.

DIVIDENDS—For 1892, 7 per cent; 1893, none; 1894, 7 per cent.

ROAD—Owns 10 3/4 miles in city of Lacrosse.

EARNINGS—For year 1894 gross, \$54,965, against \$49,394 in 1893.

OFFICERS—President, B. E. Edwards; Vice-President, W. W. Cargill; Secretary, H. E. West; Treasurer, G. H. Clark.

LANCASTER, PA.

POPULATION 1890 WAS 32,011; IN 1880 WAS 25,769;
 AND IN 1870 WAS 20,233.

PENNSYLVANIA TRACTION—A trolley road.

ORGANIZATION—Chartered in 1893 and secured control of the entire street railway system in Lancaster, Pa., and vicinity, including Lancaster Traction, Lancaster City Street Ry. and Lancaster & Columbia Ry., Columbia & Ironville Ry. and Columbia & Donegal Ry.

RECEIVERSHIP—On Nov. 30, 1896, William B. Given of Columbia, Pa., was appointed receiver.—V. 63, p. 969, 1011.

CERTIFICATES—Early in 1897 \$30,600 receiver's certificates were issued, and to Jan., 1898, about one-half had been retired. A further issue is proposed for extensions.—V. 66, p. 83.

REORGANIZATION—A press dispatch from Lancaster, Pa., April 10, 1898, said: "Efforts are again being made to reorganize the Pennsylvania Traction system, which has been in the hands of a receiver for nearly two years. William B. Given, representing outside capital, is said to have secured \$550,000 of the \$660,000 bonds issued on the Lancaster City lines, and has also purchased over two-thirds of the bonds secured on the Col. & Ironville and Col. & Donegal roads. Negotiations are now in progress for the Lancaster & Columbia line. It is stated that the Provident Life & Trust Company of Philadelphia is back of the deal, and that several of the best known financiers and business men of Lancaster will co-operate in the new organization."

STOCK & BONDS— Date. Interest. Outstand'g. Maturity.
 Stock for \$10,000,000.. \$100 \$9,900,000
 Receiver's certificates..... (1)

1st M., \$700,000, gold, \$1,000 { 1893 5 1/2 g. F-A 572,500 Aug. 1, 1923
 { February, 1896, coupon last paid.
 Trustee is the Lancaster Trust Co.
 1894 5g. J-J 1,247,800 Jan., 1924
 Consol. M. for \$2,250,000 c. * { Trustee, Provident Life & Tr. Co., Phila.
 { January, 1896, coupon last paid.

Securities of lines controlled.
 Lancaster City RR., 1st M. g. o. * { 1890 5g. A-O 160,000 Apr. 1, 1920
 (\$100 and \$500)..... } Trustee, Atlantic Trust Co., New York.
 W. E. St. Ry. 1st M., \$225,000 { 1891 5 M-N 225,000 May 1, 1921
 \$100, \$500 and \$1,000 .. o. * { Trustee, Atlantic Trust Co., New York.
 Lancaster & Columbia stock..... 30 F-A 37,500 Aug. 1, 1915
 1st mortgage..... 1893 5 A-O 225,000 1923
 Columbia & Donegal bonds..... 75,000
 Columbia & Ironville bonds..... 75,000

DEFAULTS—Pennsylvania Traction first mortgage coupons due Aug. 1, 1896, and consol mortgage coupons due July, 1896, and since have not been paid.

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 calendar year 1897 gross, \$198,770; expenditures, \$189,046; balance for year, \$9,724. For year ending June 30, 1896, gross, \$198,304; net, \$63,350; paid rentals, \$15,371; interest on bonds, \$22,632; "other payments," \$171,338. In 1894-5 gross, \$171,218.

BALANCE SHEET JUNE 30, 1895.

Construc'n and equip-ment.....	\$11,941,150	Capital stock.....	\$9,900,000
Miscellaneous.....	17,368	Funded debt.....	1,561,200
		Bills payable, etc.....	497,318

Total..... \$11,958,518 Total..... \$11,958,518

OFFICERS—President, J. J. Patterson; Secretary, John S. Graybill;

Treasurer, H. Yeagley; Supt. and Pur. Agent, W. A. Armstrong, Jr.

INDEX—V. 62, p. 279, 999; V. 63, p. 969, 1011; V. 66, p. 83.

LANSING, MICH.

POPULATION IN 1890 WAS 13,102; IN 1880 WAS 8,319;
 AND IN 1870 WAS 5,241.

LANSING CITY ELECTRIC RY.—A trolley road.

ORGANIZATION—Franchise granted in 1899 and runs 30 years.

Interest was in default, but subsequently paid.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock, \$100,000..... \$100,000
 1st M., \$100,000, gold. 1896 5 g. J.&J. 100,000 Jan. 1, 1945
 Trustee is Continental Trust Co., N. Y.
 ROAD—Owns 10 miles of track, 11 motor cars and 7 trailers.
 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.
 Pres. and Gen. Man., L. N. Downs; Sec. and Treas., Laurence Barrett.

LAWRENCE, MASS.

POPULATION 1890 WAS 44,654; IN 1880 WAS 39,151;
 AND IN 1870 WAS 28,921.

LOWELL LAWRENCE & HAVERHILL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered April 29, 1892.

Population of Lawrence by 1895 local census, 52,164.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock, \$1,900,000 (\$100). See text. \$1,500,000 p. Apr. 1, '98, 1 do \$400,000 (5 p. c. pd.) 20,000
 Merrimack Valley Street 1891 5g. A-O 350,000 Apr. 1, 1911
 Railway 1st mort. gold. Interest at Inter. Tr. Co., trustee, Boston.
 Lowell Law. & Haverhill 1893 5g. J-D \$1,046,000 June 1, 1923
 consol. M., \$1,900,000. Subj. to call for the sink. fund. at 105 & int gold, \$1,000. Interest at Am. L. & T. Co., trustee, Boston.
 People's St. Ry. of Amesbury, Mass., 1st mortgage bonds, assumed..... \$64,000
 Consols of 1893 are reserved for Merrimack Valley bonds when due.

DIVIDENDS.—In 1897, July, 1 p. c.; Oct., 1 p. c.; in 1898, April, 1 p. c.
 ROAD—Connects Lowell, Lawrence, Haverhill, etc.

	Miles.	Trackage rights.....	Miles.
First track.....	47.2		1.8
Second track.....	8.6		
Sidings.....	1.2	Total of all Sept. 30, 1897..	58.8
Total owned in fee.....	57.0		

In April, 1898, absorbed the People's St. Ry. of Amesbury, Mass., giving \$65,000 first consols to retire \$65,000 People's Ry. capital stock, and assuming all debts of latter, including \$64,000 1st mort. bonds.

LATEST EARNINGS—3 months { 1898...Gross, \$88,121; net, \$20,224
 Jan. 1 to Mar. 31. { 1897...Gross, 83,031; net, 27,348

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	Gross.	Net.	Interest, tax, etc.	Dividends.	Balance.
1896-97.....	\$428,010	\$168,656	\$84,928	\$30,000	sur. \$53,728
1895-96.....	410,000	162,209	86,872		sur. 75,337
1894-95.....	403,530	140,595	84,081		sur. 56,514

OFFICERS.—President, G. H. Campbell; Lawrence; Treasurer, G. E. Tripp, Ames Building, Boston; Auditor, ———.—V. 65, p. 1022.

LEAVENWORTH, KAN.

POPULATION 1890 WAS 19,768; IN 1880 WAS 16,546;
 AND IN 1870 WAS 17,873.

LEAVENWORTH ELECTRIC RR.—A trolley road.
 ORGANIZATION—Chartered in 1894. Has a perpetual franchise.

STOCK & BONDS— *Miles. Date. Interest. Outstand'g. Maturity.*
 Stock \$300,000, par \$100 \$250,000 f.p.
 1st mort. for \$300,000 { 13½ 1894 6g. A-O 250,000 1924
 gold, no option..... c. Int't at Atlantic Trust Co., trustee, N. Y. City
 ROAD, ETC.—Owns in fee 14½ miles of trolley track, of which 8½ miles are in the city of Leavenworth, 3 miles to Fort Leavenworth and miles to Soldiers' Home and 1 mile to Mt. Muncie Cemetery. Rails, 56-60 pound steel. Equipment, 14 vestibuled cars and 4 trailers; three generators of 120 horse power each, one 400 horse power Corliss engine and four tubular boilers of 125 horse power each.

EARNINGS—For the fiscal years ending June 30:

	Gross.	Net.	Interest.	Bal., surp.
1896.....	\$58,269	\$22,625	\$15,000	\$7,625
1895.....	57,505	23,002	15,000	8,002

OFFICERS—President, Newman Erb; Vice-President, H. N. Smith Secretary and Treasurer, J. P. Edrington.

LEBANON, PA.

POPULATION IN 1890 WAS 14,664; IN 1880 WAS 8,778;
 AND IN 1870 WAS 6,727.

LEBANON & ANNVILLE ST. RY.—A trolley road.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock (par \$50)..... semi-an. \$100,000 Feb., '98, 2%
 1st mtg., \$100,000. c* } 1892 5 J-D 100,000 1912
 \$100, \$500 & \$1,000 { Int. at Lebanon Tr. & S. D. Bank, trustee.
 On June 30, 1897, loans payable were \$10,500.

ROAD—Owns 20 miles of track; leases 6 miles of track (Lebanon & Myerstown St. Ry.); total operated 26 miles of track.

EARNINGS—For year ending June 30, 1897, gross, \$38,167; net, \$10,710; interest and taxes, \$6,567; rental, \$2,351; dividends, \$2,000; balance, deficit for year, \$208. In 1895-96, gross, \$44,633; net, \$17,633.
OFFICERS—President and General Manager, J. M. Shenk.

LEOMINSTER, MASS.

POPULATION IN 1890 WAS 7,269; IN 1880 WAS 5,772;
 AND IN 1870 WAS 3,894.

LEOMINSTER & CLINTON STREET RAILWAY—A trolley road.

ORGANIZATION, ETC.—Built in 1896. Owns a park three miles from Leominster. In 1896 Leominster was reported to have a population of 10,000 and Clinton 12,000.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock \$150,000..... \$150,000
 1st M., \$150,000 (\$1,000) 1897 5g. A-O 70,000 Apr. 1, 1917
 subject to call at 105, s. Interest at Amer. Loan & Trust Co., Boston f., gold..... c. Trustee.
 15-year coupon notes..... 1897 6 A-O 45,000 Apr. 1, 1912
 Loans Oct. 1, 1897..... 123,286

First mort. sinking fund \$2,000 per annum, beginning Oct. 1, 1898.
 ROAD—Owns 12-17 miles of track.
EARNINGS—Year ending Sept. 30, 1897, gross, \$40,588; net, \$18,493; interest and other charges, \$18,912; balance, deficit, \$420.
OFFICERS (Oct., 1897).—President, C. E. Barnes; Clerk, J. F. Butman

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, control was purchased by the Lewiston Brunswick & Bath Street Ry. syndicate—see below. The consol. mortgage is to be foreclosed, and the property acquired by the new company, subject only to \$85,000 first mortgage bonds and about \$10,000 of debts.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock (par, \$100) (\$100,000). \$97,800
 1st M. (\$85,000)..... 1891 5 J-D 85,000 June 1, 1911
 Cons. 1st M., \$350,000, gold. { 1894 5g. A-O 265,000 Oct. 1, 1914
 { Subject to call at 105 after Oct. 1, 1899

The loans and bills payable July 1, 1897, were \$149,025.
 ROAD—Operates 14¾ miles of track from Lewiston to Auburn.
EARNINGS—For year 1896-97, gross, \$56,344; net, \$15,184; interest and taxes, \$23,061.—V. 66, p. 900.

LEWISTON BRUNSWICK & BATH ST. RY.—A trolley road.

ORGANIZATION—Organized in 1897 and purchased the Brunswick & Topsham Ry., 3½ miles; also purchased all the consolidated mortgage bonds of the Lewiston & Auburn RR., 14½ miles, and after foreclosure will own that property directly; also has leased the Bath Street Ry., 4½ miles, for 999 years, from July 1, 1898, at 4 p. c. on \$100,000 stock, with option to purchase for \$66,666 66. Extensions were being pushed in May, 1898, entire system to embrace 66½ miles, connecting Bath with Brunswick, Lewiston, Auburn, Turner, Sabattus, etc.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock, \$500,000; par, \$100.... \$40,000
 1st mort., \$1,000,000, gold.... 1898 5g. M-S May, '98, none Mar., 1918
Underlying securities—
 Bath Street Ry—
 Stk. au. \$300,000, par \$100.... 4 J-J \$100,000
 1st mort., \$300,000, gold... { 1893 5g. J-J 70,000 July 1, 1913
 \$1,000..... c* Subject to call after July 1, 1898.
 Lewiston & Auburn RR. 1st M. 1891 5 J-D 85,000 June 1, 1911

Of the \$1,000,000 new 5 per cent bonds of 1898 \$155,000 are to be held in trust to retire the underlying bonds, \$70,000 to purchase Bath Street Ry., \$700,000 to be delivered for corporate purposes, and the remaining \$78,000, upon certificate that the \$700,000 have been faithfully used, may be issued for 75 per cent of cost of extension addition or improvements approved by State Board of Railroad Commissioners.

ROAD—Was operating in May, 1898, Brunswick RR., 3½ miles, and Lewiston & Auburn RR., 14½ miles, and will operate under lease from July 1, 1898, Bath Street Ry., 4½ miles. Has under construction Bath to Lewiston, 26 miles, and Lewiston to Sabattus, 6 miles; projected, Lewiston to Turner, 12 miles; total, 66½ miles.

SYNDICATE—The syndicate promoting the enterprise embraces Galen C. Moses and F. H. Twitchell of Bath; I. C. Libby of Waterville and Amos F. Gerald of Fairfield, in connection with Boston and New York capitalists.—V. 66, p. 1001.

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.

PASSENGER & BELT RY.—A trolley road.
STOCK & BONDS— *Miles. Date. Interest. Outstand'g. Maturity.*
 Stock, \$100 shares..... \$1,000,000
 1st mort., \$200,000. { 13 1891 6g. A-O 135,000 Apr. 1, 1906
 gold..... { (\$15,000 bonds due yearly.) } to Apr. 1, '15
 2d M., \$250,000, gold. 13 6g. A-O 250,000 Apr. 1, 1916

Interest on first mortgage is payable at office of the American Trust & Savings Bank, the mortgage trustee, Chicago, Ill.; on second mortgage at the Security Trust & Safety Vault Co., Lexington, Ky.

ROAD—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 RAILWAY—A trolley road. Population 1896 (local census), 23,637.

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 TRACTION—A trolley road.
 ORGANIZATION—Successor in January, 1898, to Lincoln Street Ry., foreclosed Dec. 17, 1897, and reorganized per plan in V. 65, p. 277.

STOCK & BONDS— Miles. Date. Interest. *Outstand'g.* *Maturity.*
 Com. stock, par \$100..... \$1,100,000.....
 Preferred cumulative..... 5 p. c. 200,000.....
 1st mort. gold, \$1,000; } 1897 5 p. c. 100,000 1919
 \$100,000 auth. } Trustee, N. Y. Security & Trust Co.
 EARNINGS of old comp'y were as 1897..Gross, \$71,307; net, \$7,088.
 follows: 9 mos. Jan. 1 to Sept. 30. 1896..Gross, 69,539; net, 8,996.
 For year 1896, gross, \$90,149; net, \$9,682. In 1895; gross \$104,955.
 ROAD—Owns about 40 miles of track.
 OFFICERS—(Jan, 1898): President, M. L. Scudder; Vice-President
 Wm. Belcher; Secretary and Treas., F. H. Carter.—V. 66, p. 82, 134, 336.

LITTLE ROCK, ARK.

POPULATION 1890 WAS 25,874; IN 1880 WAS 13,138.
LITTLE ROCK TRACTION & ELECTRIC
 ORGANIZATION—Incorporated 1895; controls all street railways in city.
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, e* } 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; Treas-
 urer, Charles F. Penzel, all of Little Rock, Ark.
 INDEX—V. 60, p. 711, 745, 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
 ceased 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..... 1895 6 A-O 150,000 Apr. 1, 1920
 1st M., \$150,000..... } Trustee, West End Tr. & Safe Dep. Co., Phila-
 On June 30, 1897, accounts payable were \$27,210.
 ROAD—Operates three miles of track in Lock Haven and suburbs, ex-
 tending also to Castenea, Mill Hill and Flemington; six miles of track
 in all. Rails on three miles 52-lb. girder and on three miles 60-lb. T.
 EARNINGS—Year ending June 30, 1897, gross, \$17,288; net, \$2,693.
 In 1895-96, gross, \$20,017; net, \$4,622.
 OFFICERS—President, C. A. Bragg, of Philadelphia; Treasurer, G. F.
 Porter; Secretary and Superintendent, R. H. Irvine.—V. 65, p. 685.

LOCKPORT, N. Y.

POPULATION IN 1890 WAS 16,038; IN 1880 WAS 13,522.
LOCK CITY ELECTRIC RR.—A trolley road.
 ORGANIZATION, ETC.—Stock, \$150,000. Bonds of 1893 due Sept. 1,
 1943, int. 6 p. c., \$143,000. Foreclosure suit instituted in May, 1898,
 presumably as a preliminary to the transfer of the road to the Buf. &
 Lockport St. Ry. Track, 5 miles. In 1896-97 gross earnings, \$15,459;
 net earnings, \$400.

BUFFALO & LOCKPORT STREET RY.—A trolley road.

ORGANIZATION—Incorporated in April, 1898, in interest of the Buf-
 falo & Niagara Falls Electric Railway, with authorized capital stock
 of \$1,000,000, to operate a street surface railroad from Buffalo to
 Lockport. A lease has been taken of the branch of the Erie R. to
 Lockport.

LONG BRANCH, N. J.

POPULATION 1890 WAS 7,231; IN 1880 WAS 3,833.
ATLANTIC COAST ELECTRIC RR.—Trolley.
 ORGANIZATION—Incorporated in May, 1895. Leases the Seashore
 Electric Railway of Asbury Park for 50 years at \$10,000 per year and
 owns \$150,000 of the \$200,000 total capital stock of latter company
 (making net rental \$2,500) and owns all of the stock of the West End
 & Long Branch RR. Also owns entire stock of the Atlantic Coast
 Electric Light Co., which supplies the electric lights of Asbury Park,
 Darlington, Allenhurst, Belmar, Ocean Beach, Como and Spring Lake.

STOCK & BONDS— Date. Interest. *Outstand'g.* *Maturity.*
 Stock, \$1,500,000 (\$100)..... \$1,000,000.....
 1st mort., gold, \$1,000, - } 1895 5 g. M-N 1,000,000 May 1, 1945
 000..... } Int. at Knickerbocker Tr. Co., N. Y., trustee.
 Gen. mort., \$500,000..... } 1896 5 J-J 350,000 1946
 } Interest at Knickerbocker Trust, N. Y.
 Atl. Coast Elec. Light 1st M. } 5 J-D 237,000 June 1, 1945
 } Interest at State Trust Co., N. Y.
 "Other debts" (Dec. 31, 1897), \$162,415.

* 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,
 2½ miles; total 26½ miles. The Asbury Park & Belmar was pur-
 chased in its interest at foreclosure in March, 1898.—V. 66, p. 616.
 Connects at Long Branch with Iron Steamboat Co. for New York.

EARNINGS—Completed May 1, 1896, and fully equipped Aug. 10, 1896.

Year end. Sept. 30, 1897.	Gross.	Operating.	Net.
Railroad.....	\$137,279	\$58,106	\$79,173
Lighting.....	50,801	23,947	26,854
Total.....	\$188,080	\$82,053	\$106,027
Taxes, insurance, rentals, etc.....			\$11,730
Interest charges.....			81,350
Surplus for year.....			\$12,947

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)..... \$398,000.....
 1st mort., \$500,000, g..... } 1895 5 g. J-J 398,000 July 1, 1945
 } Int. at Hamilton Trust Co., Bklyn, trustee.
 "Other debts" Dec. 31, 1897, \$6,500.

ROAD—Operates from Monmouth St. and Shrewsbury Avenue in Red
 Bank to Broadway in Long Branch, 6½ miles, and 2d track, 2½ miles;
 in Long Branch, 3 miles; in Red Bank, 1½ miles; total owned, 13½
 miles; trackage between Red Bank and Belford (N. J. S. RR.), 5
 miles; total operated, 18½ miles. Was under construction from Red
 Bank to Atlantic Highlands via Fair Haven and Oceanic.

EARNINGS—Year ending Dec. 31, 1897, gross income from passen-
 gers \$38,185; from other sources, \$2,975; total income, \$41,160;
 operating expenses and repairs, \$20,400; net, \$20,760.

OFFICERS—(November, 1896.) President, A. G. Greenberg, 29 Broad-
 way, 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 Feb.,
 1898, construction of new lines was under consideration; 60 miles of new
 track projected on 30 miles of road. A mortgage covering the new con-
 struction will be issued, but no bonds were out in February, 1898. Will
 be merged later into the New York & Queens County.—V. 64, p. 567.

NEW YORK & QUEENS COUNTY RAIL-ROAD—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 practi-
 cally 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. To
 June 30, 1897, the N.-Y. & Q. C. RR. Co. had invested \$565,000 in the
 "El. Ill. & Power Co., this amount being included in the \$1,078,750 of
 loans and bills payable then outstanding.

STOCK & BONDS— Date. Interest. *Outstand'g.* *Maturity.*
 Stock, \$2,500,000 (\$100)..... \$2,000,000.....
 Flush. & Coll. Pt. 1st M.... 1895 5 J&D 50,000 1925
 Newtown Ry. 1st M..... 1894 5 J&D 150,000 Dec., 1924
 Steinway Ry. 1st M., gold } 1892 6g. J-J 1,500,000 July 1, 1922
 \$1,000 } 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.
 "Unfunded debt"..... (i) (i) 1,120,000 (i)
 El. Ill. & Power 1st m.... 1897 5 F A (i) Aug. 1, 1927

On Dec. 31, 1897, the "unfunded debt" was \$1,120,000; "loans
 and bills payable" (additional), \$122,477; special loan, \$54,122.

The mortgage of 1896 is for \$4,200,000, of which \$500,000 are
 reserved for equipment and extensions, and \$1,700,000 to retire
 underlying bonds. See V. 63, p. 229.

ROAD—The system includes about 65 miles of track, including main
 line, 34½ miles; second track, 26½; sidings, 4¼.

LATEST EARNINGS—

6 mos. end. Dec. 31.	Gross.	Net.	Other inc.	Int., taxes, etc.	Bal., def.
1897.....	\$225,275	\$95,116	\$14,544	\$126,930	\$17,270
1896.....	220,165	71,766	17,826	108,705	19,113

For the years ending June 30 earnings have been:

	Gross.	Net.	Other inc.	Int. & taxes.	Bal., sur.
1896-7.....	\$404,458	\$172,051	\$69,543	\$215,947	\$25,649
1895-6.....	331,745	136,833	27,125	112,269	51,689

DIRECTORS—President, W. H. Sheldordine, 421 Chestnut St., Phila-
 delphia; Secretary and Treasurer, W. A. Pease, 29 Broadway, New
 York; R. T. McCabe, W. K. Mathews, E. L. Bushe, Benjamin Orne, J.
 R. Beeten, of New York; E. J. Mathews, of Philadelphia, and C. D.
 Simpson, of Scranton, Pa.—V. 64, p. 470; V. 65, p. 822; V. 66, p. 574.

LORAIN, O.

POPULATION 1890 WAS 4,863; IN 1880 WAS 1,595.
 (IN 1895 ESTIMATED AT 10,480.)

LORAIN & CLEVELAND RR.—See Cleveland.

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 also perpetual.
 Contract with the cities for 25 years, under liberal provisions.

STOCK & BONDS— Par. Date. Interest. *Outstand'g.* *Maturity.*
 Stock \$200,000..... \$100..... \$200,000.....
 1st M., \$200,000... 1,000 1894 6 J-J 200,000 Jan. 1, 1915
 Interest at Guardian Trust Co., Cleveland, the mortgage trustee.

ROAD—Owns road 10½ 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 in fee simple); rails, 70-lb. T.

EARNINGS—For year ending Dec. 31, 1897, gross, \$48,635; net,
 \$21,962. In 1896, gross, \$54,628; net, \$12,653.

OFFICERS—President, F. M. Haines; Sec., P. M. Boyd; Treas., F. T.
 Horan; Gen. Man., Max M. Suppes; 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 PACIFIC RR.

ORGANIZATION—Incorporated in 1897 to acquire the property of the Pasadena & Pacific RR., and build from Los Angeles to Santa Monica. *Directors*—E. P. Clark, W. D. Larrabee, W. Gillellan, M. E. Hammond and J. H. Spires.

LOS ANGELES RAILWAY—

ORGANIZATION—Chartered in April, 1895, to succeed to the property and franchises of the Los Angeles Consolidated Electric Ry. Population in 1897 estimated at 115,000.

STOCK & BONDS—*Date, Interest, Outstand'g, Maturity.*
 Stock, \$4,000,000 (par, \$100). \$4,000,000
 Special cts., \$500,000, gold. 1896 5g. sem-an. 321,000 Jan. 1, 1900
 Mortgage, \$3,000,000, gold, (1895 5g. M-8 16 2,843,000 Sep. 16, '25
 sinking fund in 1905, not) California Title Ins. & Tr. of San Fran-
 drawn. c* (cisco, trustee.

The \$500,000 of special certificates are prior to the first mortgage, and payment of firsts, principal and interest, shall be postponed till all such certificates, with interest thereon, are fully paid.

New Securities—In May, 1898, it was proposed to increase the bonded indebtedness to take up outstanding obligations, and as a preliminary step to increase the capital stock.—V. 66, p. 900.

EARNINGS—Year 1897, gross, \$681,325; net, \$227,696. 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; V. 66, p. 900.

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, 1915; interest 6 p. c., M. & N., payable at Chase National Bank, New York; Union Trust Co. of St. Louis, mortgage trustee.

ROAD—In Dec., 1897, 18 miles of track laid with 60-lb. rail and operated. In April, 1898, it was reported that extension to San Pedro, 27 miles, was contemplated.

EARNINGS—For year 1897 (last four miles opened Dec., 1897,) gross earnings were \$81,752.

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 Pasadena and Santa Monica. Capital stock is \$500,000. Bonds, \$350,000.

REORGANIZATION—Sold under foreclosure April 27, 1898. A majority of bondholders has accepted reorganization plan.—V. 66, p. 901.

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.—V. 66, p. 901.

PASADENA & PACIFIC RR.—A trolley road.

ORGANIZATION, ETC.—Owns 51 miles of track; 23 cars. Capital stock is \$1,000,000; bonds, \$1,000,000. President, L. P. Hansen.

TEMPLE STREET CABLE RAILWAY—A steam road.

ORGANIZATION—Chartered Oct. 31, 1885. Operates 4¾ miles of track. Rails 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'g Last div., &c*
 Com. stock (\$100 sh.) 2½ A.-O. \$3,500,000 Apr. 1, '98 1¼%
 Pref. stock 5 p. c. cum. 5 A.-O. 2,500,000 Apr. 1, '98 2½%
 Louisv. City Ry. M. 1884 6 g. J.-J. 609,000 July 1, 1909
 do do M. gold } Trustee, Louisville Trust Co., Louisville, Ky.
 Central Pass. Ry. M. 1882 6 M.-N. 108,000 Nov. 1, 1902
 do do do } 1888 6 M.-N. 292,000 Nov. 1, 1908
 Interest payable at First Nat. Bank, Louisville.
 Louisv. Ry. Cens. M. } 1890 5 g. J.-J. 4,992,000 July 1, 1930
 gold, \$6,000,000 } Interest payable by Seligman & Co., N. Y.
 (listed N. Y.) c*

Stock.—In June, 1897, \$500,000 of common (leaving \$3,500,000) was 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—In 1896, 2½ p. c.; in 1897, 2½ p. c.; in 1898, Apr., 2½ p. c.

ROAD—Owns 145 miles of track on 83 miles of street, of which (May, 1898), 135 electric and 10 animal power. The last mule line in the city was changed to trolley early in 1898, most of the work of conversion having been paid for out of earnings.

ANNUAL REPORT—Fiscal years ending Dec. 31. Annual meeting Feb. 19. Report for 1897 was given in V. 66, p. 519.

Year.	1897.	1896.	Year.	1897.	1896.
Gross earn.	\$1,233,041	\$1,234,526	Taxes.	\$81,699	\$52,037
Net	607,115	605,988	Dividends	203,125	200,000
Interest pd.	310,361	311,023	Bal., surplus	11,930	42,928

OFFICERS—President, T. J. Minary; Secretary and Treasurer, J. M. Pettus—V. 64, p. 466, 1181, 1125; V. 519, 857.

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.

LOWELL & SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—A consolidation May 1, 1891. 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. \$1,000,000 Text.
 1st M. 1891, gold. c* 1,000 5 g. J-D 1,000,000 Dec. 1, 1911
 Loans & bills pay. Oct. 1, '96 363,340

Interest in Boston by the American Loan & Trust Co., trustee. *Dividends*—In 1892-93 6 per cent on \$400,000 stock; 1893-4, 6 per cent; 1894-95, 6 per cent; 1895-96, 6 per cent; 1896-97, 6 per cent.

ROAD—57-6 miles of main track; sidings, 4-4 miles; total, 62 miles. ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1897.	1896.	Dividends.	1897.	1896.
Gross earn'gs.	\$381,804	\$392,739		\$48,000	\$36,000
Net earnings.	147,503	149,163	Bal., surplus.	11,848	34,068
Int., taxes, &c.	87,655	79,095			

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. 63, p. 1061; V. 65, p. 1022.

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 2¾ miles of street. Stock was \$250,000; bonds, \$250,000 of 1892. Receiver's certificates are outstanding.

SALE—Sold under foreclosure on Feb. 28, 1898, to Walter S. Johnson and R. A. C. Smith of New York, representing a majority of the bondholders. In Sept., 1896, John R. Abney of New York was receiver.—V. 66, p. 236, 472.

LYNCHBURG & RIVERMONT STREET RAILWAY.

STOCK AND BONDS—*Miles. Date. Interest. Outstand'g. Maturity.*
 Stock Abt. \$75,000
 1st M. \$60,000, gold. 1894 6 g. J-J \$60,000 Jan. 1, 1925
 Lt. plant M. \$40,000. c 1896 (?)

Interest on 6s of 1894 at Mercantile Trust & Deposit Co., Baltimore. ROAD—Said to operate 5½ miles of track on 2 miles of streets.

OFFICERS—President, J. P. Pettyjohn; Vice-President, R. I. Owen; Secretary and Treasurer, J. T. Bouman.

MACON, GA.

POPULATION 1890 WAS 22,746; IN 1880 WAS 12,749; AND IN 1870 WAS 10,810.

MACON CONSOLIDATED STREET RAILROAD—An electric road.

ORGANIZATION—Stock, \$500,000; first mort., \$500,000 (\$1,000 each), 1892, 6s, J&J, issued, \$345,000, due, Jan. 1, 1922. Interest (at 6 p. c. from Jan. 1, 1897), in Boston at Old Colony Trust Co., trustee. Dividends in 1895, 1 per cent. In 1898 was operating 14 miles track laid with from 30 lb. to 48-lb. T rails.

EARNINGS—For year ending Dec. 31, 1897, gross, \$74,722; net, \$21,223; interest and taxes, \$23,583; balance, deficit, for year, \$2,360. In 1896, gross, \$73,419; net, \$24,572. President, S. R. Anthony; Secretary, D. K. Snow; Treasurer, W. A. Tucker. Office, 53 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. In May, 1898, purchased Macon electric plant, and it was reported would improve same, adding 1,000 horse-power engine and other machinery. President, Gen. Manager and Purchasing Agent, T. J. Carling.

MADISON, WIS.

POPULATION IN 1896 WAS 18,884; IN 1890 WAS 13,429; IN 1880 WAS 10,324; AND IN 1870 WAS 9,176.

MADISON ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—A reorganization in Feb., 1898, of the Madison City Railway foreclosed in December, 1897.

STOCK & BONDS— *Miles. Date. Interest. Outstanding. Maturity.*
 Stock, \$75,000..... \$75,000
 1st M. \$150,000 gold } 8 1/2 1898 5 g F-A 140,000 Feb. 15, 1918
 \$500..... c.* } Int. at Savings & Trust Co., Cleveland, Ohio.
ROAD—Owms 8 1/2 miles of standard gauge track, of which 6 1/4 miles in city limits and 2 1/4 extend to Elmside, Schuetzen Park and Cemetery.
OFFICERS—President, F. W. Oakley, Madison; H. R. Newcomb, Secretary and Treasurer, Cleveland, O.

MAHANAY 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.
Default.—In April, 1893, application was made for a receiver upon default in payment of interest since 1895. V. 66, p. 760.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock (par \$50)..... \$250,000
 1st M., \$250,000, gold } 1893 6 g M-N 200,000 Nov. 1, 1923
 \$100, \$500, \$1,000.... } In default since 1895. Equitable Trust Co., Philadelphia, trustee.

ROAD—Has completed and in operation 5 1/2 miles of road, connecting Mahanoy City with Shenandoah. Projected to extend to Delano and Lakeide or East Mahanoy Junction.
EARNINGS—Gross receipts about \$27,000 annually.
 Dallas Sanders, President, Drexel Building, Phila. V. 66, p. 760.

MANCHESTER, N. H.

POPULATION 1890 WAS 44,126; IN 1880 WAS 32,630;
 AND IN 1870 WAS 23,536.

MANCHESTER STREET RY.—A trolley road.
ORGANIZATION—Incorporated July 20, 1876, under perpetual charter. Controls all street roads in Manchester and West Manchester. In April, 1898, control was purchased by a Boston syndicate headed by Tucker, Anthony & Co., the latter also owning the Manchester Electric Co., which supplies electric power to, but is not, it is stated, to be consolidated with, the street railway. V. 66, p. 900.

STOCK— *Date. Interest. Outstand'g. Last div'nd.*
 Stock, \$250,000 (par \$100) Text - \$150,000 1896-7, 9%
 1st M. bonds, g., \$250,000 } 1895 5 g J-J 250,000 Jan. 1, 1915
 red. after Jan. 1, 1905. } Interest at Boston, Mass.

ROAD—In June 30, 1897, owned 20 1/2 miles track, standard, of which 4 1/2 miles second track and 1 mile sidings, etc. Rails 70 and 90 lb. T.
DIVIDENDS—In 1894-5, \$2,500; in 1895-6, \$3,958; in 1896-7, \$11,417.
EARNINGS—For years ending June 30:

	Gross.	Net.	Int. & taxes.	Dividends.	Balance.
1896-97...	\$145,736	\$26,526	\$14,752	(9%)\$11,417	sur. \$359
1895-96...	139,266	57,331	14,968	(10%)3,958	sur. \$38,405
1894-95...	82,923	def. 3,586	5,310	(10%)2,500	def. 11,396

OFFICERS—President, William A. Tucker; Treasurer, P. L. Saltonstall.
 —V. 60, p. 259; V. 66, p. 900.

MANSFIELD, OHIO.

POPULATION 1890 WAS 13,473; IN 1880 WAS 9,859;
 AND IN 1870 WAS 8,029.

CITIZENS' ELECTRIC RY. LIGHT & POWER CO.—A trolley road.

ORGANIZATION—Chartered in 1891 for 21 years. Successor to the Mansfield Electric Street Ry. Owns also an incandescent light plant with about 7,000 lights.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock, \$400,000..... \$125,000
 1st mort., \$125,000 (\$100 } 1891 6 A-O 122,100 Apr. 1911
 and \$500)..... } Int. at office, Rush Taggart, N. Y., Tr.

In April, 1898, stock was increased from \$125,000 to \$400,000, and change of terms proposed.

ROAD—Owms 9 miles of track. President, Reid Carpenter.

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.

In 1895 the population was given in the Directory as 15,750.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock..... \$150,000
 1st mortgage, \$200,000, g. e. } 1898 6 g J-J See text Jan. 1, 1918
 (\$500 each) red. after } Int. at Metropolitan Trust, New York, 1903 at 105..... } Trustee.

BONDS—Mortgage provides that \$4,000 must be drawn by lot at 105 yearly Jan. 1, 1904, and after, but all firsts are subject to call at 105 on and after 1903. Bonds offered for sale in February, 1898.

ROAD—Feb. 1897, operated 11 miles of track; 22 cars; brick boiler house; two large engines and generators; iron car house. Rails, 45 lb. T. The line extends from Manistee to Filer City, East Lake and Stronach, Oak Hill and Parkdale.

EARNINGS—For year ending Dec. 31, 1897, gross, \$36,159; net, \$15,256. In 1896, gross, \$35,986; net, \$15,750.

OFFICERS—President, Treasurer and Purchasing Agent, G. A. Hart; Vice-President, R. R. Blacker; Secretary, George W. Swigart.

MARION, IND.

POPULATION 1890 WAS 8,769 IN 1880 WAS 3,182;
 AND IN 1870 WAS 1,658.

MARION CITY RAILWAY—A trolley road.
ORGANIZATION, ETC.—Chartered in 1893.

STOCK & BONDS— *Date. Interest. Outstanding. Maturity.*
 Stock, \$500,000..... \$500,000
 1st mortgage, \$400,000, } 1895 6 g M-N 400,000 May 1, 1915
 gold (\$1,000)..... } Interest at Nat. Broadway Bank, N. Y.
 Mortgage trustee, Francis A. Palmer.

ROAD—25 miles of track from Marion to Jonesboro and Gas City.

EARNINGS—Year ending Dec. 31, 1896, gross, \$77,139; net, \$32,252; interest paid, \$19,142; taxes, \$2,072; balance, surplus for year \$11,038. In 1895, gross, \$71,028; net, \$34,642.

MARION, OHIO.

POPULATION 1890 WAS 8,327; IN 1880 WAS 3,899;
 AND IN 1870 WAS 2,531.

MARION STREET RAILWAY—
ORGANIZATION, ETC.—Stock, \$100,000. Operates 4 miles of track.
OFFICERS—President and Treasurer, E. Durfee; Vice-President, G. Leffler Secretary, Gen. Mau'r, Supt. and Purch. Agent, G. E. Turner.

MARLBOROUGH, MASS.

POPULATION 1890 WAS 13,805; IN 1880 WAS 10,127;
 IN 1870 WAS 8,474.

MARLBOROUGH STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 27, 1888. In July, 1894, increased capital stock from \$50,000 to \$80,000.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock \$30,000 (par \$100). See text \$80,000 4% in 1895-6
 1st mortgage } 1894 6 J-J 80,000 July 2, 1914
 Sub. to call at par after 5 yrs. } Interest at Intern'l Trust, trustee, Boston.

Loans and bills payable Sept. 30, 1897, \$41,000.
 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:

	1897.	1896.	1897.	1896.
Gross earnings..	\$34,766	\$34,564	Dividends.....	None
Net	8,431	7,334	Bal. for year...sur.	\$1,387 def. 2,696
Int't, taxes, etc.	7,044	6,830	Tot. sur. Sep. 30.	4,422 3,035

OFFICERS—(January, 1897,) President, S.H. Howe; Treasurer, Thomas T. Robinson, 178 Devonshire Street, Boston; Superintendent and Purchasing Agent, H. E. Bradford; Clerk of Corporation, Fred. L. Clafin.

MARSHALLTOWN, IA.

POPULATION 1890 WAS 8,914; IN 1880 WAS 6,240;
 AND IN 1870 WAS 3,218.

MARSHALLTOWN LIGHT POWER & RY.—A trolley road.

ORGANIZATION—Chartered July 1, 1892, with exclusive rights for 25 years, and equal advantages thereafter with any other company. Runs electrical lighting and gas plant besides railway.

STOCK & BONDS— *Date. Interest. Outstand'g. Maturity.*
 Stock (\$500,000) (\$100). \$250,000 p.
 1st mortgage (\$150,000) } 1893 6 g J-J 125,000 July 1, 1913
 go. d (\$1,000)..... c.* } Int. at American L. & T. Co., Chicago, trus.

EARNINGS—For years ending June 30:

	1897.	1896.	1897.	1896.
From passengers..	\$12,507	\$12,873	Net (over taxes)..	\$17,167 \$16,552
Other sources.....	27,752	26,760	Interest.....	7,500 7,500

Total gross..... \$40,259 \$39,633 Bal., surplus..... \$9,667 \$9,052
ROAD—Total track. 3 1/2 miles. President, C. D. Jones; Secretary, B. Hovey; Treasurer, M. W. Hovey.

MEMPHIS, TENN.

POPULATION 1890 WAS 64,495; IN 1880 WAS 33,592;
 AND IN 1870 WAS 40,226.

MEMPHIS STREET RAILWAY CO.—
ORGANIZATION—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.*
 St'k \$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.) } Subject to call on 60 days' notice.
 Interest payable by Memp. Tr. Co., trustee of mort., Memphis, Tenn.

ROAD—Operates 66 miles of track in Memphis and suburbs as follows:

	Miles.	Miles.	
City & Suburban Ry.....	5	Memp. & Raleigh Springs RR. 11	
East End Street Ry.....	8	Citizens' Street RR.....	42

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 RAILWAY & POWER.

ORGANIZATION—Chartered July 31, 1891. Capital stock issued and paid in \$110,000; par, \$100. Bonded debt, \$36,000; 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; net of both for year ending April 30, 1898, \$12,187.

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, 1897, bills payable, \$105,000.
ROAD—In Meriden, extending also to Wallingford, 17½ miles in all.
EARNINGS—For year ending Sept. 30, 1897, gross, \$111,437; net, \$21,539; interest and taxes, \$29,149; bal., deficit, for year, \$7,610. In 1895-96, gross, \$104,641; net, \$28,923.
OFFICERS—President, N. H. Heft, New Haven; Secretary and Treasurer, W. L. Squire, New Haven.—V. 61, p. 704, 702.

MICHIGAN CITY, IND.

POPULATION IN 1890 WAS 10,776; IN 1880 WAS 7,366.
LAKE CITIES ELECTRIC RAILWAY.—A trolley road. Population in 1897 estimated at 17,500.
RECEIVERSHIP—In Feb., 1898, I. I. Spiro was appointed receiver. Interest due Feb. 1, 1898, was partly paid, but payment was stopped when receiver was appointed.
LIGHTING PLANT—Owns plant for commercial and public lighting, pole line and wires covering entire city. Company has a 10-year contract with the city for lighting, from Aug. 1, 1894.
STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Common stock, (par \$100). \$200,000
 Pref., non-cum., \$100,000. 50,000
 1st M., \$300,000, g. (\$500) } 1893 6 g.F-A. 75,000 Feb. 1, 1923
 (In default, see above) c } Metropolitan Tr. Co., N.Y., trustee.
BONDS—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 calendar year 1897 gross, \$15,683. For calendar year 1896, gross, \$12,399.
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.—V. 66, p. 288.

MIDDLETOWN, CONN.

POPULATION IN 1890 WAS 9,013; IN 1880 WAS 6,826; AND IN 1870 WAS 6,923.
MIDDLETOWN & PORTLAND STREET RY.—A trolley road. Serves population of about 17,000.
ORGANIZATION—Organized Feb. 12, 1894, and in Jan., 1898, consolidated with the Portland Street Ry., built in 1896 to Gildersleeve's Landing. Extensions are to be built in spring of 1898.
ROAD—Owns 7.05 miles of tracks and 0.9 miles of sidings. Rails 50 lb. T.
 Stock, par, \$25. issued, \$135,000
 1st M., \$150,000, gold, 5 guar, J-D. 90,000
 (Dated 1894. Due 1915.)
 Portland Street 1st M. 5s, M-N, 1896-1916. 30,000
EARNINGS of old Middletown St. Ry.—For 12 months ending Sept. 30, '97, gross, \$21,618. In '95-6, gross, \$23,333; net, \$6,896; taxes, \$813; int., \$4,065; div., 4 p. c., \$3,000; balance, deficit, \$983.
OFFICERS—President, John M. Douglas; Vice-President, Israel Kelsey; Secretary and Treasurer, J. K. Guy. INDEX—V. 62, p. 85.

MIDDLETOWN, N. Y.

POPULATION 1890 WAS 11,977; IN 1880 WAS 8,494; AND IN 1870 WAS 6,049.
MIDDLETOWN-GOSHEN TRACTION.
ORGANIZATION—A consolidation June 22, 1895, of the Middletown-Goshen Traction and the Middletown-Bloomingsburg Electric Ry.
 In March, 1898, control was purchased by New York capitalists. The company at the same time acquired Midway Park, a summer resort.—V. 66, p. 574.
STOCK & BONDS—*Date. Interest. Outstanding. Maturity*
 Stock, \$400,000, par \$100. \$275,000 l.p.
 Old Co's 1st mort., \$200,000, } 1894 6g. J-J 200,000 Jan. 1, 1919
 gold, \$1,000, s. f. } Int. at Farmers' L. & Tr. Co., N.Y., trustee.
 Middlet'n-Bloom'g 1st M. } 1895 6 M.&N. 75,000 May 1, 1920
 gold (\$1,000) \$200,000 s. f. } Int. at Farmers' L. & Tr. Co., N.Y., trustee.
ROAD—Operates 13 miles of track extending from Middletown, N. Y., to Midway Park, Goshen and Bloomingsburg, including switches, turnouts, etc. Rails 65-lb. T except ½ mile only of 80 lb. girder.
YEARLY EARNINGS—Fiscal year ends June 30. Balance sheet June 30, 1896 in V. 63, p. 558. Earnings have been as follows:
 1896-7. 1895-6. 1896-7. 1895-6.
 Gross earnings... \$46,584 \$52,815 Interest..... \$16,500 \$16,506
 Net earnings... \$2,188 \$11,255 Taxes..... 1,545 1,384
 Total net..... \$3,513 \$12,442 Balance..... df. \$14,532 df. \$5,448
OFFICERS—(March, 1898), President, F. McKeefe, New York; Vice-President and Treasurer, Charles G. M. Thomas, New York; Secretary, Henry M. Brundage, 31 Nassau St., New York; Gen. Manager, W. A. Grauten, New Paltz, N. Y.—V. 63, p. 558; V. 65, p. 867; V. 66, p. 574.

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. In 1897 purchased entire capital stock of Milford & Hopedale St. Ry.
 Capital stock is \$210,000 (par \$100). First mortgage gold 5s, J-J, dated 1898, due Jan. 1, 1918, \$165,000.
ROAD—Owns 21½ miles of track.
EARNINGS—Year ending June 30, 1897, gross, \$58,658; net, \$13,921; annual interest charges are \$8,250. President, W. B. Ferguson; Treasurer, G. A. Butman, Malden, Mass.
MILFORD & HOPEDALE ST. RY.—Trolley.
SECURITIES—Capital stock \$60,000 (par \$100), all owned by Milford

H. & F. St. Ry. On Oct. 1, 1897, loans and bills payable, \$60,958; no bonds. Owns 2.44 miles of track. Year 1896-97, gross, \$12,942.
EARNINGS—For year ending Sept. 30, 1896, gross, \$6,914; net, \$3,593; taxes, etc., \$993; dividends (4 p. c.), \$2,400; balance, 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. Outstanding. Maturity.*
 Stock, \$175,000. \$175,000
 1st mortgage, \$400,000, c } 1894 5g. F-A 88,000 1914
 gold (\$1,000 each)..... } Interest at Land Title & Tr., Phila., Trus.
 "Other debts" Jan. 1, '98. \$24,982
EARNINGS—For year 1897 gross, \$6,327; deficit under operating, \$4,233. President, 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, per plan in V. 60, p. 1009. Controlled by the "North American Co." (See Miscellaneous Companies in INVESTORS' SUPPLEMENT.) The Company besides its street railway system owns and operates electric-light and power works (costing \$1,625,938) under franchises said to be exclusive. Was furnishing in May, 1896, 31,000 incandescence lamps, about 800 h. p. in motors and 1,625 arc lights.
 In March, 1898, to obtain new franchise company offered to make certain improvements and extensions, to pay city \$50,000 cash, and to sell tickets in packages at reduced rates good during certain hours, with full transfer privileges.—V. 66, p. 574.

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. In Dec., 1897, the Mil. & Wauwatosa Motor Ry., North Greenfield & Wauwatosa Electric Ry., Waukesha Electric Ry., and the Waukesha Beach Electric Ry. were conveyed to the M. L. H. & Traction Co. Receipts of the Milwaukee L. H. & Traction Co. for 1897 were stated as \$55,515.—V. 65, p. 1221; V. 63, p. 1115.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Common stock (par \$100). \$3,500,000
 Pref. stock, \$4,500,000, 6 }
 p. c., non-cum., par \$100 } 3,500,000
 Milw. City RR. 1st mort., } 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. } Int. is payable at Farmer's L. & Tr. Co.
 Milw. El. Ry. & Light Co., } 1896 5g. F-A \$6,103,000 Feb. 1, 1926
 consol. M. \$3,000,000, 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. In March, 1898, there were listed on New York Stock Exchange \$603,000 additional consols, making total amount outstanding \$6,103,000.—V. 66, p. 520.

ROAD—Total track Dec. 31, 1897, was 137 miles—all trolley except one branch of 5 miles to White Fish Bay, operated 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. See report of the North American Co. in V. 64, p. 1179. The earnings for 1897 below are those reported for taxation purposes:

Year—	1897.		1895.		1894.
	Gross.	Net.	Gross.	Net.	Gross.
Railway.....	\$1,315,963	\$487,375			\$1,147,683
Lighting.....	\$1,610,196	231,074		101,121	206,482

Combined. \$1,610,196 \$1,547,037 \$588,496 \$1,354,165
 In the above statement the items of taxes, insurance, accident damages and general expenses are included in the operating expenses that have been deducted to determine the net earnings.

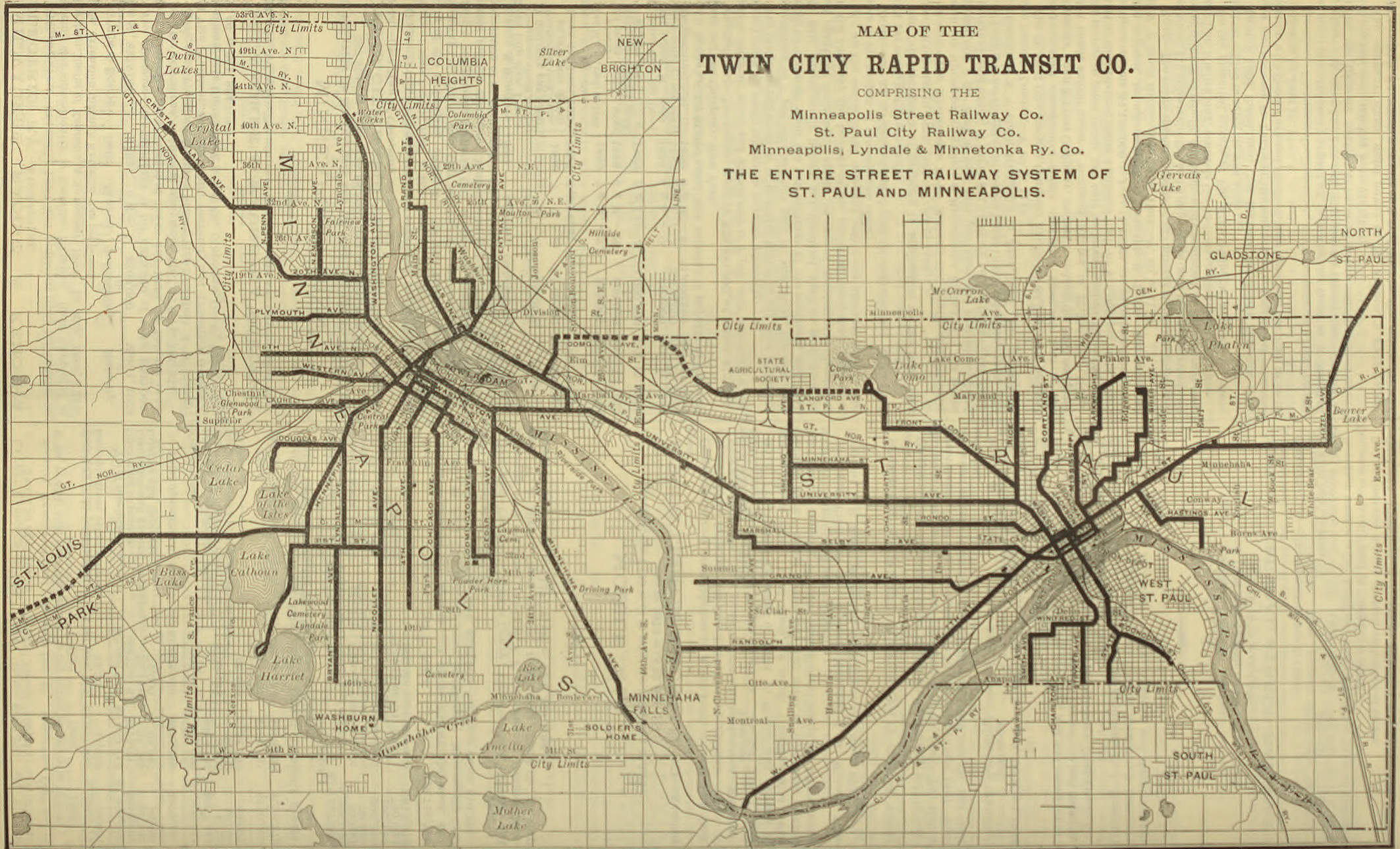
BALANCE SHEET JUNE 1, 1896.

Resources.		Liabilities.	
Property.....	\$14,223,151	Stock, preferred.....	\$3,500,000
Supply department.....	52,906	Stock, common.....	3,500,000
Consols to retire 1st mortgage bonds.....	1,500,000	Consols.....	7,000,000
Accounts receivable.....	33,672	1st mortgage bonds...	1,500,000
Trustee, appeal cases.....	8,753	Arc Light Co. mort....	20,000
Securities in trust.....	6,700	Bills and accounts payable.....	234,744
Cash.....	18,473	Accrued interest.....	127,083
Profit and loss.....	44,872	Mil. St. Ry. securities..	6,700
Total.....	\$15,888,527	Total.....	\$15,888,527

OFFICERS—President, W. N. Cromwell. 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. 65, p. 1221; V. 66, p. 520, 574.

MAP OF THE
TWIN CITY RAPID TRANSIT CO.

COMPRISING THE
 Minneapolis Street Railway Co.
 St. Paul City Railway Co.
 Minneapolis, Lyndale & Minnetonka Ry. Co.
**THE ENTIRE STREET RAILWAY SYSTEM OF
 ST. PAUL AND MINNEAPOLIS.**



MILWAUKEE RACINE & KENOSHA ELECTRIC RY.—A trolley road.

ORGANIZATION—Formed in 1896, and projected from Milwaukee to Racine and subsequently to Kenosha, 35 miles. Road completed to northern limits of Kenosha in November, 1897. In May, 1898, a five-mile extension through Kenosha was proposed.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock			(1)	
1st M., \$375,000	1898	6 M-S.	\$300,000	Mar. 1, 1928

New Mortgage—New mortgage is for \$375,000, of which \$300,000 used to retire an equal amount of 1st 6s due 1926, the balance to be used for extensions, additional equipment, etc. V. 66, p. 901, 954.

OFFICERS—President, Matthew Slush; Vice-President, A. W. Bishop; 2d Vice-President, William Greif; Secretary and Treasurer, George J. Hoffman, care United Bank & Sav. Co., Cleveland, O.—V. 63, p. 560; V. 66, p. 901, 954.

MILWAUKEE & WAUKESHA ELECTRIC RAILWAY—The affairs of this Company are in process of liquidation.

MINNEAPOLIS, MINN.

POPULATION OF MINNEAPOLIS AND ST. PAUL COMBINED IN 1890 WAS 297,894; IN 1880 WAS 88,360; AND IN 1870 WAS 33,096.

TWIN CITY RAPID TRANSIT—Cable and electric road.—(See Map of Company on page 53.)

ORGANIZATION—The company was organized under the laws of the State of New Jersey, June 3, 1891, and by virtue of its stock ownership of the underlying companies (to wit: The Minneapolis Street Railway Co., The St. Paul City Railway Co. and the Minneapolis Lyndale & Minnetonka Railway Co.), it controls and operates the entire street railway system of Minneapolis and St. Paul. The combined population of St. Paul and Minneapolis in 1895 was said to be 400,000.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Twin City Rap. Tran.—				
Common stock, \$17,000,000, par \$100			\$15,010,000	None.
Preferred stock, cum. \$3,000,000 (\$100)	1895	7 Q. - J.	1,712,200	Apr., '98, 1 3/4%
Loan due Dec., 1900.	1897	6 per cent	750,000	Dec., 1900

St. Paul Ry. Co.—	Date.	Interest.	Outstanding.	Maturity.
1st M., g., red. at 105. yearly.	1880	7 g M. - N.	310,000	Nov. 1, 1910
2d mort., gold. c. & r.	1883	6 g M. - N.	600,000	Nov. 1, 1913
1st consol. mort. gold. \$5,000,000	1889	5 g J. 15 - J.	4,090,000	Jan. 15, 1919

St. Paul City Ry. Co.—	Date.	Interest.	Outstanding.	Maturity.
1st consol. M., gold.	1884	6 g A. - O.	680,000	Oct. 1, 1934
Cab. con., g., see text.	1887	5 g J. 15 - J.	3,618,000	Jan. 15, 1937
Debentures, gold.	1890	6 g M. - N.	1,000,000	May 1, 1900

All bonds are for \$1,000 each, and interest is payable at Farmers Loan & Trust Company, New York.

Capital stock—The capital stock is \$20,000,000, of which \$17,000,000 is common stock and \$3,000,000 is 7 per cent cumulative preferred stock on which interest is payable quarterly.

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 April, 1898 (1 3/4 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 \$910,000 are held in trust by the Farmers' Loan & Trust Company to redeem the \$910,000 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.

ROAD—The entire system consists of 225 miles of standard-gauge road, of which 219 miles is electric and 6 miles cable (now being electrified), all 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.

In May, 1898, the St. Paul City Railway obtained a franchise for a new line between St. Paul and Minneapolis, affording direct communication with Como Park and the State fair grounds, the line to be in operation by July 15, 1898.

GENERAL FINANCES—In December, 1897, the balance of the certificates of indebtedness was paid off, partly by the issue of \$577,000 of preferred stock and by a loan of \$750,000 for three years. On Jan. 1, 1898, the treasury held \$1,287,900 of 7 per cent preferred stock; bills payable outstanding were \$102,127.

The company leases water power at St. Anthony's Falls (capacity 10,000 h. p.), which power is now used to run the entire railway system in both cities.—see V. 64, p. 704.

LATEST EARNINGS—4 mos. } 1898...Gross, \$653,223; net, 317,429	}	1897...Gross, 609,312; net, 274,848
Jan. 1 to Apr. 30.		

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1897 was in V. 66, p. 424, 469, showing results on the entire property as follows:

	1897.	1896.	1895.			
Receipts from passengers.....	\$1,982,785	\$2,037,935	\$1,964,772			
Receipts from other sources.....	26,336	21,283	24,031			
Total receipts.....	\$2,009,121	\$2,059,218	\$1,988,803			
Operating expenses.....	\$877,616	\$875,787	\$846,892			
Insurance and general expenses..	52,464	53,785	51,702			
Injuries and damages.....	72,000	65,587	80,891			
Total operating.....	\$1,002,080	\$995,159	\$979,485			
Net earnings.....	\$1,007,041	\$1,064,059	\$1,009,318			
Interest on bonds and 6% cts. }	}	}	}			
Interest on floating debt.....				\$705,438	\$618,131	\$637,444
Dividends on 7 p. c. pref. stock..					8,226	4,726
Taxes.....	66,469	79,534	59,598			
Total.....	\$771,907	\$764,061	\$750,839			
Balance, surplus.....	\$235,134	\$299,998	\$258,479			

BALANCE SHEETS.—Twin City Rapid Transit Company general balance sheet of December 31, 1897, was as follows:

Resources.	Liabilities.
Roadway, &c.....	Stocks.....
Securities valued at.....	bonds and 6% certs. 10,298,000
Notes & accts. receiv.. 121,175	Unpaid vouchers, etc. 55,690
Cash..... 228,435	Pay-rolls, etc., not due. 79,469
Ins., etc., paid in adv. 6,103	Int. on bonds accrued. 206,233
Materials and supplies 110,497	Bills payable..... 102,127
T. C. R. T. Co. stock	Loan Dec. 31, 1900.. 750,000
acct. to be adjusted.....	Income account—sur. 1,615,076
Total.....	Total.....
\$29,754,796	\$29,754,796

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. 65, p. 1127; V. 66, p. 424, 428, 469.)

MOBILE, ALA.

POPULATION 1890 WAS 31,076; IN 1880 WAS 29,132; AND IN 1870 WAS 32,034.

MOBILE LIGHT & RAILROAD CO.—A trolley road.

ORGANIZATION—A consolidation in April, 1897, of the M. L. & Railway and Mobile & Spring Hill Ry. Franchise is perpetual.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$400,000, par \$100			\$400,000	
1st mortgage, gold (\$1,000)	1897	5g. J-D	400,000	June 1, 1937

ROAD, ETC.—Owns 14 miles of track in Mobile and extends to Spring Hill, 4 miles; total track, 18 miles. Company also owns "Monroe Park" water power and 320 acres of land; also electric light plant of capacity of 6,000 incandescent lamps and 30 arc lamps with power circuit and power house.

OFFICERS—President and General Manager, J. H. Wilson; Vice-President, L. H. Rust; Secretary, C. W. Chase.—V. 61, p. 282.

MOBILE STREET RAILROAD CO.—A trolley road.

ORGANIZATION—Successor to the Mobile Street Railway, sold in foreclosure in 1892, and which was chartered Feb. 26, 1888. The Mobile Street Railway had a State charter for 50 years from June, 1887. Consolidation of this road with the Mobile Light & Power Co. has been proposed.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$500,000.....				\$500,000	
1st mortgage, gold, \$350,000		1893	6g M-N	240,000	May 1, 1923
Other indebtedness.....				(1)	
Interest at National City Bank, New York.					

Bonds—The mortgage of 1893 is for \$350,000, and was issued for the purpose of electrically equipping the road, for extensions and improvements. The mortgage trustee is the Farmers' Loan & Trust Co., N. Y.

ROAD—Operates 20-25 miles of track.

OFFICERS—President, J. C. Morris; Vice-President, F. J. Gasquet; Secretary, R. B. Owen; Treasurer and General Manager, R. Semmes; Chief Engineer, J. F. McAviney. Office, Anthony and Royal streets.—V. 60, p. 929.

MOLINE, ILL.

POPULATION 1890 WAS 12,000; IN 1880 WAS 7,800; AND IN 1870 WAS 4,166.

MOLINE CENTRAL STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered October 2, 1884.

Stock & Bonds—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stk. \$100,000, par \$100				\$32,000	
1st M., \$100,000, cur.		1889	6 M-N	48,000	Nov. 1, 1904

Mortgage trustee is the American Trust & Savings Bank of Chicago. Coupons are mostly paid at Company's office.

ROAD—Operates 5 miles of track on 5 miles of street.

OFFICERS—President, W. L. Velie; Secretary and Purchasing Agent, E. H. Guyer, Rock Island, Ill.; Treasurer, J. S. Gilmore.

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 14½ miles of trolley road in city of Montgomery. Rails 51½, 66 and 84-pound girder and 60-pound T rails

Calendar years—In 1897, gross, \$54,914; net, \$27,709. In 1896, gross, \$57,290; net, \$29,382; 1895, gross, \$50,645; net, \$22,730.

OFFICERS—President, J. W. Dimmick; Secretary, J. C. Virden; Treasurer, G. W. Craik.

MONTGOMERY SUBURBAN STREET RAILWAY.—A trolley road.

ORGANIZATION—Successor in January, 1896, to West End & River Side Electric Ry. sold in foreclosure in July, 1895.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock			\$100,000	
Mortgage			(1)	

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.

MONTREAL, CANADA.

POPULATION IN 1897 WAS ABOUT 250,000; IN 1891 WAS 216,650; AND IN 1881 WAS 155,237.

MONTREAL STREET RAILWAY.—V. 66, p. 233.

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. In 1897 the population of Muncie said to be 25,527.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock, com., \$200,000, (\$100)			\$200,000	
Stk. pl., 7 p. c., \$100,000 (\$100)			100,000	
1st mort. gold, \$250,000, e ⁿ	1897	6g. J-D	250,000	Dec. 1, '27

S. f. subj. to call at \$105, } Interest at Guar. Trust & Safe Dep. Co., \$500 and \$1,000. } Philadelphia, trustee.

All the bonds may be called at any time.

EARNINGS—Jan. to Apr. 30 (4 months), gross, \$16,223 in 1898; \$13,102 in 1897. Calendar year 1897, gross, \$61,478; net, \$28,377; in 1896, gross, \$57,545; net, \$24,462; in 1895, gross, \$60,986; net, \$28,795.

ROAD—Owns 15-17 miles of track. Road projected, 2 miles.

OFFICERS—President, J. S. Talley; Vice-President, C. W. Talley, Secretary, G. F. McCulloch.

MUSCATINE, IOWA.

POPULATION 1890 WAS 11,454; IN 1880 WAS 8,295;
AND IN 1870 WAS 6,718.

MUSCATINE ELECTRIC RAILWAY.—A trolley road and light plant.

ORGANIZATION—Chartered in February, 1893. Its charter is for 25 years, and its franchise for operating street railways gives it, so it is said, the exclusive right to do street railway business in the city for the same period, 25 years. The gas and electric light franchise is to operate and maintain within the city gas, electric light and power works, and the city agrees to take not less than 21 arc lights and 270 gas street lamps for a period of ten years. The Home Electric L. & P. Co. was acquired in 1896.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
Stock			\$300,000	
1st mort., \$150,000, gold.	1898	6g. J-J	150,000	Jan. 1, 1913

New loan of 1898 was used to refund a like amount of 6s of 1893, voluntarily surrendered for exchange. Manhattan Trust Company is mortgage trustee.

ANNUAL REPORT—For the years ending June 30 earnings were: In 1896-97, gross, \$51,378, net, \$12,119; in 1895-96, gross, \$43,211, net, \$12,879; in 1894-95, gross, \$41,678, net, \$12,119. For six months ending Dec. 31, 1897, gross, \$28,374, net, \$8,053.

ROAD—Operates 7½ miles of track.

OFFICERS—President and Treasurer, W. A. Seevers; Secretary, M. E. Seevers.—V. 66, p. 574.

NASHUA, N. H.

POPULATION 1890 WAS 19,311; IN 1880 WAS 13,397;
AND IN 1870 WAS 10,543.

NASHUA STREET RAILWAY.—Trolley.

ORGANIZATION—Incorporated Aug. 14, 1885. The road is now controlled in the interest of the Lowell Suburban Street Railway.

Stock, Bonds Etc.—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$325,000, (par \$100)			\$250,000	
1st mortgage, \$150,000		6 A O	150,000	April 1, 1911

Interest at Nashua Trust Co., Nashua. Subject to call April 1, 1901

Loans and bills payable June 30, 1897, \$57,279.

ROAD—June 30, 1897, operated 14-47 miles of track.

EARNINGS—Years ending June 30:

	Gross.	Net.	Int. & taxes.	Balance.
1896-97	\$61,104	\$17,180	\$10,675	\$6,505
1895-96	53,640	10,573	8,903	sur. 1,670
1894-95	26,840	def. 1,323	8,155	def. 9,478
1893-94	26,995	def. 4,147	8,331	def. 12,978

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.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock auth., \$18,000; {			\$18,000	
(par, \$100)..... {	1890	6g. J-J	60,000	July 1, 1910
1st M., \$100,000, gold. {				Interest at Trust Co. of Nor. Am., Philadelphia.

ROAD—Operates 9½ miles of track and road, including Nashville Electric Ry., 3-71 miles. In 1894, on 7½ miles, earned gross \$28,236.

OFFICERS—President, C. Fisher Secretary, T. O. Price; Treasurer and Superintendent, J. K. Spiecer.

NASHVILLE STREET RAILWAY.—A trolley road

ORGANIZATION—Chartered in 1894, and succeeded to the property of the United Electric Ry., sold in foreclosure in April, 1894. Has perpetual franchise, giving it exclusive rights on streets occupied.—V. 63, p. 1115.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock (\$1,500,000 auth.).....			\$1,500,000	
McGavock & Mt. Vernon 1st	1883	6 F-A	150,000	Aug. 1, 1913
Do Summer St. 1st M.....	1886	6 J-J	65,000	1926
Do 2d series.....	1887	6 J-J	485,000	1937
Do 2d mortgage.....	1889	6 A-O	200,000	Oct. 1, 1919
Nashville & Edgefield 1st M.	1886	6 J-J	126,000	Jan. 1, 1917
Do consol. M. \$400,000	1889	6 J-J	274,000	Jan. 1, 1919
South Nashv. St. RR. 1st M.	1884	6 J-J	216,000	1914
Nashville St. Ry. consol. M. }	1895	5 g. J-J	484,000	Jan. 1, 1925
\$2,000,000, gold \$1,000. }				

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	\$21,451	\$120,000	\$25,760
1895-6			322,568	139,804			
1894-5			311,896	125,527			

OFFICERS—Elected in May, 1896—President, Thomas M. Steger; Vice President, L. D. Tyson; Secretary and Treasurer, N. P. Yeatman General Manager and Purchasing Agent, E. G. Connette. V. 63, p. 78, 1115; V. 64, p. 135.

NASHVILLE & SUBURBAN RY.—A steam and electric road.

ORGANIZATION—A reorganization in May, 1896, of the Nashville Traction Co. Capital stock is \$100,000. No bonds issued to June, 1896.

Stock & Bonds—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$100,000.....			(1)	

ROAD—Operates 9½ miles, of which part steam and part electric.

OFFICERS—President, Wm. Checkley Shaw; Sec. and Treas., S. Harvey Bennett.—V. 61, p. 559; V. 62, p. 85, 278, 502, 990.

NATICK, MASS.

POPULATION 1890 WAS 9,118; IN 1880 WAS 8,479;
AND IN 1870 WAS 6,404.

NATICK & COCHITUATE STREET RAILWAY.—A trolley road.

ORGANIZATION—Owns 11 miles of main line track and ½ 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 in 1894-5, 3 p. c.; in 1895-6, 5 p. c.; in 1896-7, 6 p. c.

EARNINGS—For years ending Sept. 30:	Gross.	Net.	Int. & taxes.	Dividends.	Bal. sur.
1896-97	\$45,738	\$9,357	\$1,682	\$6,000	\$1,673
1895-96	38,040	8,256	702	5,000	2,554
1894-95	20,291	7,330	721	2,933	3,676

Total surplus Sept. 30, 1896, \$7,761.

OFFICERS—President, Harrison Harwood; Treasurer, R. W. Harwood Clerk, Frank H. Hayes.

SOUTH MIDDLESEX STREET RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1891. Originally Natick Electric Street Ry. running from Natick to Framingham, but in 1894 name changed and road extended from South Framingham through Ashland to Hopkinton, a distance of 7 miles.

Stock & Bonds—	Date.	Interest.	Outstand'g.	Maturity.
1 stock (\$100).....			See below.	\$100,000
Stt M., \$100,000, gold. 1895		5 g. F-A	100,000	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, 2½ p. c.; in 1895-96, 4 p. c.

ROAD—Owns 13½ miles of track; rails 45 and 50-lb. T.

EARNINGS—Year ending September 30, 1897, gross, \$52,074; net, \$21,034; interest, \$8,030; taxes, \$1,643; dividends, \$5,500; bal. surplus for year, \$5,861, from which deduct \$3,055 for depreciation Total sur. Oct. 1, '97, \$5,027. In 1895-3, gross, \$51,009; net, \$16,460

NEENAH, WIS.

POPULATION 1890 WAS 5,083; IN 1880 WAS 4,202; AND IN 1870 WAS 2,655.

MENASHA & NEENAH STREET RAILWAY—A horse road. 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. 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 RAILWAY & ELECTRIC—

ORGANIZATION—Consolidation of the Negaunee & Ishpeming Street Railroad Co., the Negaunee Electric Light Co. and the Ishpeming Electric & Gas Co. Capital stock paid in, \$142,000; no bonded debt. Unfunded 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. Ist.	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.		

ROAD—Operates 7 miles of track and road.—V. 64, p. 800.

HIGHLAND RAILROAD—A trolley road.

ORGANIZATION—Incorporated in 1895. Succeeded on December 1, 1895, New Albany Highland RR., sold in foreclosure.

Stock \$25,000. 1st mortgage, \$75,000, incomes for 5 years, dated 1896, 5 per cent, J. & J., issued \$56,000, due January 1, 1921.

ROAD—Two miles of track.

OFFICERS—President, Henry Terstege; Vice-President, John H. Shrader, jr.; Secretary and Treasurer, Frank H. Gohmann.

NEW BEDFORD, MASS.

POPULATION 1890 WAS 40,733; IN 1880 WAS 26,845; AND IN 1870 WAS 21,320.

DARTMOUTH & WESTPORT STREET RY.—An electric road.

ORGANIZATION, ETC.—Stock, \$150,000; 1st mort., \$150,000, dated 1895, gold, c* (\$1,000 each), 5s A-O, issued \$90,000, due April 1, 1915. trustee, International Trust Co., Boston, where interest is payable.

Dividends: In 1895, 5 p. c.; in 1896, 6½ p. c.; for 1896-97, 8 p. c.; in 1898, Jan., 2 p. c.; April, 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.

EARNINGS—Year 1896-97, gross, \$93,376; net, \$23,589; other income, \$4,548; interest, \$4,500; taxes, etc., \$9,584; dividends, \$12,000; balance, surp. for year, \$2,052. Total surplus Sept. 30, 1896, \$17,352. President, F. W. Brightman, Fall River, Mass.

UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated March 18, 1897. The population of the city according to the company's officials was estimated in February, 1895, at from 55,000 to 60,000.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc
Stock, \$450,000 (par \$100)		Q-F	\$450,000	Feb. 1, '98, 2%
1st mortgage		5 J-J	100,000	July 2, 1898
Consol. M. for \$500,000	1894	5 g J-J	250,000	Jan. 2, 1914
g., s. f., not subj. to call		Int. at Old Colony Trust Co., Boston, trustee.		
Current liabilities Oct. '97			79,705	

Bonds—Consols of 1894 for \$100,000 are reserved for prior bonds.

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; in 1898, Feb., 2 p. c.

ROAD—On Sept. 30, 1897, owned 19-2 miles of trolley road (measured as single track), of which 3-4 miles is sidings, switches, etc.

LATEST EARNINGS—Jan. 1 to March 31, 3 months, gross, \$42,433 in 1898; \$48,673 in 1897.

EARNINGS—For years ending Sept. 30.

	1897.	1896.	1897.	1896.
Gross earns.	\$220,626	\$224,144	Dividends paid.	\$37,000
Net	71,030	86,496	Bal. sur. for year	2,914
Int., taxes, etc.	31,116	30,535	Totals sur. Sep. 30.	77,650
				77,436

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. See editorial in V. 65, p. 1054.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (\$1,000,000) \$25			\$600,000	p.
1st mortgage (Trustee,)	1893	5 J-D	533,000	Dec. 1, 1923
Old Col. Tr. Co., Boston		Interest at New Britain National Bank.		
Bills payable Oct. 1, 1897.			\$119,471	

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 4½ 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 Railway, 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; distance from central part of New Britain to central part of Hartford, 10-42 miles. 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.	Total gross.	Net.
1896-97	\$91,419	\$.....	\$62,598	\$154,017	\$49,933
1895-96	84,412	1,677	56,726	142,815	46,343
1894-95	64,560	426	50,854	115,840	28,373

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; V. 65, p. 1054.

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. In January, 1898, was said to have reached an agreement with N. Y. & Philadelphia Traction by which each company will build extensions and the two roads will form a continuous line from Perth Amboy to Trenton. Capital stock authorized and issued, \$500,000.

On Dec. 31, 1897, unfunded debts, \$272,666. The mortgage of 1896 is for \$500,000 of 5 per cent gold \$1,000 c* bonds due July 1, 1926; bonds cannot be called; interest J. & J. at office of trustee; outstanding (January, 1898), \$170,000, Fidelity Title & Deposit Co. of Newark, trustee.

ROAD—On Jan. 1, 1898, miles of track, 21½. In May, 1898, it was proposed to build various extensions about Plainfield very shortly.

EARNINGS—Year ending Dec. 31, 1897, gross, \$33,656; net, \$11,949.

DIRECTORS AND OFFICERS—President, Gottfried Krueger; Vice-President, John Radel; Sec'y and Treas., Edward H. Radel.—V. 62, p. 29.

NEW BRUNSWICK CITY RAILWAY—

ORGANIZATION—Chartered in 1868. In May, 1895, control of this horse road was sold to the Brunswick Traction Company. It is proposed to build from New Brunswick to South Amboy, by way of South River and Sayresville, about 14 miles. In November, 1895, road from New Brunswick to Milltown was opened.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock				\$100,000	f. p.
1st mortgage			A-O	25,000	(1)
Oth. debt Jan. 1, '98				201,939	

EARNINGS—For year ending Dec. 31, 1897, gross, \$23,992; deficit under operating expenses, \$4,950. In 1896, on 7 miles, gross, \$23,745.

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 Castle & Mahoningtown Street Ry. Population in 1897 estimated by company's officials at 26,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Dividends.
Stock, \$500,000 (\$50)			\$500,000	
1st M., \$500,000, g. }	1897	5 g. M&N	300,000	May 1, 1927
\$1,000.....c.* }		Interest at Union Trust, Pittsburg, trustee.		

ROAD—Owns 18¼ 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; Secretary 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 issued Jan. 2, 1895, to pay for putting in trolley. In January, 1897 issued \$300,000 additional stock (making total outstanding \$900,000) for purchase of the New Haven & Centerville, whose bonds were assumed.—V. 64, p. 134.

STOCK—	Par.	Dividends.	Outstanding.	Last div.
Stock auth. (\$1,500,000)	\$25	J-J	\$900,000	See text.
N.H. & Centerville 1st M., }				
go. assum'd by F.H. & W. }	1893	5 g M-S	283,000	Sept. 1, 1933

Dividends—In year ending Sept. 30, 1896, paid two dividends of 4 per cent each; in 1896-97, 8 p. c.

ROAD—Owned Oct. 1, 1897, 19-9 miles of track and 9-10 miles of siding, Line extends from Fair Haven via Chapel St., New Haven, to Westville, with branches to steamboat wharf, out East Chapel Street, to railroad station, etc. Rails 50, 60, 70 and 74 lbs. steel T. New Hav. & No. Haven Street Railway 2-2 miles additional. The New Haven & Centerville, 7¾ miles, was acquired in January, 1897. Total, 30-7 miles track.

EARNINGS—The following earnings include earnings of New H. & Centerville since Jan. 1, 1897, see that company. For years ending Oct. 1 earnings, etc., were:

Year to Oct. 1—	1897.	1896.	1897.	1896.
Gross	\$304,048	\$275,632	Taxes.....	\$10,800
Other.....	5,647	5,391	Dividends.....	21,237
			Interest.....	60,000
Net.....	\$101,883	\$75,730	Bal. sur. for yr.	9,846
				10,198

BALANCE SHEET—Fairhaven & Westville, Sept. 30, 1897:

Assets.		Liabilities.	
Construction Acct.....	\$587,291	Stock.....	\$900,000
Equipment ".....	135,493	Accident insurance fund.	17,786
Cash on hand.....	17,156	Profit and loss.....	37,485
N. H. & No. Haven St. Ry.	21,133		
N. H. & Centerville St. Ry.	194,198		
	\$955,271		\$955,271

OFFICERS—President, Henry S. Parmelee; Vice-President, Samuel Hemingway; Treasurer, Leverett Candee. Directors, H. S. Parmelee, John B. Carrington, Samuel Hemingway, E. Hayes Trowbridge, Geo. D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merwin, all of New Haven.—V. 64, p. 134.

MANUFACTURER'S STREET RAILWAY.
ORGANIZATION—Organized in May, 1896. Owns road 1½ miles in length, used for freight purposes, running from a freight depot to a manufacturing section, part of the way on private land and part on the streets. Power is obtained from Fair Haven line. Company owns one electric locomotive. Capital stock, \$20,000; no bonds, President, George S. Bauman.

NEW ENGLAND STREET RAILWAY.
ORGANIZATION—Incorporated in February, 1893, under the laws of New Jersey, to control street railways in the New England States. In Nov., 1894, controlled a large majority of the stock of the Winchester Av. RR. Co. of New Haven, Conn., and also controlled the Plymouth & Kingston Ry. Co. of Plymouth, Mass. See V. 63, p. 229.

STOCK.—

Par.	Dividend.	Outstanding.	Last Div.
\$25 text Q.-J.	\$1,081,925	Apr. 15, '98, 3%	
Cap. st'k \$5,000,000	Dividends: In 1895, 4¼ p. c.; in '96, 4¼ p. c.; in authorized.....	'97, Jan. 1 p. c.; Apl. 1 p. c.; J'ly, ¼ p. c.; Oc. ¼ p. c. in '98, Apl. ¼ 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, \$282,417; in 1894, \$237,190.

OFFICERS—President, E. E. Floyd; Vice-President, A. R. Mitchell, Boston, Mass.; Treas., Israel A. Kelsey, West Haven, Conn.—V. 63, p. 229.

NEW HAVEN STREET RAILWAY—A trolley road.

ORGANIZATION—Has perpetual charter from State of Connecticut. It has absorbed the State Street Horse RR., the New Haven & Morris Cove Railway, the Lake Saltonstall RR. and the Edgewood Street RR. and Edgewood Avenue Electric companies. It has also taken a 99-year lease of the Whitney Avenue Railway Co. As to charter see editorial article in May, 1895, SUPPLEMENT.

STOCK & BONDS—

Date.	Interest.	Outstanding.	Last dividend.
Stock (\$1,250,000) \$100.....	See text.	\$1,000,000	July 15, '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'd M. \$250,000, etc. }	1894 5 J-D	250,000	June 1, 1914
\$1,000 not sub. to call.....	Int. at trustee, Am. L. & Tr. Co., Boston.		
Whitney Av. RR. bonds, gu.		7,500	
On Sep. 30, '97, bills payable		27,500	

Bonds—The bonds of 1894 are limited to \$250,000, and are secured by a first mortgage lien on the street railway trackage of the Edgewood Street Railroad Co., and as a second mortgage lien on all the mileage and property of the New Haven Street Railway Company. The American Loan & Trust Company of Boston is trustee of both mortgages.

DIVIDENDS—In fiscal year 1894-5 paid 2½ p. c.; in 1895-96, 2½ p. c.; in 1896-97, 2½ p. c.

EARNINGS—For years ending Sept. 30 earnings have been:

	1897.	1896.	1897.	1896.
Gross earn.	\$210,119	\$219,490	Taxes.....	\$10,185
Net earnings	81,438	89,696	Dividend.....	25,000
Int. on bonds	44,271	42,500	Oper. surplus..	1,982
				12,871

ROAD.—In Oct., 1897, was operating 28½ miles of track in the city of New Haven and suburbs; trackage 2½ miles (Whitney Ave. Ry.) are held under a ninety-nine year leasehold; total tracks, 30.75. 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, Centerville and Westville. Lines to Mt. Carmel, etc., about 6 miles, opened in May, 1898.

OFFICERS—President, David 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 A. Warren.

NEW HAVEN & CENTREVILLE STREET RAILWAY.—A trolley road.

ORGANIZATION—Acquired in January, 1897, by the Fair Haven & Westville RR.—which see.

WEST SHORE RAILWAY—A trolley road.

ORGANIZATION—Commenced operating July 1, 1894. From January 1897, road was leased for 99 years to Winchester Avenue Railroad, interest and dividends at 5 per cent per annum being guaranteed.

STOCK & BONDS—

Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock, \$200,000 (\$25).....	5	\$30,000 l.p.	5% div. guar.	
1st M., \$30,000, gold, }	3-9 1894	5 J-J	30,000	July 1, 1914
subject to call.....	Interest at Merchants' Nat. Bank, New Haven.			

ROAD—Owns road 3.9 miles in length, extending from Savin Rock to Woodmont in the towns of Orange and Milford. Also has trackage ove

Winchester Avenue Line to centre of New Haven. Rails T 60 lbs. President, James D. Dewell; Secretary, Israel A. Kelsey.—V. 62, p. 86.

WINCHESTER AVENUE RAILROAD—A trolley road.

ORGANIZATION—The New Haven & West Haven RR. Co., has been absorbed by consolidation Control held by New England Street Railway. In January, 1896, leased West Shore Railway for 99 years, guaranteeing interest and 5 per cent dividends.

STOCK & BONDS.—

Par.	Interest.	Outstanding.	Last div. etc.
Stock, \$1,000,000.....	\$25	\$600,000	Not reported.
	5 g. M-N	500,000	Nov. 1, 1912
1st M. gold 1892, c* & r }	Interest at 1st Nat. Bank, N. Y., and in Boston at Safe Deposit & Trust Co.		
Debentures, gold s. f., }	1894 6g. M-S	\$93,000	Mar. 1, 1909
\$3,500 yearly.....	Subject to call at 102 after March 1, 1899.		

Interest at Boston Safe Deposit & Trust Co.

STOCK—In May, 1897, the Legislature authorized an increase of capital stock from \$600,000 to \$1,000,000 and extension of the tracks.

Bonds—The bonds are joint obligations of the Winchester Avenue RR. Co. and the New Haven & West Haven and cover all property owned or to be hereafter acquired under the charters.

ROAD—In October, 1897, was operating about 22.09 miles of track, of which 19.01 owned. Its lines extend to Union Depot, Savin Rock, City Point, Evergreen Cemetery out Congress Ave. to Boulevard; also Crosstown line to Read Street. Leases West Shore Ry.—which see.

ANNUAL REPORT—Fiscal year ends Sept. 30. In 1896-97 gross, \$248,320; net, \$114,786; taxes, \$12,484; interest, \$32,124; dividends, \$70,000; balance, surplus for year, \$178. In 1895-96 gross, \$251,314; net, \$98,896.

GENERAL BALANCE SHEET SEPT. 30, 1897.

Assets.		Liabilities.	
Construction.....	\$658,667	Stock.....	\$600,000
Equipment.....	235,026	Bonds.....	593,000
Stock rights, etc.....	313,535	Bills payable.....	56,200
Miscellaneous.....	34,916	Accounts payable.....	1,382
Cash.....	12,933	Interest accrued.....	11,382
Profit and loss.....	6,886		
	\$1,261,964		\$1,261,964

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	Jan. '98 (2½)
\$100.....				
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, 2½ p. c.; in 1895, 6 p. c.; in 1896, 7 p. c.; in 1897, 7 p. c.; in 1898, Jan., 2½ p. c.

ROAD—Owns 7-18 miles of road (single track) laid with 48-lb. T rails.

LATEST EARNINGS—4 months, } 1898.....Gross, \$11,925; net, \$170
 Jan. 1 to April 30. } 1897.....Gross, 10,936; net, 917

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1897.	1896.	1897.	1896.
Gross earnings.....	\$53,822	\$52,661	Bal. for divs.....	\$13,061
Net earnings.....	21,452	22,648	Dividends.....	7% 17,325
Interest paid.....	5,500	5,500	Balance.....	def. 4,264 sur. 3,598
Taxes, etc.....	2,891	750	Tot. sur.....	16,789
				27,052

OFFICERS—President and Secretary, Walter Learned, New London; Treasurer, Wm. A. Tucker, Boston, Mass.; Superintendent and Purchasing Agent, L. Bentley. V. 61, p. 611; V. 62, p. 684.

NEW ORLEANS, LA.

POPULATION 1890 WAS 242,039; IN 1880 WAS 216,090; AND IN 1870 WAS 191,418.

ALGIERS GOULDSBORO & GREINA 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. Electrical reconstruction entirely completed about Feb., 1898. V. 66, p. 520.

STOCK & BONDS—

Date.	Interest.	Outstand'g.	Last div., etc.
Capital stock author'd. }		\$240,000 l.p.	Jan. 3, '98, 4%
\$240,000, par \$100.....	See text.		
1st mortgage, subject }	1892 6 M-N	141,000	1912
to call after 5 years. }			
Consol. M., gold, \$800,- }	1896 6g. M-N	650,000	May 1, 1946
000 (\$500 & \$1,000) }	Interest at New Orleans office.		

The consols were authorized for new construction, change of motive power, etc., and \$150,000 are reserved to retire the old firsts of 1912.

Dividends—Dividends of 5 per cent per annum have been paid, but in 1897 paid 8 p. c.; in 1898, Jan., 4 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. DeGrange. Managers, Ford, Bacon & Davis. Directors—Charles Newman, Harris Hyman, of Hyman, Hiller & Co., J. K. Stroudback, I. S. West, L. Fabacher, Joseph H. De Grange and C. H. C. Brown. V. 66, p. 520.

NEW ORLEANS TRACTION—(LIMITED.)

REORGANIZATION—Organized in Nov., 1892, to control street railways in New Orleans.

In May, 1898, interest on the collateral trust bonds went to default and reorganization was pending. A majority of the capital stock has been deposited with Fidelity Trust Co. of Louisville, in accordance with agreement of stockholders' committee, consisting of G. W. Norton, St. John Boyle and John Russell. V. 66, p. 617. (See also annual report, V. 66, p. 381.)

STOCK & BONDS—	Date.	Interest.	Authorized.	Maturity, etc.
Common stock.....			\$5,000,000	
Preferred stock.....			2,500,000	
Collateral trust notes, \$1,-	1894	6g. M-N	1,500,000	May 1, 1904
500,000, gold.....	May, 1898,			coupon not paid.
Power-house 1st mortg. gold	1897	6g. J-D	150,000	June 1, 1917
Assumed mortgage debts.....			109,000	
Bills payable Dec. 31, '97.			232,800	

The collateral trust notes are secured by deposit of 13,371 shares (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.

LATEST EARNINGS—4 months } 1897-8. Gross, \$332,375; net, \$141,705
Dec. 1 to Mar. 31. } 1896-7. Gross, \$17,687; net, 111,366

ANNUAL REPORT—Fiscal year ends Nov. 30. Report for 1896-97 was in V. 66, p. 381. Earnings of all companies operated and controlled for year 1896-97 were: Gross, \$1,239,256; net, \$391,424; interest, sinking fund, taxes, etc., \$401,051; balance, deficit, \$9,627; dividend (to minority stockholders), \$71,114; total deficit to N. O. Traction, \$80,741. In 1895-96 gross, \$1,334,276; net, \$585,728; surplus to N. O. Traction over charges and minority dividends, \$68,448. In 1894-95, gross, \$1,327,756; net, \$575,598.

ROAD—In February, 1897, was operating 115 miles of track.

OFFICERS—President, R. M. Walmsley (Jan., 1898); 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. (resigned in March, 1898)—V. 63, p. 794; V. 64, p. 177; V. 66, p. 82; 381, 520, 617, 857.

(1) CRESCENT CITY RAILROAD.

ORGANIZATION—Organized in 1866. In 1893 leased to New Orleans Traction for 50 years at 6 per cent on stock, interest all charges, etc. Dividends are paid to minority stockholders only. Reorganization of system was pending in May, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Capital stock (\$100)....	6	J.-J.	\$2,000,000	Jan. 10, '98, 3%
1st mortgage.....	1883	6 M.-N.	50,000	1897-99
Consol. M. for \$5,000,-	1893	5g. J.-J.	3,000,000	July 1, 1943
000, \$500 &c. gold, c*				Interest payable by J. & W. Seligman & Co., N. Y.
				Sub. to call for s. f. on and aft. July 1, '98, at 110.

Consol M. of 1893 is for \$5,000,000 (trustee Fidelity Trust & Safety Vault Co. of Louisville); bonds, in addition to those now outstanding, may be issued for extensions at \$30,000 per mile of completed track. The sinking fund is to be \$30,000 yearly on and after July 1, 1898, the bonds being subject to call at 110.

ROAD.—Operates 50 miles of trolley road in New Orleans.

Earnings, etc., are shown in New Orleans Traction statement V. 66, p. 381.

(2) NEW ORLEANS CITY & LAKE RAILROAD.

ORGANIZATION—Organized on May 17, 1883, and in 1893 leased to New Orleans Traction at 8 per cent on stock. Dividends are paid to minority stockholders only. Reorganization of system was pending in May, 1898.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Capital stock (\$100)....	8	J.-J.	\$2,000,000	Jan. 10, '98, 4%
New Orleans City RR.	1879	6 J. - D.	399,900	Dec. 1, 1903
N. Orleans City & Lake.	1893	5g. J.-J.	2,599,500	Jan. 1, 1943
1st M. for \$5,000,000				Sub. to call for s. f. on and aft. July 1, '98, at 110.
gold, \$500 &c., c*....				Interest payable by J. & W. Seligman & Co., N. Y.

Mortgage of 1893 (trustee, Columbia Finance & Trust Co., Louisville, Ky.) is for \$5,000,000, of which sufficient is reserved to retire the 1st 6s of 1879, and balance unissued may be sold for extensions at \$30,000 per mile of completed road. Sinking fund after July 1, 1898, is to be \$30,000 yearly, the bonds being subject to call at 110.

ROAD.—Operates 59 miles of electric and 6 miles of steam road.

Earnings, etc., are in New Orleans Traction statement V. 66, p. 381.

NEW ORLEANS & CARROLLTON RAILROAD—A trolley road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Capital stock, \$100.....		text Q-J	\$1,200,000	Apr., 1898, 1½%
1st mortgage.....	1882	6 F-A	90,000	1902
Do do.....	1882	6 F-A	95,000	1906

Interest at Hibernia Nat. Bank, N. O. } 1906
Interest at Hibernia Nat. Bank, N. O. } 1907

Notes for \$250,000 issued in 1897 for floating debt and extensions.

Dividends in 1894, 1895, 1896 and 1897 were at rate of 6 per cent per annum; in 1898, Jan., 1½ p. c.; Apr., 1½ p. c.; at company's office.

ROAD—Operates 16½ miles of track on 8¼ miles of street.

OFFICERS—President (Jan., 1898), J. K. Newman; Secretary and Treas., W. V. Crouch; Managers, Ford, Bacon & Davis.—V. 66, p. 520.

ORLEANS RAILROAD—A trolley road.

ORGANIZATION—Chartered July 1, 1887.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$500,000, par \$50....			\$185,000	June, '94, 1½%
Bonds.....	6	M-N	18,000	Apr. 30, 1912
Mort., \$300,000, gold.....	1895	6 J-J	300,000	1912
Second mortgage.....	1897	6 J-J	36,500	1907

Mortgage of 1897 was issued for floating debt and improvements.

Dividends—June, 1894, 1½ per cent; December, 1894, none.

ROAD—Operates 9½ miles of road on 9½ miles of street.

OFFICERS—(May, '97).—President A. Brittin; Vice-President, E. Perrin; Secretary, P. Cougot

ST. CHARLES STREET—A trolley road.

ORGANIZATION—Organized in 1866. Franchise said to expire in 1906.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Capital stock, \$50.....		text, Q-J	\$1,000,000	Apr. 19, '98, 1½%
1st M. \$15,000 p. y'ly	1881	6 J-D	75,000	June 1, '97-1901

Interest paid by National Bank of Commerce, N. Y. City.

Stock increased from \$600,000 to \$1,000,000 in February, 1895.

Dividends in 1897, 6 p. c.; in 1898, Jan., 1½ p. c.; Apr., 1½ p. c.

ROAD—Said to operate 12 miles of track.

OFFICERS—President and Superintendent, Alden McLellan; Secretary and Treasurer, Nicholas Riviere.

NEW YORK CITY, N. Y.

POPULATION IN 1890 WAS 1,515,501; IN 1880 WAS 1,206,299 AND IN 1870 WAS 942,292.

MANHATTAN (ELEVATED) RAILWAY—See INVESTORS' SUPPLEMENT.

METROPOLITAN TRACTION—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 certificates 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. has absorbed by consolidation the following companies, embracing the "lines owned."

IN 1893—	IN 1894 AND 1895—
Houst. West St. & Pavonia Ferry.	Metropolitan Crosstown
Chambers St. & Grand St. Ferry.	Lexington Ave. & Pav. Ferry (Cable).
Broadway Railway.	Columbus & 9th Ave. RR. (Cable).
South Ferry RR.	

In addition the companies shown in the table of mileage as "leased etc." have been acquired from time to time by lease or stock ownership. 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.

The underground electric system is gradually replacing the old horse car lines, and in May, 1898, about 27 per cent of the system was operated by mechanical traction. About 37 miles of electric lines were completed early in 1898. The work on the Sixth Avenue line and on the Eighth Avenue line below 59th Street was delayed by litigation, but in May, 1898, the Court of Appeals denied the right of the city to take possession of the Eighth Avenue road under its franchise, and it was expected the electrical equipment of both lines would be pushed to completion at once. The Broadway line, also, it is believed, will be eventually changed from cable to underground trolley.—V. 66, p. 954; V. 63, p. 1063.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (\$100), \$30,000,000.	Q-J		\$30,000,000	Apr. 15, '98, 1½%
Metropol. Crosst. 1st M.	1890	5 A.-O.	600,000	Apr., 1920
2d mortgage.....	1890	5g. M-S	300,000	May, 1901
Lex. Av. & P. Ferry 1st M.	1893	5g. M-S	5,000,000	Sep. 1, 1993
gold.....				Interest at Nat. Union Bank, New York.
Columbus & 9th Ave. }	1893	5g. M-S	3,000,000	Sep. 1, 1993
1st mortg., gold, c&r. }				Trustee is Guaranty Trust Co., N. Y. City.
Metropolitan Street Ry.—				
Gen. coll. tr. M., \$12,500,-	1897	5g. F-A	12,500,000	Feb. 1, 1997
000 g. (\$1000, &c.) c&r. }				Int. at Natl. Union Bank, N. Y.
Debent. certificates, gold; }	1897	5g. A-O	\$6,000,000	Oct. 15, 1902
1st interest due April }				Subject to call for payment or exchange 15, 1899.....
				for stock at par.

Lessor Companies—	Date.	Interest.	Outstanding.	Maturity.
Broadway & 7th Ave. consol.	1893	5g. J-D	7,650,000	Dec. 1, 1943
Do underlying bonds.....	'83, &c.,	5 p. c.	4,850,000	1904-1924
23d St. 1st M.....	1893	6 J-J	250,000	Jan., 1909.
Do debentures.....	1886	5 J-J	150,000	Jan., 1906
Bleecker St. & Fulton F. 1st M.	1876	7 J-J	700,000	Jan. 1, 1900
Central Pk. No. & E. R. 1st M.	1872	7 J-D	1,200,000	Dec., 1902
42d St. & Grand St. Fer. 1st M.	1894	6 J-J	236,000	Jan. 1, 1909
2d Ave. 1st mortgage.....	5	M-N	1,600,000	Nov., 1909
2d Ave. debentures.....	5	J-J	300,000	Jan., 1909
2d Ave. real estate mortgage.....			60,000	
2d Ave. 1st consol. mortg.....	1898	5g. F-A	3,000,000	Feb. 1, 1948

DIVIDENDS—The dividends paid have been as follows, those prior to 1898 having been paid on the Metropolitan Traction Stock, which was increased in 1892, from \$20,000,000 to \$30,000,000, and in October, 1897, was exchanged dollar for dollar for stock of Street Railway Co.: Year— } 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898.
Per cent. } 4 3 None. 5 5 5 5 To Apl., 2½

In October, 1897, a distribution of 20 per cent in debenture certificates was made to Traction stockholders. (V. 65, p. 620.)

BONDS—The Lexington Avenue & Pavonia Ferry ss and Columbus & Ninth Avenue ss were fully described in the CHRONICLE, V. 60, p. 1146. Both loans were guaranteed and on legal merger of the companies were assumed by the Metropolitan Street Railway Co.

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 f

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 cross-town lines.

Lines owned.		Lines Leased, etc.—(Con.)	
Miles.		Miles.	
Gr. Cent. St. to Chamb's St. F'y.	3-36	42d St. & Grand St. Ferry	8-66
Gr. St. F'y to Chamb'rs St. F'y.	2-07	2d Avenue	28-00
Vesey & Church St. to So. Fer.	0-61	Sixth Avenue	8-14
B'way, 15th St. to Bowl'g Gr'n.	2-51	Eighth Avenue	20-00
Gr. St. Fer. to 14th St. Fer. N. R.	3-28	N. Y. & H. R. R. City Line	19-32
Lexington Avenue cable line.	6-19	(Not included in Earnings.)	
Columbus & Ninth Ave. cable.	3-26	28th & 29th Sts.	4-85
Lenox Ave. underground trolley.	1-81	34th Street	1-74
Branches	1-95	Fulton Street	2-00
Second track	24-79	Central Crosstown	4-25
		Christopher & 10th St.	7-50

Total track owned.		Total leased, etc.	
Miles.		Miles.	
49-83		171-59	
Lines Leased, etc.		Total owned and leased	
Broadway & 7th Av.	16-44	229-42	
25d St. and leased line	17-84	Cable	23-04
Ninth Avenue	15-26	Underground electricity, abt.	47-00
Central Park N. & E. River	25-59	Horses (May, 1898), abt.	159-38

NOTE.—The Broadway Surface line (15th St. to Bowling Green, 2-51 miles) has been consolidated into the Metropolitan Street Ry., but the conduit and cable therein is the property of the Broadway & 7th Av. RR. Co., which in consideration of right to use the tracks of the Broadway Surface assumed certain of its bonds.

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:

Broadway & 7th Ave. stock.	\$1,406,200	28th & 29th Sts. (all) stock.	\$1,500,000
Cent. Pk. N. & E. Riv. stock.	399,000	1st mortgage bonds	1,000,000
42d St. & Gr'd St. Fer. stock.	400,000	North & East River	263,700
34th St. Crosst'n (all) stock.	1,000,000	2d Ave. stock (unofficial) abt.	1,210,000
		Cent. Cross. stk. (unoff.) over	400,000

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, \$8,389,750; 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, to provide for changes in motive power, etc. The Second Avenue RR. was taken over under lease March 1, 1898, dividends of 8 p. c. (after March 1, 1901, 9 p. c.) being guaranteed. In 1898, the Second Ave. Company made a mortgage for \$7,000,000.

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.

Early in 1898 it was reported that \$10,000,000 additional stock (making \$40,000,000) might presently be allotted to stockholders at par; proceeds to retire the \$6,000,000 debenture certificate and \$4,000,000 for improvements, etc.—V. 66, p. 337, 900.

New Electric Lines.—The company on May 7, 1898, began using its underground electric system on Eighth Avenue line from 59th to 155th Streets; in March, 1898, over the entire Fourth Avenue line and in April, 1898, over the greater portion of the Second Ave. line. V. 66, p. 337, 520, 616.

LATEST EARNINGS—For 9 months ending March 31:

9 months—	Gross.	Net.	Oth. inc.	Int. taxes, etc.	Bal., surp.
1897-8	\$7,024,655	\$3,266,581	\$463,254	\$2,385,102	\$1,344,733
1896-7	6,502,327	2,951,644	382,162	2,362,834	970,972

ANNUAL REPORT—Full statement for year ending June 30, 1897, with balance sheet of Sept. 30, in V. 65, p. 827, showing on 180 miles: Gross earnings, \$9,436,334; Operating expenses, \$4,810,236; Net earnings, \$4,626,098; Interest on investments, \$8,692.

Total net income, \$4,724,790. 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 investments are now owned by the Street Railway Co. the item is here added.

The following shows the growth of the company's system:

ALL LINES CONTROLLED.			LINES INCLUDED IN EARNINGS.—(Conc'l.)				
Year.	Miles.	Pay's Pass. Transfers.	Year.	Miles.	Pay's Pass. Transfers.		
1896-97	230	211,614,558	72,259,889	1894-95	140	109,086,472	9,671,897
LINES INCLUDED IN EARNINGS			1893-94	131	107,036,524	5,306,645	
1896-97	190	177,338,677	86,929,611	1892-93	90	63,911,785	3,293,832
1895-96	172	145,965,281	28,450,960	1891-92	61	45,239,670	2,645,860

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. Directors (Dec., 1897)—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Thos. F. Ryan, Herbert H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, Henry A. Robinson, and Hans S. Beattie.—V. 66, p. 337, 426, 520, 616, 709, 900, 954.

Companies controlled by Metropolitan Street Ry. (1) BLECKER STREET & FULTON FERRY RR.—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 1½ per cent per annum on stock.

STOCK & BONDS—Par. Interest. Outstanding. Maturity, etc. Stock..... 100 1½ J.-J. \$900,000 July '97, 3% 1st mortgage..... 1,000 7 J.-J. 700,000 Jan. 1, 1900 ROAD.—23d St., N. R., to Fulton Ferry, 4½ miles; 23d St., N. R., to Union Square, 1¾ miles; second track, 6¼ miles. Total line, 12½ miles. (2) BROADWAY & 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—	Par.	Interest.	Outstanding.	Last div., &c.
Stock	100	10 Q.—	\$2,100,000	Oct., '97, 2½%
1st Mortgage of 1883	1,000	5 J. - D.	1,500,000	June, 1904
2d Mortgage of 1884	1,000	5 J. - J.	500,000	July, 1914
B'way Surface 1st guar.	1,000	5 J. - J.	1,500,000	July, 1924
do 2d M. int. as rent.	1,000	5 J. - J.	1,000,000	July, 1905
So. Ferry 1st guar.	1,000	5 A. - O.	350,000	Apr. 1, 1919
By & 7th Av. Con. M. of	1,000	5 g. J.-D.	7,650,000	Dec. 1, 1943

'93 for \$12,500,000. Interest at Guaranty Trust Co. of New York. Of the consol. mort. of 1893, for \$12,500,000, \$4,850,000 is reserved to retire at maturity the other bonds in the table. The outstanding consols paid for laying the Broadway cable. The consols are guaranteed, principal and interest, under the terms of the mortgage by the Metropolitan Street Railway Co., which now owns the Broadway line south of 15th Street. They cover the road owned in fee, also the right to use the tracks on Broadway from 15th Street to the Battery; they are also a direct lien on the entire cable and its accessories. Trustee, Guaranty Trust Co. of N. Y.

The Broadway & 7th Avenue assumed the Broadway Surface 1st mortgage bonds for \$1,125,000 and payment of interest on the second mortgage bonds for \$1,000,000, in part consideration for use of tracks between 15th Street and the ferry. Under lease of South Ferry road it also assumed that company's bonds for \$350,000.

ROAD—Owns in fee.	Miles.	Operates under contract.	Miles.
59th St. & 7th Av. to Barclay St. and Broadway	4-22	15th St. down B'way to Bowling Green (B'way Surface)	2-51
51st St. and 7th Av. to Park Place and Broadway	4-00	Vesey St. to South Ferry	0-61
Second track	8-22	Second track	3-12
		Total track operated	22-68

INDEX—V. 58, p. 733. Office 761 Seventh Ave. (3) 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, 2½%
1st mortgage	1,000	6 M. - N.	250,000	Nov., 1922

Dividends.—In fiscal year 1893-4 paid 7 p. c.; in 1894-5, 7 p. c.; in 1895-6, 8½ p. c.; in 1896-7, (i).

ROAD—Owned in fee.	Miles.	Operated under lease.	Miles.
23d St. and East River to Hoboken Ferry	2	Christopher & 10th St. RR.	3¾
Second track	2	Second track	3¾
Sidings	¼	Total track	11¾

ANNUAL REPORT—For years ending June 30. (See V. 63, p. 268):

Yr. to June 30.	1897.	1896.	1897.	1896.
Gross earnings	\$569,718	\$559,998	Taxes & rent.	\$91,143
Net	159,296	161,261	Interest	15,000
Other income	4,556	5,032	Dividends	60,000

—V. 64, p. 286, 951, 1001, 1042, 1137. (4) CENTRAL PARK NORTH & EAST RIVER RR.—A horse railroad.

ORGANIZATION—Chartered July 19, 1860. LEASE—Leased to Metropolitan Ry. Co. Oct. 14, 1892, for length of charter and renewals thereof at 8 per cent on stock till Oct. 1, 1897, thereafter 9 per cent (V. 55, p. 894). Metropolitan St. Ry. owned in Oct., 1897, \$300,000 of the stock.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Last Div., etc.
Stock. (See rental below.)	100	text Q.—J.	1,800,000	Jan., '98, 2¼%
1st mortgage	1,000	7 J.-D.	1,200,000	Dec., 1902

Coupons payable at Bank of New Amsterdam, New York City. ROAD—Lines Owned. Miles. Lines Leased. Miles. 54th St. & 10th Ave. East and West to South Ferry. 9½ Various portions of road. 3½ Second track. 9½ Second track. 3½ Weight of rail per yard. 60 lbs. Total operated. 26

(5) CHRISTOPHER & TENTH STREETS RR.—A horse road. 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	Jan., '98, 2%
1st mort. 5s, 6s, 7s.	1,000	5, etc. A.-O.	180,000	Oct., 1898
Real estate M.		M.-N.	30,000	
Christopher St. Ferry to 10th St. Ferry, East River	2¼			3¾
Chris. St. Fer. to 14th St. & 4th av. 1¼				7½

(6) EIGHTH AVENUE RAILROAD—A horse and underground trolley road. ORGANIZATION—Chartered Jan. 10, 1858. Road is leased to Metropolitan Street Ry. for 99 years from Jan. 1, 1896, at rental of \$215,000 per annum, which provides for interest on the scrip, 15 per cent dividends on stock and \$5,000 additional. V. 62, p. 40. Underground electric traction system used on portion above 59th Street since May 7, 1898, and in May, 1898, it was stated that work on lower portion would be resumed at once.—V. 66, p. 337.

STOCK & BONDS—	Par.	Interest.	Outstand'g.	Last div., &c.
Stock	100	Quar.	\$1,000,000	See text.
Scrip	100	6 F. & A.	1,000,000	Feb., 1914

ROAD—On 8th Ave. Miles. Second track. 10 Vesey St. to Harlem River. 10 Weight of rail. 60 lbs. INDEX—V. 59, p. 780; V. 61, p. 364, 871, 925, 967; V. 62, p. 40. (7) FORTY-SECOND ST. & GRAND ST. FERRY—A horse railroad. ORGANIZATION—Chartered February 16, 1863.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Last div., &c.
Stock	100	18 Q.—F.	\$748,000	Feb., '98, 4½%
1st M. extended	1,000	6 J. - J.	236,000	Jan. 1, 1909

LEASE.—Leased to Metropolitan Street Railway Co. from May 13, 1893, for duration of charter and renewals thereof at 18 per cent on stock, payable in lawful money. Met. St. Ry. in Oct., 1897, owned \$400,000 of the stock. ROAD—Company owns Miles. 42d St., North River to Grand St. Ferry, East River. 4-33 Second track. 4-33 Total owned. 8-66 Weight of rails. 60 lbs. (8) 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	
1st M. g. (\$1,000), guar. {	1895	4g. M-N	500,000	Nov. 1, 1895
p. and i. Met. St. Ry. c* }	Trustee, Guaranty Trust Co. of New York.			

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.

(9) NEW YORK & HARLEM RR.—An electric railroad.

ORGANIZATION—Chartered April 23, 1831. Owns also a steam road leased to N. Y. Central (see RRs.), its securities, which cover the electric roads as well as the steam line, being described under the title New York & Harlem among steam railroads in the INVESTORS' SUPPLEMENT.

The electric (formerly 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. Line operated electrically from March, 1898, from City Hall to 135th Street, and to be extended two blocks to Post Office when authorities allow the street to be opened. V. 66, p. 520.

The following table and earnings apply only to the street roads.

ROAD—	Miles.	Miles.
4th & Madison Ave. line, Post Office to Mott Haven.....	8.63	Second track..... 9.66
Branches.....	1.03	Total track..... 19.32

ANNUAL REPORT—For years ending June 30:

	1896.	1895.	1896.	1895.
Gross.....	\$845,919	\$1,002,958	Charges.....	\$55,616
Net.....	264,381	283,113	Dividends.....	300,471
Other inc.....	89,497	61,022	Balance.....	def. 2,209 sur. 5,445

OFFICERS—President, Cornelius Vanderbilt; Vice-President, Charles C. Clarke; Secretary and Treasurer, Edward V. W. Rossiter; Superintendent, Alfred Skitt.—V. 62, p. 949, 990, 1088.

(10) NINTH AVENUE RAILROAD—A horse railroad.

ORGANIZATION—Chartered July 29, 1859. The road is leased to the Metropolitan Street Railway Co. for 99 years from April 20, 1892. Rental—For first 5 years \$48,000, which is equal to 6 per cent on capital stock (\$800,000), and thereafter \$64,000—8 per cent on same. Stock, \$800,000; par \$100; dividends, Q.—J. Road—Fulton Street to 125th Street, 8 miles; second track, 7.26 miles. Number of cars, 98.

(11) SECOND AVENUE RAILROAD.—An underground electric railroad.

ORGANIZATION.—Chartered Jan. 1, 1853. Leased for length of charter to the Metropolitan Street Ry. at 8 p. c. on the stock for three years from March 1, 1898, and 9 p. c. thereafter.—V. 66, p. 185. Motive power changed to underground electric system in April, 1898, as far as Stuyvesant Square, cars running thence over 4th Avenue line to City Hall.

SECURITIES.—	Par.	Interest.	Outstand'g.	Dividend, etc.
Stock.....	100 8	Q.—M.	\$1,862,000	See text.
1st mortgage.....	1,000 5	M. & N.	1,600,000	Nov., 1909
Debentures.....	1,000 5	J. & J.	300,000	Jan., 1909
Mort. on real estate.....			60,000	
1st con. M. g., \$7,000,000, guar. p. & i. end.....	1,000 5	F. & A.	3,000,000	Feb. 1, 1913

New Mortgage—Of new 1st consol. 5s, \$1,960,000 are reserved to retire securities of earlier date, balance for improvements, equipments, etc. V. 66, p. 900.

DIVIDENDS—Since 1891 in fiscal years ending June 30: 1891-92, 4 p. c.; 1892-93, 4½ p. c.; 1893-94, 4¼ p. c.; 1894-95, 5 p. c.; 1895-96, 5 p. c.; in 1896-97, July, 1¼ p. c.; Oct., 1¼ p. c.; Jan., ¾ p. c.; April, none. See statement in V. 64, p. 664. Under lease of 1898 dividends will be 8 p. c. to March 1, 1901, and 9 p. c. thereafter, the first quarterly dividend of 2 per cent being payable June 1, 1898.

ROAD—	Miles.	Miles.
2d Av., Harlem Riv. to Peck Slip. 8		Second track..... 13.12
Branch to 92d St. Ferry.....	2	Sidings..... 1
Branch to 59th St. and 1st Av. 3.2		Total track owned..... 28
		Weight of rails, per yard..... 60 lbs.

ANNUAL REPORT—For years ending June 30:

Yr. to June 30.	1897.	1896.	1897.	1896.
Gross earnings..	\$700,023	\$893,189	Int. on bonds..	\$98,000
Net.....	93,617	211,685	Taxes, etc.....	22,000
Other income	4,193	2,500	Bal. for divs... def. 22,190	sr. 93,194
			Dividends... (3¼) 60,510	(5) 93,100

Tot. income \$97,810 \$214,185
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; V. 66, p. 616, 900.

(12) SIXTH AVENUE RAILROAD—A horse railroad.

ORGANIZATION—Chartered Sept. 6, 1851, and leased to the Metropolitan Street Railway Co. Feb. 1, 1892, for 800 years. Rental is now \$145,000 per annum. (V. 61, p. 925.) On May 1, 1895, the depot property (real estate) was surrendered to the Sixth Avenue Co. Stock, \$2,000,000; par, \$100. In November, 1895, the company paid a dividend of 20 per cent, the extra amount having been made possible by large sales of real estate. Road owned—6th Avenue, 59th Street to Canal Street, 3.44 miles; second track, 3.44 miles; sidings, .75 mile. Owned jointly with Eighth Avenue Co., Canal and Varick streets to Broadway and Vesey Street, 1.26 miles. Total track (rail 60 lbs.), 8.14 miles.

(13) THIRTY-FOURTH STREET CROSSTOWN RY.—A horse road.

ORGANIZATION—Chartered March 18, 1896, being a consolidation of the Thirty-Fourth Street RR. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue RR. Co. The stock of the Thirty-fourth Street Crosstown Ry. Co. is all owned by the Metropolitan Traction Co.

STOCK AND BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock.....			\$1,000,000	
1st M. (\$1,000), guar. {	1896	5 A-O	1,000,000	Apr. 1, 1906.
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.

(14) 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 of the bonds. In May, 1898, contracts were reported let for change of motive power to compressed air. V. 66, p. 900.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,500,000 (\$100).....			\$1,500,000	
1st M., \$1,500,000 (\$1,000) }	1896	5g. A-O	500,000	Oct. 1, 1906
guar. i. M. St. Ry. g. c* }	Trustee, Central Trust, New York.			

In Dec., 1897, only \$500,000 bonds were outstanding, the balance reserved to introduce mechanical power when deemed advisable.

ROAD—Projected to extend across town on 28th and 29th streets 5.93 miles of track. The route is from East 23d Street Ferry to W. 42d St. Ferry and from E. 34th St. Ferry to W. 23d St. and W. 14th Street ferries.—V. 62, p. 785; V. 63, p. 602, 661, 839.

TWENTY-THIRD STREET RAILWAY—A horse railroad. The underground electric traction system is to be introduced.—V. 64, p. 953.

ORGANIZATION—Chartered Jan. 29, 1872. Leased to the Metropolitan Street Railway Co. for the unexpired term of the charter and for any extensions of the same. Rental is 18 per cent per annum on stock.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Last div., etc.
Stock.....	100 18	Q.—F.	\$600,000	Feb., 1898, 4½
1st M., \$250,000, ext. }	1,000 6	J.—J.	250,000	Jan. 1, 1909
in 1893.....				
Debentures.....	1,000 5	J.—J.	150,000	Jan., 1906

ROAD—Lines owned.	Miles.	Lines leased.	Miles.
23d St. North to East River.....	1.58	Bleecker St. & Fulton Ferry RR.	
Branch to 34th St. Ferry.....	0.20	23d St. to Fulton Ferry, etc. 14½	
Second track.....	1.92		
Weight of rails.....	47 lbs.	Total track operated.....	17.84

THIRD AVENUE RAILROAD—A cable railroad.

ORGANIZATION.—Chartered Oct. 8, 1853. A cable road since Dec. 5, 1893. In Nov., 1895, purchased control of the 42d Street Manhattanville & St. Nicholas Ave. line. See V. 61, p. 872, 926. Control of Dry Dock E. B. & B. was obtained Aug. 23, 1897. (V. 65, p. 194). In January, 1898, a majority of the stock of Union Ry., N. Y., was purchased.—V. 66, p. 135.

Franchises for extension on Kingsbridge Road were obtained by Third Avenue RR. people, and in Jan., 1898, the Kingsbridge Ry. was incorporated with capital \$1,000,000 to build 3½ miles.—V. 66, p. 236.

STOCK & BONDS.	Par.	Interest.	Outstanding.	Last div., etc.
Stock (see text).....	100	Q.—F.	\$10,000,000	May 31, '98, 2½
1st mortgage, gold, 1,000.....	5 g. J. & J.		5,000,000	July 1, 1937

In Feb., 1898, it was stated that the under-ground trolley would first be introduced on 125th Street and Tenth Avenue Line, which, with the underground trolley line to be constructed on the Boulevard, will make a continuous electric road from Fort George to 42d Street. The change to electricity on Third Avenue to follow later. V. 66, p. 473.

On Nov. 1, 1897, there were other mortgages outstanding for \$106,000 and loans \$3,972,400.

STOCK—Stock was increased from \$7,000,000 to \$9,000,000 in Jan. 1895. Proceeds for floating debt and cable construction and equipment, the last \$400,000 being issued in November, 1895. On August 19, 1896, was authorized the issue of \$3,000,000 additional stock (making total \$12,000,000), of which \$2,000,000 to pay the debt incurred in the purchase and improvement of the Forty-second Street Manhattanville & St. Nicholas Avenue Railway and the other million for improvement and extension of the Kingsbridge Road, about 11 miles.

ROAD—Owned.	Miles.	Miles.
City Hall via 3d av. to 130th st. 8¼		Sidings..... ¾
North River to 125th st., E. R. 2½		Total track owned..... 28¾
10th Av., 125th to 186th sts. 3¼		Weight of rails..... 60 lbs.
Second track.....	14	

DIVIDENDS—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 9 p. c.; in 1896, 9¾ p. c.; in 1897, 8¼ p. c.; in 1898, Feb., 2 p. c.; May, 2 p. c. See V. 64, p. 955.

FINANCES.—To pay for cable, &c., the stock was raised in 1891 from \$2,000,000 to \$3,000,000, in 1892 to \$5,000,000 and in 1893 to \$7,000,000, and in December, 1894, to \$9,000,000. Loans and bills payable Oct. 31, 1897, \$3,972,400.

LATEST EARNINGS—July 1 to March 31, nine months:					
9 mos.	Gross.	Net.	Oth. inc.	Int., taxes, etc.	Bal. for div.
1897-8.	\$1,925,756	\$758,835	\$48,252	\$273,905	\$533,182
1896-7.	1,901,097	781,550	43,698	270,423	554,825

In 6 months of 1897 paid dividends \$600,000, against \$500,000 in 1896; loans and bills payable Dec. 31, 1897, \$4,799,400.

ANNUAL REPORT.—Annual report for year ending Oct. 31, 1897, was in V. 65, p. 923, showing results as follows:

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	1,054,342
Other income.....	47,368	66,953	67,052
Total income.....	\$1,173,562	\$1,269,697	\$1,121,594
Taxes and interest.....	372,286	367,463	330,590
Dividends.....	850,000	890,000	559,000

Balance, surplus..... def. \$48,724 \$12,234 \$232,004

BALANCE SHEET OCTOBER 31, 1897.			
Assets.	Liabilities.		
Cost of road.....	\$9,155,412	Capital stock paid in.....	\$10,000,000
Cost of equipment.....	2,501,333	Funded debt.....	5,000,000
Cost of real estate.....	3,787,483	Loans.....	3,972,400
42d St. M. & St. N. stk. 1,540,700		Bonds and mortgages.....	106,000
do do bds. 15,000		Profit & loss, surplus.....	258,331
Dry Dock E. B. & B. stk. 2,257,400			
Cash.....	79,403		
Total.....	\$19,336,731	Total.....	\$19,336,731

OFFICERS.—President, A. J. Elias; Secretary, Alfred Lazarus. Office 35th Street and Third Avenue.

INDEX—V. 66, p. 134, 135, 236, 343, 473, 955.

(1) DRY DOCK EAST BROADWAY & BATTERY RR.—A horse road.

ORGANIZATION—Chartered Dec. 8, 1863. Control obtained by Third Ave. RR. Aug. 23, 1897. V. 65, p. 194. Underground trolley is proposed in place of horses.

STOCK & BONDS—	Par.	Interest.	Outstand'g.	Last div., &c.
Stock	100	6	Q.—F. \$1,200,000	May '98, 1 1/2%
New mort., gold, 1892	1,000	5	J.—D. 950,000	Dec. 1, 1932
Cert. of debt not sub. to c.	100	5	F.—A. 1,100,000	Feb. 1914

ROAD—(60-lb. rails).	Miles.	Miles.
Main line	10.4	Sidings..... 4.2
Second track	5.7	Total owned..... 20.3

DIVIDENDS—Since 1891, for fiscal year ending June 30: 1891-92, 5 per cent; 1892-93, 6 per cent; 1893-94, 2 1/2 per cent; 1894-95, 4 1/2 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 1898, Feb., 1 1/2 p. c.; May, 1 1/2 p. c.—See V. 64, p. 843.

LATEST EARNINGS—For 9 months ending March 31:

9 mos.	Gross.	Net.	Other inc.	Int. taxes.	Bal., surp.
1897-8	\$510,413	\$161,087	\$1,530	\$99,236	\$63,381
1896-7	512,421	120,813	29,288	98,617	51,484

ANNUAL REPORT—Fiscal year ends June 30. Results for 1896-7, with balance sheet, were given in V. 65, p. 568, as follows:

Yr. end. June 30.	1897.	1896.	1897.	1896.
Gross earnings	\$687,646	\$743,474	Taxes, etc.	\$137,626
Net	173,831	184,758	Interest	99,875
Other income	31,067	12,566	Dividends	(4 1/2) 54,000

Net income...\$204,898 \$197,324 Bal. for year. su. \$13,272 df. 8,185

OFFICERS (elected April, 1897).—President, Gustav E. Kissell, N. Y.; Secretary, E. T. Landon; Treasurer, John Byrnes. Office, 605 Grand St.

INDEX—V. 64, p. 843, 1041; V. 65, p. 194, 568.

(2) FORTY-SECOND ST. MANHATTANVILLE & ST. NICHOLAS AVE. RY.—A horse road.

ORGANIZATION—Chartered Aug. 29, 1878. In November, 1895, control was purchased by the Third Avenue RR. see V. 61, p. 926. Motive power is to be changed to underground electric system.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Last div., &c.
Stock	100		\$2,500,000	
1st mortgage	1,000	6 M-S	1,200,000	Mo., 1910
2d mort. income 6s.	1,000	6% as earned.	1,500,000	Jan., 1915
Real estate mortgage		5%	100,000	
Bills payable June 30, 1897			65,000	

ROAD—	Miles.	Miles.
42d St. No. River to E. River	1.97	Branches..... 4.1
59th St. via 10th Ave. to Manhattan St.	3.29	Second track..... 12.45
42d St. via 7th Ave., etc., to Boulevard, etc.	4.02	Total owned..... 24.90
N. Riv., Manhattan St., St. Nich. Ave., 110th St. to East Riv.	2.76	Weight of rail..... 47 to 60 lbs.

ANNUAL REPORT—

Yr. end. June 30.	1897.	1896.	1897.	1896.
Gross earnings	\$720,063	\$667,584	Irt. on bonds	\$72,000
Net	115,966	122,368	Other int. and miscell.	5,000
Other income	4,433	4,026	Bal. for year. sur.	7,400
Taxes	36,000	38,000		sur. 3,594

INDEX—V. 63, p. 838; V. 64, p. 330.

(3) UNION RAILWAY OF NEW YORK—A trolley road.

ORGANIZATION—Formed in 1892. In August, 1896, was operating the following lines: From 129th St., via 3d Ave., to Bedford Park. From 129th St., via 3d and Boston Aves., to West Farms. From 8th Ave., via 135th St., Madison ave. and 139th St., to Port Morris. From 129th St., via 133 St., Willis and Melrose aves. to 161st St., and 161st St. and Sedgwick Ave. to Highbridge. Westchester Ave., from 3d Ave. to Southern Boulevard, 161st St., from 3d Ave. to Melrose Ave. The Westchester Electric RR. extends the system to Mt. Vernon and New Rochelle, owning all the lines in those places. Southern Boulevard Railway stock is \$250,000; Westchester Electric stock, \$500,000.

In March, 1898, the Mount Vernon authorities granted a franchise over local streets to Larchmont Manor, also to Pelham, where, it was stated, the road would connect with the existing Mt. Vernon line, giving the Union Ry. a through route from Larchmont to 129th Street.

THIRD AVENUE RR. IN CONTROL.—Controlled by Third Ave. R.R. which in Jan., 1898, purchased a majority of the stock.—V. 66, p. 135.

STOCK & BONDS.—	Par.	Interest.	Outstand'g.	Last div., &c.
Stock	100		\$2,000,000	
1st mort., 1892, gold.	1,000	5 g. F.—A.	2,000,000	Aug. 1, 1942

Guaranteed Loans—

Westch. 1st M., gu. p. at.	1,000	5 g. J.—J.	500,000	1943
So. Boule. RR. 1st. gold				
M. '95, \$250,000 gu.		5 g. J.—J.	250,000	July 1, 1945

ROAD—Aug., 1896—	Miles.	Miles.
Main line (single track)	5.36	Weight of rail per yard 70 to 72 lbs.
Branches (single track)	10.84	Westchester Electric..... 16.54
Second track	5.36	Southern Boulevard..... 8

Total of all track owned..... 21.56

LATEST EARNINGS—Union Ry., July 1 to December 31, six months:

6 mos.	Gross.	Net.	OTH. inc.	Int. taxes, &c.	Bal., sur.
1897	\$309,775	\$140,820	\$251	\$70,780	\$70,291
1896	282,419	126,973	499	66,791	60,651

Including Union Ry., So. Boulevard and Westchester Electric, for 6 months, gross, was \$407,480 in 1897, against \$381,031 in 1896.

Union Ry. loans and bills payable Dec. 31, 1897, \$259,050; Westchester Electric, \$12,500.

ANNUAL REPORT—For year ending June 30, 1897, was in V. 65, p. 193.

Yr. end. June 30.	1897.	1896.	1897.	1896.
Gross earnings	\$541,355	\$489,668	Total net inc.	\$219,822
Net	218,322	183,886	Int., taxes, etc.	133,431
Other income	1,000	1,000	Balance, surp.	86,391

GENERAL BALANCE SHEET JUNE 30, 1897.

Assets.	Liabilities.		
Cost of road and equip.	\$4,562,085	Capital stock.....	\$2,000,000
Accrued interest, etc.	5,675	Funded debt.....	2,000,000
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
Cash on hand.....	48,199	Profit and loss.....	328,678
Total.....	\$4,715,678	Total.....	\$4,715,678

INDEX—V. 66, p. 135, 343.

FULTON, WALL & CORTLANDT ST. FERRIES RR.—

Projected from Fulton and from Wall St. ferries, East River, to Cortlandt and to Liberty St. ferries, North River, 2.7 miles. Stock, \$700,000 (shares \$100 each). First mortgage \$500,000 5 p. c. bonds due Jan. 1, 1917. Trustee Central Trust Co., N. Y. President, Edward Selleck, 45 William St., N. Y. Foreclosure sale adjourned to June 14, 1898.—V. 65, p. 1173.

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, 5 1/4 miles of track. Is to construct extensions from Elmsford 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, originally \$60,000, increased in Feb., 1898, by permission of RR. Commissioners, to \$300,000; 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. Beek; Treasurer, H. T. Jennings. DIRECTORS—(Elected August, 1897)—Samuel R. Bullock, of Philadelphia; V. A. Kreppe, of White Plains; Herbert T. Jennings, William D. McQuestion and Charles B. French, of Mount Vernon, N. Y.; Dwight S. Mason, Charles V. D. Beck, Paul Armitage and William J. McCormick, of New York.

NEW YORK WESTCHESTER & CONNECTICUT TRACTION—

ORGANIZATION, ETC.—Incorporated in New York February 12, 1895, with capital of \$600,000. Its principal office will be in New Rochelle. (V. 60, p. 302.) The proposed termini are the intersection of the Boston Post Road and the Bronx River in Westchester County and the intersection of the Boston Post Road and the Byrum River in Westchester County at the eastern State line of this State, 16 miles of road. In May, 1898, it was proposed to extend the road to Mt. Vernon and application was also made for permission to construct double-track electric road through principal streets of Mt. Vernon. Closely allied with the People's Traction Co., through which it expects to obtain an entrance into New York City.—V. 60, p. 302.

PEOPLE'S TRACTION CO.—To be a trolley road.

ORGANIZATION—A consolidation in February, 1898, of the People's Traction and N. Y. Westchester & Connecticut Traction. About 68 miles of road are projected. Under its franchise the old People's Company connects with Manhattan Island by proposed bridges over the Harlem. It parallels the Harlem between 134th and 172d streets and its lines touch the Bronx River at Lafayette Avenue, West Farms Road and Bronx Park. The Westchester & Connecticut has a route from Lafayette Avenue through Bartow to the city line, and from Bronx Park along the Boston Road to the same boundary.

STOCK—The combined stock of the old companies was \$2,100,000.

OFFICERS—President, W. A. Boland; Vice-President, Silas B. Dutcher; Secretary and Treasurer, Frederick C. Cocheu. Among the new directors are P. H. Flynn, W. A. Boland, John McCarthy, Silas B. Dutcher, F. C. Cocheu, Joseph White and M. J. Kennedy.—V. 63, p. 969.

NEWARK, N. J.

POPULATION 1890 WAS 181,830; IN 1880 WAS 136,508; AND IN 1870 WAS 105,059.

NORTH JERSEY TRACTION COMPANY—

ORGANIZATION—In January, 1898, the North Jersey Traction Co. absorbed the Newark & South Orange, 18 miles, and in May, 1898, leased the lines of the Consolidated Traction Co. for 999 years.—V. 66, p. 664, 955.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Last div., etc.
Stock				\$5,000,000	
N. & S. O. Ry. 1st M.	18	1892 4-5 A-O 30	1,000,000	Apr. 30, 1912	
\$1,000,000	18	1892 5 A-O 30	500,000	Apr. 30, 1912	
Imp't M., \$500,000.		1895 5 A-O 30	12,000	Apr. 30, 1912	

Subject to call at par on 30 days' notice.

“Other debts” Jan. 1, 1898..... 220,000

North Jersey Traction bonds..... (1)

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.

ROAD—Owns 28 miles of track, and leases system formerly operated by Consolidated Traction Co., 187 miles; total, 215 miles.

EARNINGS—Of the old Newark & South Orange road (18 miles):

1897.	1896.	1897.	1896.
From pass'gers	\$294,535	\$299,705	Op.exp.&rep'rs.\$180,626
Other income	2,938	1,810	Dividends..... 30,000

For earnings of Consolidated Traction Co. see next page.—V. 66, p. 277, 573, 664, 955.

(1) CONSOLIDATED TRACTION OF NEW JERSEY—

ORGANIZATION—Incorporated in March, 1893, to acquire control of street railways in New Jersey. System reaches from Jersey City to Newark, Orange, Elizabeth, Bloomfield, etc.; also carries passengers to Passaic, thence by steamer to Bay Ridge, L. I., and via Long Island RR. to Manhattan Beach and Coney Island. V. 65, p. 277.

On May 25, 1898, the property will be taken over by North Jersey Traction Co. under a 999-year lease that guarantees 2 per cent on the stock for the first year, this rate increasing gradually until 4 per cent is reached at the end of eight years, 4 per cent being then guaranteed for the remainder of the lease.

Dividends under lease will be:

1st yr.	2d yr.	3d yr.	4th yr.	5th yr.	6th yr.	7th yr.	8th yr.
2%	2 1/4%	2 1/2%	2 3/4%	3%	3 1/4%	3 1/2%	3 3/4%

STOCK & BONDS—Jan. 1, 1898. Date. Interest. Outstanding. Divs., etc. Stock, all paid in. \$15,000,000 See text

Underlying bonds—see below 6,658,000
 1st mortgage, gold. 1893 5 g J-D 14,712,000 June 1, 1933
 \$15,000,000 (\$1,000) Interest at Manhattan Tr. Co., N. Y., trustee.
 Other debts Jan. 1, 1898. \$1,190,977
 Cost of road and equipment to Jan. 1, 1898. \$37,132,552

Underlying Bonds.

Newark Passenger Ry. 1st consol. 5s, J&J, guar. p. & i.	\$4,250,000
Interest at Peoples' Bank, Philadelphia.	
Newark Pass. Ry. sub. companies.	1,600,000
Jersey City & Bergen Railroad.	258,000
Passaic & Newark Electric Traction.	550,000

The gold bonds of 1893 are free from tax and secured not only by mortgage, but also by deposit of \$1,000,000 stock of J. C. & Bergen RR., \$161,625 stock of Newark Plank Road Co., \$6,000,000 stock Newark Passenger Ry., and \$99,100 stock of Jersey City Harrison & Kearney Railway Co.

ROAD.—In January, 1898, the Consolidated Traction Company had in operation 187 miles of track, including:

Roads Absorbed—

N. J. Traction Co. Stock owned.	J. C. Har. & K. RR. Stock owned.
Newark Passenger Ry. Stock owned.	Newark Plank Road. Stock owned.
J. C. & Bergen RR. Stock owned.	Passaic & Newark El. Stock owned.

Stock, debts and mileage of the leased and controlled lines:

	Miles.	Stock.	Debts.
New Jersey Traction Co.	None	\$500,000	
Newark Passenger Ry.	83	6,000,000	\$5,850,000
Rapid Transit Street Ry.	12	504,000	500,000
Jersey City & Bergen RR.	41 1/2	1,000,000	258,000
Jersey City Harrison & Kearney Ry.	10	100,000	
Newark Plank Road.	4 1/2	162,000	84,338
Passaic & Newark Elec. Trac.	10 3/4	1,000,000	550,000

EARNINGS—10 months. 1897-8. Gross, \$2,561,381; net, \$1,309,143
 July 1 to Apr. 30. 1896-7. Gross, 2,360,815; net, 1,179,582

For 3 months ending March 31, 1898, company earned surplus of \$3,978, against deficit \$16,180 in 1897.

For the year ending Dec. 31: 1897.	1896.	1895.
From passengers.	\$2,967,794	\$2,779,264
Other income.	25,658	21,318

Total.	\$2,993,452	\$2,800,582	\$2,507,556
Operating expenses.	1,447,517	1,468,440	1,557,430
Balance.	\$1,545,935	\$1,332,142	\$950,126

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; V. 66, p. 573, 664, 955.

(2) JERSEY CITY & BERGEN RAILROAD—

ROAD—Owns from Jersey City to Bergen Point, etc., total track, 41 1/2 miles. Controlled by Consolidated Traction Co., all the stock being deposited as part security for the Traction Co. 1st mortgage.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock.	\$100	Text.	\$1,000,000 f.p.	
1st mortgage (\$1,000)	1873	7 J.-J.	258,000	Jan. 1, 1903

Total cost of road and equipment to Jan. 1, 1898, \$1,442,298.

(3) NEWARK PASSENGER RAILWAY—Mostly electric.

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

LEASE AND RENTAL—Rental under the lease, \$105,000 yearly.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock.	\$100	Text.	\$6,000,000	Own. by C. Tr.
New. & Blm. St. Ry. 1st.	400,000	6 F-A	100,000	Feb. 1, 1901
Orange & Newark 1st M.	500,000	6 A-O	496,500	Apr. 1, 1905
Belle. & Newark 1st M.	500,000	7 J-D	200,000	June 1, 1900
Newark & Irvington 1st.	1,000,000	6 J-D	50,000	June 1, 1900
Essex Pass. cons. M. \$500 & \$1,000.		6 M-N	753,500	Nov. 1, 1905
Newark Passenger cons. } 1,000 5 g J-J			4,250,000	July 1, 1930

1890, \$6,000,000 g. Trustee Solicitors Loan & Trust Co., Phila. The \$6,000,000 stock is all deposited as security for the Consolidated Traction Co. first mortgage.

Interest on consol. 5s is payable in Philadelphia (at the People's Bank, 435 Chestnut street); on other bonds at Manhattan Trust Co. of New York. The consols are guaranteed principal and interest by the Consolidated Traction Co. of New Jersey, and in February, 1895, the guaranty was stamped on the bonds.—V. 59,

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

Jan. 1, 1898, total funded debt was \$5,850,000 (no other debts reported) and total cost of road and equipment was \$11,850,000.

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

ROAD—January 1, 1898, aggregated 83 miles of track.

EARNINGS are included in reports of Consol. Traction Co. of N. J. and are not reported separately.—V. 59, p. 969.

(4) RAPID TRANSIT STREET RAILWAY.

ORGANIZATION—In February, 1892, leased to Newark Passenger Railway, and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system. Rental is 11 3/4 per cent on stock, besides interest, taxes, etc.

STOCK, BONDS, ETC.—Par.	Interest.	Outstanding.	Last div., etc.
Stock, trustees' certs.	11 3/4 J-D 30	\$504,000	See text.
1st M. \$500,000, g.	1,000 5 g A-O	500,000	Apr. 1, 1921

Total cost of road and equipment to Jan. 1, 1897, \$1,004,000.

Dividends of 11 3/4 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.

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, Carlstadt, East Rutherford, Rutherford, Lyndhurst, Kingsland, to Arlington on the east side and to Belleville on the west side of the Passaic River, 30 miles of track. In May, 1897, began operating 7 miles of track. Rails, 70 lb. steel.

RECEIVERSHIP—In Jan., 1898, William M. Johnson was appointed receiver.

STOCK & BONDS—	Miles	Date.	Interest.	standing.	Maturity.
Stock (\$1,500,000 au.) (\$100)					See text.
1st mortgage (\$1,000,000) }		1894 5g. J-D			See text. Nov. 26, '24
(\$1,000 and \$100) g. }		Met. Tr. Co., trustee, N. Y. City.			

On Jan. 1, 1898, receiver reported stock issued, "apparently," \$733,100; funded debt, "apparently," \$852,000; "other debts," \$2,500.

OFFICERS—President, H. C. Adams, 37 Cortlandt St., N. Y.; Vice-President, D. A. Pell; Secretary, Frank Bourne; Treasurer, H. H. Cope and. Local offices at Rutherford, N. J.—V. 59, p. 1059; V. 63, p. 516.

NEWARK, OHIO.

POPULATION 1890 was 14,270; IN 1880 was 9,600; AND IN 1870 was 6,698.

NEWARK CONSOLIDATED ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Successor Feb. 15, 1896, to Newark & Granville 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, Chicago.					
do 2d 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 1/2 miles of track, connecting the city of Newark with Granville. Rails 30 to 61 1/2 lb. T and girder.

EARNINGS—For year ending Dec. 31, 1896, gross, \$26,895; net \$4,613; no interest paid. In 1894, gross, \$23,022; 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 RY. CO.—A trolley road.

ORGANIZATION—Successor in February, 1894, to the Newburg Street Ry. Leased Newburg & Orange Lake in 1894 for 50 years.

STOCK & BONDS—	Date.	Interest.	Outst'd'ng.	Last div., etc.
Stock \$150,000, par \$100			\$150,000	
1st M. (\$250,000) g., (\$500) }		1894 6g. M-N	250,000	May 1, 1944
Not subject to call. }		May, 1898, interest not paid when due.		

Contingent Liabilities—Walden & O. L. 1st Mort. g. } 1895 6g. J-D 100,000 June 1, 1945 guar. p. & i. } Int. at Hamilton Tr., Brooklyn, trustee.
 Newb. & Orange Lake 1st } 1894 6g. J-J 75,000 July 1, 1944 M., g., \$500, int. only } Int. at Knick. Tr. Co., Trustee, N. Y. City.
 guar. }
 On June 30, 1897, were also outstanding certificates of indebtedness \$40,000 and loans \$44,888.

ROAD—Owns 10.81 miles of track (including Walden & Orange Lake 5.29 miles) and leases 5.40 miles (Newburg & O. L.).

LATEST EARNINGS—10 mos. } 1897-8. Gross, \$69,147; net, \$28,705
 July 1 to Apr. 30. } 1896-7. Gross, 68,066; net, 27,816

YEARLY EARNINGS—For the years ending June 30:

	Gross.	Net.	Oth. Inc.	Int., tax, dc.	Bal., sur.
1896-7.	\$83,668	\$35,193			
1895-6.	94,592	36,570	\$615	\$32,536	\$4,649
1894 5.	69,086	32,770		24,698	8,072

NEWBURYPORT, MASS.

POPULATION 1890 was 13,947; IN 1880 was 13,538; AND IN 1870 was 12,595.

NEWBURYPORT & AMESBURY RAILROAD.—A trolley road.

ORGANIZATION—Incorporated May 23, 1871.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Capital stock (\$100).....			\$50,000	
1st mortgage, gold.....		5 p. c.	350,000	Mar. 1, 1912
Debentures.....	1897	5 p. c.	8,000	Apr. 1, 1912
Loans & bills payable Oct. 1, '97			137,706	

Floating debt secured by \$200,000 of 6 p. c. coupon notes due 1912. 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:

	1897.	1896.	1897.	1896.
Gross earnings..	\$60,897	\$67,614	Int., taxes, etc..	\$25,123
Net.....	19,085	26,444	Surp. for year...	10,124
			Tot. sur. Sept. 30. df. 3,913	10,124

OFFICERS—President Charles Odell, Salem, Mass.; Vice-President Thomas H. Johnson; Secretary and Treasurer, Ralph G. Calet; Superintendent and Purchasing Agent, C. F. Dennis.—V. 62, p. 457.

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. In February, 1898, the Newport Illuminating Company obtained a controlling interest.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstanding.	Div'ds, etc.
Common stock.....		5 p. c. in '96	\$77,000	See below.
Prof. stock, 7 p. c., cum.....		7 J-J	30,000	Jan. 1, '98, 3 1/2
1st M. \$50,000 (\$500) c.....	1890	5 J-D	50,000	Dec. 1, 1910
Unfunded debt Jan. 1, '97			8,588	

Interest is payable at the Industrial Trust Co., Providence, R. I. Dividends—On preferred from 1890 to Jan., 1898, inclusive, 7 per cent per annum. On common in 1891, 5 per cent; 1892, 7 per cent 1893, 5 per cent; 1894, none; in 1895, 5 p. c.; in 1896, 5 p. c.

ROAD.—Owns 4-17 miles of track. Rails, 45 lb. T. EARNINGS—For years ending Dec. 31:

	Gross.	Net.	Int., taxes, etc.	Div'ds.	Balance.
1896.....	\$40,430	\$11,447	\$4,263	\$5,950	\$1,234
1895.....	39,854	12,124	5,057	5,950	sur. 1,117
1894.....	37,713	3,228	4,470	2,100	def. 3,342

Passengers carried in 1896, 813,852; in 1895, 828,990. OFFICERS—(Feb., 1898) President, Gardner B. Reynolds; Secretary Treasurer and General Manager, George P. Magner.

NEWPORT & FALL RIVER STREET RY.—
To be a trolley road.

ORGANIZATION—Incorporated in 1898 as a consolidation of the Fall River & Stone Bridge Street Railway and the Newport & Middletown Street Railway by the Rhode Island Legislature. Stock, \$250,000 Bonds, \$250,000, 20-year, 5 per cent. Road—State line to Newport 15-6 miles, under construction, and expected to be in operation during June, 1898.

DIRECTORS—resident, Stillman F. Kelley, Boston; Treasurer, Philip L. Saltonstall, Boston; Secretary, A. C. Landers, Newport; Wm. A. Tucker and Edward P. Shaw, Jr., Boston; Melville Bull and A. L. Hamby, Portsmouth, R. I.; Lorenzo Tallman, Tiverton, and R. S. Groff, Fall River.

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. Stock authorized and issued, \$175,000 (par \$100). Mortgage, \$75,000 of 5 p. c gold \$500 c^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.

ROAD—Oct. 1, 1897, main line, 5-7 miles; second track, 3-1 miles sidings 1/2 mile; trackage, 1-1/2 miles.

EARNINGS—Year ending Sept. 30, 1897, gross, \$54,552; net, \$11,752 interest, taxes, etc., \$4,333; balance, surplus, \$7,419. President Andrew D. Claffin; Treasurer, Leonard D. Ahl. Office, 53 State Street, Boston.

NEWTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1887. Increase of stock from \$135,000 to \$210,000, at par, was authorized in June, 1893. An additional issue of \$105,000, making total \$315,000, was sold in February 1898 at 120, for extensions.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (\$315,000, par \$100).....		Q-J	\$315,000	Apr. 1, '98, 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.; in 1898, Jan., 2 p. c.; Apr., 2 p. c.

ROAD—Owns from Newton to Waltham, Watertown, etc., 12-8 miles main track (measured as single); sidings, 3/4 mile.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:

	1897.	1896.	1897.	1896.
Gross earnings...	\$94,072	\$86,464	Balance for divs..	\$16,833
Net.....	26,422	20,939	Dividends paid...	16,800
Int., taxes, etc....	9,589	8,429	Tot. sur. Sept. 30.	20,861

GENERAL BALANCE SHEET SEPTEMBER 30, 1897.

Assets.		Liabilities.	
Cost of road.....	\$284,699	Capital stock.....	\$210,000
Cost of equipment.....	91,056	New stock, part paid.....	47,625
Land and buildings.....	31,510	Funded debt.....	135,000
Bills and accts. receiv'ble	6,301	Miscellaneous.....	80
		Profit and loss, surplus..	20,861
Total.....	\$413,566	Total.....	\$413,566

OFFICERS—President and General Manager, Winthrop Coffin, Vice-President, E. Stearns; Secretary, J. C. Lane; Treasurer, Charles Whipple Smith, 53 Tremont St., Boston; Superintendent, F. G. L. Henderson.

NEWTON & BOSTON STREET RAILWAY—
ORGANIZATION—Operates trolley road.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Div. or Matu.
Stock \$250,000, par \$100.....			\$175,000	Apr. 1, '98, 1 1/2
1st M. for \$250,000.....		5 J-J	125,000	July 1, 1912
Not subject to call. { Int. pay'le at Am. L. & T. Co., trustee, Boston.				
Real estate mortgage..			20,000	

Dividends—In Jan., 1898, paid 2 p. c.; in Apr. 1 1/2 p. c. ROAD—Owns 10 miles of track. Operates Newtonville & Watertown St. Ry., 3-1/4 miles, under lease of 1897.

EARNINGS—In year ending Sept. 30, 1897, gross, \$44,542; net, \$18,250; interest and taxes, \$9,497; dividends, \$4,687; balance, surplus for year, \$4,066. 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—Oct., 1897, 3 miles of track. Stock, \$50,000; par, \$100. Unfunded debt Sept. 30, 1897, \$19,600. No funded debt. Operated by Newton & Boston St. Ry., under lease of 1897. Application to Mass. RR. Commissioners to issue \$100,000 additional stock was pending in May, 1898.

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, 1897, loans and bills payable, none; no bonds. In May, 1897, \$60,000 stock was issued for extension to Nonantum Square in Newton and for equipment Owns 5-17 miles of track from Newton to Wellesley. For year ending Sept. 30, 1897, gross, \$13,312; net, \$3,697; charges, \$833; dividends (7 p. c.) \$2,800; bal., surplus for year, \$64. In 1895-6, gross, \$11,060; net, \$2,769. President and Gen. Man., H. B. Parker, 110 Federal St., Boston; Secretary, R. A. Sears; Treasurer, J. L. Richards

Dividends—In April, 1898, paid 1-1/2 p. c.

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—Owns from Lewiston to Youngstown, 7-3 miles; completed in August, 1896; branch to Rumsey Park, 1 mile; sidings, 2 m.; trackage, 2 m.; total, 8-7 m. Stock authorized, \$150,000; issued \$134,000; par, \$100. First mortgage, Buffalo Loan, Trust & Safe Deposit Co., trustee, \$150,000; issued \$134,000; gold c^e 6s, J & D, dated 1896, due June 1, 1916. Interest payable at office of trustee. Loans July 1, 1897, \$22,106. President, L. A. Rumsey; Secretary, Karl Evans; Treasurer, George R. Teller—all of Buffalo.

NIAGARA FALLS & LEWISTON RAILROAD—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; Capital stock, \$1,400,000; par, 100. First mortgage is for \$1,000,000 of 5 per cent gold bonds c^e (\$1,000 each), dated 1895, due June 1, 1925, J&D, to Knickerbocker Trust Co., N. Y., as trustee; outstanding June 30, 1897, \$35,000; loans, \$924,000. Year ending June 30, 1897, gross, \$80,522; net, \$52,843. President, J. M. Brinker; Secretary, Herbert P. Bissell; Treasurer, R. W. Jones.—V. 60, p. 1010.

NIAGARA FALLS & SUSPENSION BRIDGE RAILWAY—

ORGANIZATION—Chartered Oct. 20, 1882. Road rebuilt and double tracked in 1892. Operates under agreement the N. F. Whirlpool & Northern Ry., 1-75 miles, which company has capital stock of \$50,000 and \$22,500 of 5 per cent bonds due July 1, 1903, outstanding.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$750,000) par \$100.....			\$600,000	
1st mort., gold.....	1893	6g J-J	518,000	July 1, 1903
		Int. at Third Nat. Bank, Buffalo.		

Mortgage trustee, the Fidelity Trust & Guaranty Co. of Buffalo.

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

	1897.	1896.	1897.	1896.
Gross earnings..	\$59,194	\$64,609	Interest.....	\$31,080
Net earnings....	16,842	20,781	Dividends.....	\$24,420
Other income....	130,126	12,491	Balance, surplus.	9,482
Taxes.....	6,406	5,428	Tot. sur. June 30.	8,543
				14,601

† Note.—Includes \$27,412 track rental from B. & N. F. E. and N. F. & Lewiston RR.

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 runs until Jan. 1, 1944. Population of Norfolk in 1897 estimated at 55,000.

In November, 1897, control was purchased by a syndicate headed by John L. Williams & Sons of Richmond, Va., and Middendorf, Oliver & Co., of Baltimore, Md., and extensive improvements are contemplated—see V. 65, p. 1024. A new mortgage was issued for the retirement of the old bonds and for improvements. In March, 1898, the Norfolk & Ocean View was purchased in its interest at foreclosure sale. V. 66, p. 617.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$1,000,000			\$1,000,000	
Norfolk City 1st M., gold, \$1,000	1888 6g. J-J		125,000	Jan. 1, 1913
	Int. at Merc. Trust Co., trustee, N. Y. City.			
Norfolk Street cons. mort., \$1,000,000, g. (\$1,000)c.	1898 5g. J-J		900,000	Jan. 1, 1944
	Int. at Merc. Tr. & Dep. Co., Balt., trustee.			

ROAD—Owns 20 miles of track in City of Norfolk, Va., and extending to Lambert's Point, 2 miles from city. Rails 60 lb. T and 80 lb. girder

OFFICERS—(Jan., 1898), President, R. L. Williams, Richmond, Va.; Vice-Prest., Frank O. Briggs, Trenton, N. J.; Treasurer, W. H. Doyle, Norfolk; Secretary, H. C. Whitehead, Norfolk. DIRECTORS—J. W. Middendorf, Robert C. Davidson, Charles R. Spence, Frank O. Briggs, Wm. Habliston, R. L. Williams, R. B. Cook, W. H. Doyle, J. P. Andre Mottu. INDEX—V. 62, p. 186; V. 65, p. 1024; V. 66, p. 617.

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, M. W. Mason

NORFOLK & OCEAN VIEW RAILWAY—
A trolley road.

ORGANIZATION—A reorganization in April, 1898, of the Norfolk & Ocean View Railroad, foreclosed and purchased in the interest of the Norfolk Street RR.—V. 66, p. 617. Road 9 miles long. New company is making various improvements. Company also owns valuable property at Ocean View, a summer resort opposite Old Point Comfort, connecting with a ferry company giving through service between Old Point Comfort and Norfolk.

OFFICERS.—President, J. Lancaster Williams, Richmond, Va.

NORRISTOWN, PA.

POPULATION 1890 WAS 19,791; IN 1880 WAS 13,063; AND IN 1870 WAS 10,753.

SCHUYLKILL VALLEY TRACTION—A trolley road.

ORGANIZATION—Incorporated in September, 1893, as successor to the Norristown Bridgeport & Conshohocken Traction Co. Since Jan. 15, 1895, has controlled and operated the Conshohocken Ry., the Montgomery County Pass. Ry., the Citizens' Pass. Ry., Ambler Electric and the Norristown Pass. Ry. The corporate existence of the several companies will be maintained, but their bonds will be taken up as rapidly as possible. In October, 1895, control of the Traction Co. changed hands and the authorized stock was increased from \$250,000 to \$1,000,000.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,000,000 (\$50)			\$500,000	
1st mort., \$500,000, gold (\$1,000)	1895 5 g. F-A		66,000	Nov., 1945
	Int. at West End Tr. & S. D. Co., Phil., trustee			

On June 30, 1897, loans payable were \$124,609.

The securities of the subsidiary companies are as follows, including both those held by the public and by the parent company:

Company, etc.—	Miles.	Interest.	Issued.	Maturity.
Ambler Electric Ry. stock			\$50,000	
Citizens' Pass. Ry. stock	6 1/4		80,000 f.p.	
1st mort., gold, \$80,000, guaranteed		5 g. F-A	80,000	Feb. 1, 1925
			Subject to call at 105 Feb. 1, 1905	
Conshocken Ry. stock	5 1/2		145,000	
1st mortgage, guarant'd principal and interest	5 1/2	5 g. J-J	100,000	July 1, 1924
			Subject to call at 105 July 1, 1904	
Montg. Co. Pass. Ry. stk.	1 1/2		150,000	
1st mortgage	1 1/2	6 J-J	15,000	1924
Norristown Pass. Ry. stk.	4 1/4		75,000	
1st mortgage	4 1/4	6 J-J	75,000	1923

ROAD—Operates about 22 miles of track, including the lines of the above-mentioned companies.

LATEST EARNINGS—Jan. 1 to Mar. 31, 1898, gross, \$12,349; net, \$2,502.

For year ending June 30, 1897, gross earnings, \$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, \$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.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Maturity, etc.
Stock, par \$100			\$100,000	
1st Mortgage	1897 5 J&J		100,000	July 1, 1917
			New England Trust Co., trustee.	
Unfunded debt Sept. 30, '97.			22,031	

ROAD.—Owns 11.65 miles of main line track and 0.42 miles of sidings, etc. Extension to Williamstown, 6 miles, was completed in 1896.

EARNINGS—For year ending Sept. 30, 1897, gross, \$81,328; net \$30,470; interest and taxes, \$8,656; dividends (6%), \$6,000; balance, surplus for year, \$15,814.

OFFICERS—President and Treasurer, C. Q. Richmond, North Adams.

NORTH ATTLEBOROUGH, MASS.

POPULATION 1890 WAS 6,727.

INTER-STATE CONSOLIDATED STREET RAILWAY—A trolley road.

ORGANIZATION—Organized April 21, 1895. Successor to the Attleborough North Attleborough & Wrentham Street Ry. and the Interstate 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.	\$380,000	Apr. 1, '98, 1 1/2%
Coupon notes	1897 4 A.—O.		150,000	Apr. 28, 1907
Bonds auth., \$200,000				Nov., '97, none
Loans and bills payable Oct. 1, '97			50,000	

DIVIDENDS—In 1897, 6 p. c.; in 1898, Jan., 1 1/2 p. c.; Apr., 1 1/2 p. c.

ROAD—Owns 22.42 miles main line track and 1 1/2 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—3 mos., (1898.... Gross, \$27,801; net, \$2,228 Jan. 1 to Mar. 31. (1897.... Gross, 26,843; net, 1,965

EARNINGS—Year ending Sept. 30, 1897, gross, \$126,736; net, \$37,492; other income, \$579; interest, taxes, etc., \$10,622; dividends, 6 p. c., \$18,000; surplus for year, \$9,499. In 1895-96, gross, \$120,923; net, \$33,252.

OFFICERS—President, M. J. Perry; Secretary and Treasurer, E. R. Price.—V. 61, p. 662, 871.

NORTHAMPTON, MASS.

POPULATION 1890 WAS 14,990; IN 1880 WAS 12,172; AND IN 1870 WAS 10,160.

NORTHAMPTON STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered Feb. 26, 1873.

STOCK, BONDS, ETC.—	Date.	Interest.	Outstand'g.	Div'nds, etc.
Stock, \$300,000, par \$100			\$300,000 f.p.	Jan. 1, 1898, 4%
1st M., not subj. to call (\$500)c	1888 5 A.—O		25,000	Apr. 1, 1909
Loans and bills payable Oct. 1, 1897			34,000	

Interest at Springfield S. D. & Trust Co., Springfield, Mass.

Dividends—In year 1893-94 distributed \$12,000; in 1895, 10 p. c.; 1896, 10 p. c.; Jan., 1897, 5 p. c.; July, 4 p. c. in 1898, Jan., 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.
Gross	\$95,086	\$94,802	Bal. for div'nds.	\$24,311
Net	32,287	37,023	Dividends	27,000
Int't, taxes, etc.	7,976	6,124	Bal. for yr. def.	2,689
			sur.	899

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.

ORGANIZATION—Chartered in May, 1862.

ROAD—Operates 7.73 miles of track connecting Norwalk, South Norwalk and Winnipauk. Issued \$110,000, due 1919. Subj. to call at 105 after July 1, '99.

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. Aoton;

NORWALK TRAMWAY—

ORGANIZATION—Incorporated May 6, 1889. Charter perpetual.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$100) \$850,000.			See below.	\$287,000
1st mort., \$20,000 p. m.	1893 5 g. M—S		375,000	Sept. 1, 1923
gold, \$1,000.		Interest at Atlantic Tr. Co., trustee, N.Y. City.		
				Subject to call at 104 after Sept. 1, 1898.

The first mortgage bonds are a first lien upon all property of every description now owned or hereafter acquired. Under the terms of the mortgage the bond issue is limited to \$20,000 per mile of construction and equipment, and under laws of State cannot exceed 75 per cent of the cost of road and equipment.

Dividends—From July, 1893, 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 19 1/2 miles. Road laid with 48 and 56 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; Sec., Treas. and Supt., K. W. Mansfield.

NORWICH, CONN.

POPULATION 1890 WAS 16,192; AND IN 1880 WAS 15,112;

NORWICH STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in 1882 and has a perpetual franchise.

STOCK & BONDS— Miles. Date. Interest. Outstanding. Last div., etc.
 Stock (\$600,000 au-) J-J \$250,000 Jan. 1, '98, i. p. c.
 thorized—\$100 } Dividends at Am. Loan & Trust Co., Boston.
 1st mort., \$350,000, } 12; 1893 5g. A-O \$265,000 Oct. 1, 1923.
 gold, \$1,000 } Interest at Am. Loan & Trust Boston.
 October 1, 1897, bills payable, \$24,759.

Mortgage of 1893 is for \$350,000, of which balance unissued is reserved for improvement and additions, being issuable therefor only under general laws of Connecticut to 75 per cent of actual cost of such improvements and additions.

Dividends—In 1895 5 p. c.; in 1896, 5 p. c.; in 1897, Jan., 2½ p. c.; July, 2½ p. c.; in 1898, Jan. 1 p. c.

ROAD—Owns 12.46 miles of track, of which 11.915 miles main line and branches and .55 miles sidings. Rails T 35, 40, 45 and 48 lbs. to the yard.

ANNUAL REPORT—For years ending Sept. 30 earnings were:

	Gross.	Net.	Int. & taxes.	Dividends.	Balance.
1896-97.....	\$79,502	\$26,318	\$17,750	(5) \$12,500	def. \$3,932
1895-96.....	84,714	29,355	17,800	(5) 12,500	def. 945
1894-95.....	85,610	31,550	17,400	(5) 12,500	sur. 1,650

Total surplus Oct. 1, 1896, \$16,581.

OFFICERS—October, 1897, President, B. P. Learned; Secretary & Superintendent, W. L. Adams, Norwich; Treasurer, W. A. Tucker.

OAKLAND, CAL.

POPULATION 1890 WAS 48,682; IN 1880 WAS 34,555 AND IN 1870 WAS 10,500.

OAKLAND TRANSIT CO.—A trolley road.

ORGANIZATION—Incorporated in 1898 by the "Realty Syndicate" as a consolidation, it is understood, of the following companies controlled by it: Central Avenue, East Oakland Street, Oakland Consolidated, Highland Park & Fruitvale, Alameda Oakland & Piedmont, Piedmont & Mount. View Ry. See V. 64, p. 287.

STOCK & BONDS— Mts. Date. Interest. Outstanding. Maturity.
 Stock, \$5,000,000..... (f)
 Central Ave. Ry. 1st M., g., } 5½ 1892 6g M-N \$120,000 1922
 \$1,000, sink. f. c. } Interest is payable at California Tr. Co.,
 Trustee, San Francisco, Cal.
 Oak. Consol. St. Ry. 1st M., g., } 1894 6g. F-A *\$361,000 Aug. 1, 1911
 \$500,000 g., \$1,000..... } Trustee, California Safe Dep. & Trust Co.
 AL Oak. & P. 1st M..... } \$287,000
 Oakland Tr. Co. New M..... } 1898 (f)

ROAD—Understood to embrace about 93 miles of track.

DIRECTORS—F. M. Smith, E. A. Heron, F. C. Havens, W. H. Martin D. D. Harris, J. C. Wians and Charles R. Bishop.

OAKLAND RAILROAD—A cable and trolley road.

ROAD—Said to operate 16.2 miles of track. Supt., Geo. Y. Loring.

OAKLAND SAN LEANDRO & HAYWARDS ELECTRIC RAILWAY CONSOLIDATED

Principally a trolley road.

ORGANIZATION—A consolidation May 8, 1894, of the Oakland San Leandro & Haywards Electric Railway and the Twenty-third Avenue Electric Railway cos., the bonds of each being assumed. Annual meeting third Saturday in July.

STOCK & BONDS— Date. Interest. Outstanding. Maturity
 Stock (\$1,000,000 auth.) } Q-F { 8,000 shares. }
 —\$100..... } \$22-62½ pd. in. }
 Oak. San Leandro & Hay. } 1892 6g M-S \$250,000 Mar. 1, 1922
 Ry. 1st M. gold \$1000 ea. } Interest is payable by check.
 23d Ave. Ry. 1st mort., } 1893 6g M-S-15 \$250,000 Mar. 1, 1923
 gold, \$1,000 each..... } Interest is payable by check.

Mortgage trustee is the California Title Insurance & Trust Co.

Bonds—In January, 1898, 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 May, 1898, was said to operate 25 miles of track, all but 1½ miles being electric.

OFFICERS—President, H. W. Meek; Vice-President, Wm. J. Landers; Secretary, A. L. Stone; Treasurer, C. E. Palmer. Office, Oakland, Cal.

OGDENSBURG, N. Y.

POPULATION 1890 WAS 11,662; IN 1880 WAS 10,341; AND IN 1870 WAS 10,076.

OGDENSBURG STREET RY.—A trolley road.

ORGANIZATION—Chartered Dec. 22, 1885.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
 Stock, \$150,000 (\$100) \$150,000
 1st mort. (\$500, &c.) 1895 6 M-8-2 150,000 Sept. 2, 1925
 \$150,000.....

Mortgage trustee, West End Trust Co., Philadelphia. ROAD—Owns 10 miles of track laid with 48 lb. rails.

EARNINGS—From Jan. 1 to Mar. 31, 3 months, gross \$3,002 in 1898, \$2,951 in 1897. For year ending June 30, 1897, gross, \$16,689; net, \$7,841; interest and taxes, \$6,933; balance, surplus, \$908.

OFFICERS—President, H. A. Sage, Easton, Pa.; Vice-President, J. F. Dolan; Secretary, H. W. Cooley; Treasurer, J. B. Reilly.

OLEAN, N. Y.

POPULATION 1890 WAS 7,358; IN 1880 WAS 3,036; AND IN 1870 WAS 1,327.

OLEAN STREET RAILWAY—A horse and trolley road.

ORGANIZATION—Chartered March 1, 1880. In July, 1897, were authorized increase of stock from \$16,000 to \$300,000, and \$300,000

new bonds for paving and extension to East Olean, Weston's Mills and Portville.

The securities, road, earnings, etc., are as follows:
 Stock \$300,000, par \$100. (f)
 1st m. 6s, J&J, May 1, '23. \$75,000
 Consol. M. \$300,000 } \$20,000
 gold 5s, J-D, 1927... }
 Bills payable June 30, '97. 13,994
 ROAD—Owns 5.54 miles of single track and .82 of sidings.

EARNINGS—For year ending June 30 earnings were:

	1897.	1896.
Gross.....	\$26,122	\$27,789
Net.....	6,738	9,025
Interest & taxes.	6,433	6,026
Balance, surplus.	305	2,999
Total surplus....	22,664	22,359

OFFICERS—Pres., John Fobes; Sec. and Treas., G. H. Strong.—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 1½ miles of track. President, R. W. Patrick.

EAST OMAHA STREET RY.—A trolley road.

ORGANIZATION—Chartered April 18, 1893, and afterwards bought out the line of the Inter-State Bridge & Terminal Ry. Co. Company holds an exclusive franchise on all the streets in East Omaha until January, 1919, and for the same time exclusive rights across the Omaha Bridge & Terminal Company's bridge, spanning the Missouri River and leading to Council Bluffs, Iowa. This latter franchise is regarded as very valuable. At present lines are only operated in the suburb, East Omaha, but they will ultimately be extended to Council Bluffs.

STOCK & DEBT—Authorized capital \$1,000,000, par \$100; issued and outstanding, full paid, \$86,750. No bonds. Unfunded indebtedness Nov. 1, 1897, \$12,022.

Dividend of 6 per cent paid January, 1894; none since.

ROAD—Operates 5½ miles of single track on 3½ miles of street. Gauge 4 feet 8½ inches. Rails 40 lb. T and 45 lb. girder.

EARNINGS—From April 18, 1893, to Jan. 1, 1895, were as follows:

Gross.....	Dividends.....	Net.....
\$37,733	\$9,210	10,871
Surplus earnings.....	1,661	

OFFICERS—President, Arthur S. Potter; Vice-President, Dudley Smith; Treasurer, H. W. Yates; Secretary, John R. Webster.

OMAHA STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Jan. 1, 1889. This is a consolidation of all the street railway properties of the city operated by cable, horse and electric powers. Has the benefit of three franchises and is authorized to use any motive power except steam.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
 Stock (\$100)..... M-N. \$5,000,000 f. p. In '95-6, 4%
 Om. St. Ry. 1st consol.
 M., \$2,500,000, gold.... 1889 5g. M-N. 2,250,000 May 1, 1914
 Interest is payable at the Farmers' Loan & Trust Co., N. Y. City. Consols for \$500,000 were issued in July, 1896, to retire the first 6s.

Dividends.—During fiscal year 1895-6 paid dividend of 1 p. c., call ing 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, 1897, gross, \$596,763; net, \$272,165; interest charges, \$123,185; balance, surplus for year, \$148,980. In 1895-6, 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, 1897. 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.

STOCK & BONDS— Date. Interest. Outstanding. Maturity.
 Stock..... \$1,500,000
 1st mort. (see below) } 1888. 6g J-J 400,000 Jan. 1, 1908
 gold, \$1,000, sinking } Subject to call at 110 in 1899.
 fund, \$500,000..... } Int. at Mercantile Trust Co. (trustee), N. Y. City,
 Council Bluffs St. Ry. } 1889. 5g J-J \$250,000 July 1, 1909
 1st M. \$250,000 gold } Subject to call at 106 in 1899.
 \$1,000 guar. p. & i. } Interest at Mercantile Trust Co., trustee, New
 (end.) sinking fund e } York City.

ROAD—Operates 20 miles of track.

Bonds—The first mortgage of 1888 is in the first place for \$500,000 \$100,000 being held in trust against accident to bridge, and additional bonds may be issued at \$25,000 per mile for road acquired and unencumbered. The sinking fund is \$20,000 yearly till January 1, 1899, and thereafter \$30,000. OFFICERS—President, N. W. Wells; Vice-President J. J. Brown; Secretary, C. T. Stewart; Treasurer, J. H. Millard; 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 9,343.

ORANGE MOUNTAIN TRACTION CO.—

ORGANIZATION—Successor to Orange Mountain Cable Co. sold Oct. 9, 1895, to Charles E. Elmerman, of Philadelphia, for \$10,550.—V. 61, p. 662. Stock, \$100,000; par \$100. January 1, 1898, funded debt was \$28,260; "other debts," none. Owns 1½ miles of cable incline extending to top of Orange Mountain, in Township of West Orange.

For year ending Dec. 31, 1896, gross, \$5,173; net, \$3,076. Not operated during 1897; reopened about April 1, 1898. 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 TRACTION.

ORGANIZATION—Owns no road but leases, it is understood, the South Orange & Maplewood St. Ry. Stock authorized and paid in to Jan. 1, 1898, \$25,000; bonds have been authorized, but none issued to date mentioned; other debts \$11,000; cost of equipment and appurtenances owned, \$10,600. Treasurer, Wm. M. Haines.

SOUTH ORANGE & MAPLEWOOD STREET RY.—A trolley road.

ORGANIZATION—Owns 5.2 miles built through private property. Connects Orange Field Club grounds with business sections of the Oranges, connects at South Orange with the D. L. & W. Ry., the Newark & South Orange Electric Ry., and gives transfers to the Suburban Traction Co. at Orange Valley; at Orange connects with the Watchung branch of the Erie Ry. and the Consolidated Traction. Began operations October 1, 1895, power being furnished by the Suburban Traction Co. Stock issued \$100,000; debts Jan. 1, 1898, about \$59,538. Cost of road and equipment to Jan. 1, 1898, \$184,538.

ROAD—Orange to South Orange, 1.3 miles of road, 2.6 miles of track. Extensions proposed to Valley Road and Forest Street. For year ending Dec. 31, 1897, gross, \$5,026; net, def., \$1,657. Treasurer, Wm. M. Haines.

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 early day.

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, 1898, about \$117,000 (including \$67,000 receivers' certificates.)

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.	1897.	1896.	Expenditures.	1897.	1896.
From pass'ng'rs.	\$60,091	\$63,786	Repairs.....	\$11,624	\$15,361
Other sources.....	585	4,460	Sup'intend.&man.	49,878	52,637

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 32,000.

STOCK AND BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$250,000.....			\$250,000	
1st mortgage, \$250,000, } gold.....	1897	5 g. J-D	250,000	Dec. 1, 1927
		Int. at West End Trust, Phila., trustee.		

President, George J. Kobush; Secretary, J. K. Tillotson; Treasurer, Otto U. Van Shraeder.—V. 64, p. 799.

OSWEGO, N. Y.

POPULATION 1890 WAS 21,842; IN 1880 WAS 21,117; AND IN 1870 WAS 20,910.

LAKE ONTARIO & RIVERSIDE RAILWAY

—A trolley and horse road.

ORGANIZATION—Formed in 1896 to consolidate Oswego Street Ry. and Fulton & Oswego Falls Street Ry.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$300,000 (par \$50).....			\$300,000	
Receivers' certificates.....	1897		See text.	
Oswego St. Ry. 1st M. g., s. f. } 2 p. c. yearly after '96. c* } Int. defaulted Apr. 1, 1896. }	1891	6 g. A-O	125,000	Oct. 1, 1911
		(Subject to call at 105 after Oct. 1, 1896)		
Fulton & Oswego Falls } mortgage.....	1886	6	\$15,000	July 1, 1896
Lake Ontario & Riverside } Mort., \$300,000, gold.....	1896	6 g. M-S	147,000	Mar. 12, 1926
		Interest defaulted Sept. 1, 1896. Trustee, Guaranty Trust Co., N. Y.		

RECEIVER—F. H. Tidman appointed Oct. 3, 1896, interest due Oct. 1 on Oswego St. Ry. firsts not having been paid.—V. 63, p. 652. Foreclosure suit under Oswego Street Railway first mortgage of 1891 begun in February, pending in November, 1897.

REORGANIZATION.—Committee composed of Robert Maclay, C. Sidney Shepard and Max B. Richardson have prepared the following plan. Plan.—Either or both Oswego St. Ry. first mortgage and L. O. & R. 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 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; depository, Knickerbocker Trust Co., N. Y.; about 98 per cent of these bonds has been deposited.

Fulton & Oswego Falls Mortgage.—These bonds are deposited with J. Walker & Sons, Mills Building, N. Y.

ROAD—11½ miles of track, of which old Fulton & Oswego Falls, 1¼ miles, operated with horses.

EARNINGS—Year ending June 30, 1897, gross, \$21,099; net, \$1,446; taxes and interest, \$9,014; deficit for year, \$10,460.—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.

RECEIVERSHIP—In January, 1893, L. W. Hess was appointed receiver. In April, 1898, entire rolling stock (10 cars) was purchased by M. T. Maloney of Ottawa at tax sale, but it was stated that the road would continue to be operated by the receiver, who would lease the rolling stock from the purchaser.

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, General Electric dynamo 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 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.

FORECLOSURE—Property, including railway, heat and power plant sold under foreclosure on April 28, 1898.—V. 66, p. 901.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$500,000 authorized).....			\$300,000	
1st M., \$200,000 gold.....	1892	6 g. J-D	200,000	June 1, 1912
S. f. not sub. to call \$1,000. c* }		Ill. Tr. & Sav. Bank, trustee, Chicago.		

ROAD—In 1895 company operated 7½ miles of track in city of Ottumwa, Iowa. All by electricity. Weight of rails, 38 lbs. girder and 40 lbs. T. Also does municipal, commercial and residence electric lighting; supplies electric power for stationary motors, etc., and operates a system of steam heating, with 3½ miles of mains.

OFFICERS—President and General Manager, W. R. Daum; Vice-President J. B. Sax; Secretary, George F. Hall; Treasurer, C. F. Blake.—V. 66, p. 901.

OWENSBORO, KY.

POPULATION 1890 WAS 9,837; IN 1880 WAS 6,231; AND IN 1870 WAS 3,437.

OWENSBORO CITY RAILROAD—A trolley road.

ORGANIZATION—Chartered in 1886. Franchise runs till 1936 and gives exclusive rights to operate street railway in said city.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$50,000 (par \$50).....				\$50,000 f. p.	
1st M., \$500 each.....	8½	1888	6 J-J	25,000	1908
2d \$100,000 (\$500), cur., }			Interest at Louisville	Banking Company.	
not subject to call.....	8½	1894	6 J-J	75,000	Jan. 1, 1917
			Interest at Louisville	Trust Company.	

Bonds—Of the \$100,000 second mortgage 6s \$25,000 are reserved for first mortgage when due.

ROAD—Owns 8½ miles of trolley track in Owensboro and suburbs.

OFFICERS—President, W. E. Whitely; Secretary, R. A. Miller; Treasurer, E. G. Buckner.

PADUCAH, KY.

POPULATION IN 1890 WAS 12,797; IN 1880 WAS 8,036; AND IN 1870 WAS 6,866.

PADUCAH STREET RAILWAY—A trolley road

ORGANIZATION—Incorporated in 1876.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par \$100.....			\$115,000	
1st mortgage \$100,000 gold.....	1890	6 g. J-J	100,000	July 1, 1920
Other indebtedness June, '94.....			25,581	

Interest at Columbia Finance & Trust Co., trustee, Louisville, Ky.

Sinking fund April 1, 1895, \$600, and same every six months.

ROAD—Operates about 11 miles of track.

OFFICERS—President, Geo. C. Thompson; Vice-President, C. Dallam Secretary, T. J. Flournoy; Treasurer, T. B. Leonard, Jr.; General Manager, A. S. Thompson; Purchasing Agent, D. B. Simon.

PASSAIC, N. J.

POPULATION IN 1890 WAS 13,028; IN 1880 WAS 6,532.

PASSAIC & NEWARK ELECTRIC TRACTION—A trolley road.

ORGANIZATION—Incorporated April 30, 1895, and acquired all the \$1,000,000 stock (no bonds outstanding) of the Passaic & Newark Electric Ry. Consolidated Traction Co. of New Jersey, which operates the road, owns all the stock and guarantees the bonds.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$1,000,000 (par \$100).....			\$1,000,000	
1st M., \$1,000,000, guar. p. & i. }	1897	5	J-D	550,000
By Consol. Trac. of N. J. }			Int. at N. J. Title Gu. & Tr., Jersey City.	

ROAD—Owns 10.78 miles of track.

EARNINGS—Year ending Dec. 31, 1897, gross, \$43,054; in 1896, gross, \$11,729.

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" Population in 1897 reported over 100,000.

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 (21½ miles) is leased. The J. C. H. & Rutherford, 18½ miles of track is leased to the N. J. Electric for 999 years and all its \$450,000 capital stock is owned by the N. J. Electric Ry., which "assumed and paid all its debts."

RECEIVERSHIP—President J. L. Heins was appointed receiver in Dec., 1897—see V. 65, p. 1174; V. 66, p. 288.

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, 1898 756,917

MORTGAGE—Trustee is the Mercantile Trust Company of N. Y. City.
INTEREST ADJUSTMENT—Interest has been paid partly in scrip, but is now in default.

ROAD—An electric railway projected between Greenwood Lake Singae, Paterson, Passaic, Rutherford, Hoboken and Jersey City—total 60 miles. Jan. 1, 1898, New Jersey Electric Ry. (including J. C. H. & R. and P. P. & R. Elec. Ry.) reported 40-57 miles of track.

EARNINGS—For the year 1897 the passenger earnings, including J. C. H. & R. and P. P. & R. Elec. Ry., were \$246,548; other income, \$2,036; and the "expenditures for repairs" were \$41,735; and for operating, \$163,799; balance, net for year, \$43,050. In 1896 gross, \$195,909.

OFFICERS (elected 1895)—President, John L. Heins; Vice-President and Treasurer, T. D. Jordan; Sec'y, J. J. Scanlan; office, Hoboken, N. J.—V. 65, p. 1174; V. 66, p. 288.

PATERSON RAILWAY—An electric road.

ORGANIZATION—Incorporated May, 1890, with a perpetual charter.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 Stock (\$100) \$1,250,000 p.
 Paterson Ry. 1st M. 1888 6 J.-D. \$200,000 June 1, 1908
 Paterson City Ry. M. 1890 6 F.-A. 50,000 Aug. 1, 1907
 Consol. M., gold, \$1,250, Interest at First National Bank of Paterson.
 000 (\$1,000) 1891 6 g. J.-D. 1,000,000 June 1, 1931
 2d gen. mort., \$300,000 Trustee, Knickerbocker Trust Co.
 Other debt Jan. 1, 1898 1894 6 A.-O. 300,000 Oct. 1, 1914
 Total funded debt Jan. 1, 1898, was \$1,550,000; total cost of road, carhouses, etc., \$2,708,631.

LATEST EARNINGS—4 mos., } 1898.....Gross, \$107,364; net, \$42,281
 Jan. 1 to Apr. 30, } 1897.....Gross, 95,235; net, 38,409
 Fixed charges 4 months \$35,600 in 1898; \$36,324 in 1897.

EARNINGS—For years ending December 31 earnings have been:
Years— Gross. Net. Fixed Charges. Bal. sur.
 1897.....\$347,023 \$150,318 \$109,555 \$40,763
 1896..... 319,085 128,556 106,683 21,873
 1895..... 298,688 124,070 97,264 26,806

ROAD—Operates 40 miles of track in Paterson, N. J., and extending to Passaic, Garfield, Clifton, Haledon and Acquackanonk City; gauge 4 ft. 8½ in.; rail 58½ and 90-lb. girder. The road is equipped with Westinghouse and General Electric motors and has 100 cars.

OFFICERS—President, G. A. Hobart; Vice-President, Wm. Barbour, Secretary, Albert A. Wilcox; Treasurer, Hobart Tuttle; Purchasing Agent, J. R. Anthony, Jr.; Manager, M. R. McAdoo.—V. 62, p. 365.

PATERSON CENTRAL ELECTRIC RAILWAY—A trolley road.

RECEIVERSHIP—William Barbour and Charles Curie were appointed receivers in Jan., 1898, on application of President.—V. 66, p. 135.

STOCK & BONDS—*Miles. Date. Interest. Outstand'g. Maturity.*
 Stock, par \$100.....\$150,000 l. p. EARNINGS—Years ending Dec. 31
 1st mort. 58, 1915 1897. 1896.
 bonds sold 46,000 From pass'g.....\$13,795 \$19,081
 Other debts Jan. 1, 98 30,952 Other income..... 206 668
 Cost road and equip. 154,045 Oper. expenses. 21,065 25,102
ROAD—Owns about 3-84 miles of track, gauge 4 ft. 8½ in., laid with 45 and 58½-lb. g. rails, and has 18 cars; Westinghouse motors.

OFFICERS—President, William Barbour; Vice-President, Eugene Stevenson; Secretary, John R. Beam; Treasurer, Hobart Tuttle; General Super't., M. R. McAdoo; Purch. Agent, R. Anthony, Jr.—V. 66, p. 135.

PEORIA, ILL.

POPULATION 1890 WAS 41,024; IN 1880 WAS 29,259; AND IN 1870 WAS 22,849.

CENTRAL RAILWAY.—A trolley road.

ORGANIZATION—Chartered March 31, 1888. Charter amended in August, 1895, when Fort Clark Street Ry. was merged.

STOCK & BONDS—*Miles. Date. Interest. Outstand'g. Maturity.*
 8½% \$750,000 (par, \$100) \$750,000
 1st M., \$750,000, gold, 1895 5 g. A.&O 500,000 Apr. 1, 1915
 (\$1,000) Interest at N. Y. Security & Tr. Co., N. Y., trustee.

Bonds of 1895 cover the entire system, including the lines of the Fort Clark St. Ry., control of which was acquired in Aug., 1895. V. 61, p. 793.
ROAD—Owns 19 miles double and 3 m. single-track; total, 41 miles.

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 RAILWAY—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. Slesberling.

PHILADELPHIA, PA.

POPULATION 1890 WAS 1,046,964; IN 1880 WAS 847,170 AND IN 1870 WAS 674,022.

UNION TRACTION.—A trolley road.

ORGANIZATION—Chartered September 13, 1895, and acquired practically all the shares of the Electric Traction and People's Traction Companies in place of which it issued its collateral trust certificates secured by the shares placed in trust and in July, 1896, also leased these properties for 998 years and 3 months from July 1, 1896. Has also leased the Philadelphia Traction at 8 per cent on its capital stock and has "assumed" its 4 per cent collateral trust bonds. V. 61, p. 663. Leases (from Jan. 1, 1898), Hestonville Mantua & Fairmount Passenger Ry. for 999 years at 6 p. c. on preferred and 4 p. c. on common stock—see V. 66, p. 236. These companies include all the leading street passenger railway lines within the city of Philadelphia. See terms of consolidation, etc., in statements for the constituent companies. V. 61, p. 152, 197, 283, 663.

STOCK & BONDS—*Date. Dividends. Out-standing. Maturity or last dividend.*
 Stock, \$30,000,000, } 598,609 shares.
 par \$50. (See text.)
 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. Annuities, trustee.

Hestonville loan (ext.) 1897 6 p. c. about \$2,500,000 Nov. 15, 1898.
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.

HESTONVILLE LOAN.—In Nov., 1897, to buy the stock of the Hestonville Mantua & Fairmount Road, a temporary loan of about \$2,500,000 was secured, and in May, 1898, this loan was extended for six months at a rate said to be 6 per cent. V. 66, p. 1003. Later it is understood that another instalment will be called on the Un. Tr. stock to take up this loan.

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.

Under terms of lease the bonded debt of both Hestonville M. & F. Pass. Ry. and Fairmount Park & Haddington companies were assumed.—V. 66, p. 230.

The capitalization of the Union Traction system and the fixed charges (estimated) for year ending September 30, 1896, follow:

CAPITALIZATION.		FIXED CHARGES.	
<i>Constituent Companies—</i>		Guaranteed rentals.....	\$2,135,000
Capital stock.....	\$57,891,200	Guaranteed int-rest.....	580,000
Funded debt.....	11,675,600	Rent, Ph. Traction.....	1,600,000
<i>Union Traction Co.—</i>		Interest, coll. tr. 4s.....	1,189,000
Capital stock.....	30,000,000	Taxes, all companies.....	600,000
Collateral trust 4s.....	29,735,000		
		Less rent & int. rec....	\$6,104,400
			215,000
Less stocks in trust.....	\$129,301,800	Total net charges..	\$5,889,400
	21,000,000		
Total net capital'n.....	\$108,301,800		

ROAD—On June 30, 1897, operated 424 miles of track. On Jan. 1, 1898, leased Hestonville Mantua & Fairmount road, 24 miles, making total in 1898 448 miles.

ANNUAL REPORT—Fiscal year ends June 30. Statement for 1896-7, 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. 5,499,340

Other income..... \$5,431,185 Bal., deficit for year... \$851,934
 99,630

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:

1897. 1896.
 Passengers carried.....228,102,758 234,848,897 6,746,139 dec.
 Receipts from passengers. \$10,381,015 \$10,202,849 \$178,166 dec.

During 1896-97 \$1,954,985 was spent on capital accounts (including \$1,493,590 received from instalments on shares), of which \$954,526 was for construction work, \$385,878 for stocks of underlying companies and \$533,961 advanced in open account; balance miscellaneous.

OFFICERS—President, John Lowber Welsh; Vice-President and Gen. Manager, John B. Parsons; Secretary and Treasurer Charles O. Kruger.

DIRECTORS (Sept., 1897)—John Lowber Welsh, 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. 66, p. 133, 236, 1003.

Lines Controlled by Union Traction Co.

(1) **CATHARINE & BAINBRIDGE STREETS RY.—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 and taxes.

STOCK & BONDS— Miles. Date. Interest. *Outs't'd'g.* Last div., etc.
 Stock, par \$50..... 6% M-S \$400,000 Sept., '97, 3%
 1st M. \$150,000 (\$1,000)c 1890 5 x A-O 150,000 Apr. 1, 1920
 Open acct. July 1, 1896. 234,698
 Interest at Land, T. & T. Co., trustee, Penn. Co. for Insurance of Lives, etc.

Dividends—Dividend of 6 per cent have been paid.
 ROAD—The road aggregates 11.36 miles of track.

(2) **CITIZENS PASSENGER RAILWAY—**

ORGANIZATION—Incorporated March 25, 1858. Leased to Frankford & Southwark Passenger Railway Company April 1, 1892, for 999 years for the following guaranteed dividends per share per annum; 1st year, \$11 50; 2d, \$12; 3d & 4th, \$12 50; 5th & 6th, \$13; 7th and thereafter, \$14. This lease was assumed by the Electric Traction Company July 1, 1893. The Union Traction now operates the road.

STOCK & BONDS— Miles. Date. Interest. *Outs't'd'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.

(3) **CONTINENTAL PASSENGER RAILWAY—A trolley road.**

ORGANIZATION—Incorporated Sept. 3, 1873. Leased Jan. 1, 1880, to Union Passenger Railway Company for 99 years at rental of \$6 per share per annum, interest, taxes and operating expenses, and assigned to Philadelphia Traction Company June 30, 1884. Operated by Union Traction Company since October 1, 1895. Stocks owned, per balance sheet July 1, 1896, \$600,000.

STOCK & BONDS— Miles. Date. Interest. *Outs't'd'g.* Last div., etc.
 Stock, par \$50..... 6 J-J { 20,000 shs., } Jan., 1898
 { \$29 paid in. }
 1st mortgage, (\$500) 1879 6% J-J { \$310,000 July 1, 1909
 and \$1,000) c. } Interest at Land, T. & T. Co., Philadelphia, Pa.

Due lessee for additions July 1, 1896, \$672,568.
 Bonds are subject to drawings of \$20,000 per annum. Original issue \$350,000; \$20,000 paid each in Dec., 1895 and 1896. Trustee, Land Title & Trust Co.

ROAD—Owned July 1, 1896, 10.07 miles of track.

(4) **ELECTRIC TRACTION—**

ORGANIZATION—Incorporated May 8, 1893, and acquired control of the Citizens' Passenger Ry., the Frankford & Southwark Passenger Ry. and the Second & Third Street Passenger Ry.

In 1895 the Union Traction Company purchased practically all the stock 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 property for 998 years and 3 months. See V. 61, p. 197, and also "Union Traction."

STOCK— Par. *Dividends.* *Issued.* *Outs't'd'g.*
 Stock (part \$30 pd.) \$50 \$8,297,920 See below.
 Stock authorized, 175,000 shares of \$50 each; issued, 152,396 shares of \$50 paid and \$22,604 shares of \$30 paid, making total \$8,297,920.

ROAD—On June 30, 1890, 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.—V. 63, p. 557.

(5) **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. *Outs't'd'g.* Last div., etc.
 Stock, par \$50..... 1870 7 J-J { \$600,000 July, 1900
 1st M., \$300,000 (500) c. } Interest at Land T. & T. Co., 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.

(6) **FRANKFORD & SOUTHWARK PASSENGER RAILWAY—**

ORGANIZATION—Incorporated April 4, 1854. Absorbed the Lombard & South Streets Passenger Railway in 1890 and secured control of the Lehigh Ave. Railway in 1893. Leased to the Electric Traction Co for 999 years from July 1, 1893, dividends for the several years named below being guaranteed per share:

1st 2d 3d 4th 5th 6th 7th 8th 9th 10th & after.
 \$12 \$12 50 \$13 \$13 50 \$14 \$14 50 \$15 \$16 \$17 \$18

STOCK & BONDS— Miles. Date. Interest. *Outs't'd'g.* Last div., etc.
 Stock, par \$50..... 45 Q-J \$1,875,000 See text.
 Lombard & So. St. Pass. { 10 1881 5x J-D 150,000 Dec. 1, 1901
 -M., (\$500 & \$1,000) c. } Subject to call since Dec. 1, 1886
 { Mtge. trustee, R. Est. Title Ins. & Tr. Co., Phila.
 West End Pass'gr Ry., { 9 1875 7 A-O 132,100 Oct. 1, 1905
 M. (\$100 & \$500) c. } Mortgage trustee, Phila. Trust S. D. & Ins. Co.
 Interest on all loans payable by Elec. Tr. Co., 421 Chestnut St., Phila-

ROAD—Owns 45 miles of track, acquired as follows:
 Frankford & Southwark Passenger Railway..... 20 miles.
 Lombard & South Streets Passenger Railway..... 19 miles.
 Lehigh Avenue Railway..... 6 miles.

(7) **GERMANTOWN PASSENGER RAILWAY—A trolley road.**

ORGANIZATION—Incorporated April 21, 1858. Leased Oct. 1, 1881, to the People's Passenger Railway Company for 999 years, but rental modified in 1893; stock to receive dividends as follows: 1894, \$4 50 1895, \$4 75; 1896, \$5; 1897, and thereafter \$5 25.

STOCK & BONDS— Par. Date. Int'l st. *Outs't'd'g.* Last Div., etc.
 Stock \$50 Q-J See text. Jan., 1898
 Fairm't Pk. & Del. } 500 1864 5 J-D \$67,500 June 1, 1904
 River Pass. Ry. M.R. }
 Germant'n Pass. M. r \$1,000 1879 5 A-O 160,000 Oct. 1, 1899

Interest on both loans at Guarantee Trust & Safe Deposit Co.
 Stock—Paid in \$572,800; \$15 per share on 20,000 shares and \$35 per share on 10,000 shares.

ROAD—Owns 31 miles of track.
 (8) **GREEN & COATES STREETS PHILA. PASSENGER RY.—A trolley road.**

ORGANIZATION—Incorporated April 21, 1858. Leased to People's Passenger Railway for 999 years from Sept. 1, 1881, at an annual rental of \$60,000, interest on bonds, and expense of management.

STOCK & BONDS— Miles. Date. Intere *Outs't'd'g.* Last div., etc.
 Stock, par \$50..... \$6 Q-J { 10,000 shs. } Jan., 1898
 { \$15 pd in. } 3%
 1st M. (\$1,000) c. { 1878 6x J-J } \$100,000 July 15, '98
 x Free from tax. } Interest and dividends are paid at Real Estate Title Insurance & Trust Company.

Mortgage trustee, Fidelity Insurance Trust & Safe Deposit Company. Dividends are 12 p. c. per annum. Owns 7 miles of road.

(9) **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.

LEASE—Hestonville M. & F. road leased from Jan. 1, 1893, to Union Traction for 999 years at a rental of 6 per cent on the preferred and 4 per cent on the common stock. By the terms of the lease the Fairmount Park & Haddington lease is assigned to the Union Traction which assumes the dividends guaranteed on that stock. The Union Traction assumes the bonded debt of both the Hestonville and Haddington companies and purchased most of the Hestonville stock, the common at \$45 per \$50 share.—V. 66, p. 236.

STOCK & BONDS— Date. Interest. *Outstanding.* Last div., etc.
 Common stock, par \$50..... 4 J-J { \$1,966,100 } July 15, '97, 2 1/2 %
 { part pd. in. }
 Preferred stock, par \$50..... 6 J-J 533,900 f.p. Jan. 10, 1898, 3%
 Fairmount Pass Ry. 1st..... 1861 6 J-J 124,500 July 1, 1901
 Hest. Man. & F. 2d M. ex { 1882 6 M-S 75,000 Mar. 1, 1902
 { Interest at Guarantee Trust Co., Phila.
 Consol. M., \$1,250,000 { 1894 5g M-N 1,050,500 May 1, 1924
 g, \$500 & \$1,000 c'x } Trustee, Girard Life Ins. An. & Tr. Co.

Guaranteed rental 999 year lease—
 Fairmount Pk. & Had't'n }
 Pass. Ry. St'k, par \$50. } 6g F-A 300,000 Feb. 1, '98, 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, 6 p. c.; in 1898, Jan., 3 per ct. On common, July, 1896, 2 1/2 p. c.; in 1897, Jan. 2 1/2 p. c.; July 2 1/2 p. c.; in 1898, Jan., none.

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 Philadelphia; leased and operated 6.25 miles; total, 24.08 miles. Rail in main track 90 lbs. Owns 153 cars.

ANNUAL REPORT—For calendar year 1897 gross, \$514,734, against \$549,896 in 1896—see V. 66, p. 131. Report to the State of Pennsylvania for years ending June 30 show earnings as follows:

	1897.	1896.	1897.	1896
Gross receipts.	\$534,344	\$576,912	Interest.....	\$67,632
Operating exps.	310,732	344,402	Rentals.....	18,500
Net earn..	\$223,612	\$232,510	Dividends ..	130,339
			Taxes & rentals.	51,779
			Bal., deficit....	44,638 sr. 123,069

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 SHEET JUNE 30, 1897.

<i>Assets.</i>		<i>Liabilities.</i>	
Construction.....	\$1,336,265	Capital stock.....	\$833,281
Equipment.....	559,142	Bonds.....	1,250,000
Real estate.....	438,859	Ground rents & mort....	30,528
Miscellaneous.....	1,514	Loan (F. P. & H. P. Ry.)	100,000
Cash.....	38,106	Accounts payable.....	16,000
		Profit and loss.....	144,077
Total.....	\$2,373,886	Total.....	\$2,373,886

OFFICERS—President, John B. Parsons; Secretary and Treasurer, D. C. Golden. Office, 4,300 Lancaster Ave.—V. 65, p. 1023; V. 66, p. 131, 133, 236.

(10) **PEOPLE'S PASSENGER RAILWAY—An electric road.**

ORGANIZATION—Of the capital stock the People's Traction in July, 1893, owned 55,407 shares of common and 22,950 of preferred.

STOCK & BONDS— Date. Interest. *Outs't'd'g.* Last div., etc.
 Common stock \$25. l. Text. { 60,000 shs. }
 { \$740,000 }
 Preferred stock \$25. Text. { 23,000 shs. }
 { \$277,402 }
 1st mortgage c 1875 7 J-J.15 250,000 Jan. 15, 1905
 2d mortgage* c 1881 5 J-J.15 458,000 July 15, 1911
 Con. M. \$1,125,000..... c } 1882 5 M-S. 367,000 Mar. 1, 1912
 \$1,000 ckr } Trustee Guarantee Trust & Safe Deposit Co.

Interest on the first mortgage 5s and 7s is payable at the office of the Real Estate Title & Trust Co.

Common stock authorized, 60,000 shares; preferred, authorized 30,000 shares, of which June 30, 1896, 7,000 shares were in treasury.

ROAD—Company operates 83.66 miles of track, of which 6.4 miles owned and 77.26 miles leased and operated.

ANNUAL REPORT—Report to State of Pennsylvania for year ending June 30, 1896, was in V. 63, p. 557, under "Union Traction." See also "People's Traction" above.

	Year ending June 30—	1896.	1895.	1894.
Receipts from passengers.....	\$2,035,082	\$1,647,776	\$1,014,585	
Receipts from other sources....	23,431	12,900	29,574	
Total receipts.....	\$2,058,513	\$1,660,676	\$1,044,159	

—V. 61, p. 469; V. 63, p. 557.

(11) 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. and Granting Annuities issuing therefor its guaranteed trust certificates. On July 1, 1896, the Union Traction also leased the road for 999 years and three months. (See "Union Traction" Co., this SUPPLEMENT.)

Table with columns: STOCK, ETC.—, Date, Dividends, Issued, Maturity. Capital stock \$30 (See text.) See text. {200,000 shs.} { \$30 paid in. }

To distribute surplus from past operations, in August, 1896, was declared a dividend of 4 1/2 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, \$2,035,032; net, \$1,084,892; other income, \$23,431; interest, rentals and taxes, \$800,727; dividends, \$207,500; balance, deficit, \$34,606. In 1894-5 gross earnings were \$1,647,776; in 1893-4 gross, \$1,014,585.—V. 61 p. 663, 795.

(12) PHILADELPHIA CITY PASSENGER RY.—A trolley road.

ORGANIZATION—Incorporated April 9, 1859. Leased to West Philadelphia Passenger Railway Company for 900 years from Jan. 1, 1834, for interest on bonds, \$2,500 per year for organization and dividend of \$7 50 per share. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to the Union Traction Co.

Table with columns: STOCK & BONDS—, Par, Date, Interest, Outstand'g, Last div., etc. Stock \$50 7 1/2 J-J {20,000 shs.} { \$23 75 paid } Jan., 1898

ROAD—Owns 11-7 miles of track.

(13) PHILADELPHIA & DARBY RAILWAY—A trolley road.

ORGANIZATION—Incorporated May 2, 1881. Leased to the Philadelphia City Passenger Railway Company for 999 years from Jan. 1, 1870, for \$8,000 per annum and interest on bonds. Transferred under lease of Philadelphia Traction Co. Oct. 1, 1895, to Union Traction Co.

Table with columns: STOCK & BONDS—, Miles, Date, Interest, Outstand'g, Last div., etc. Stock par \$50 4 J-J { \$200,000 Jan., '98, 2% } { 100,000 May 1, 1927 }

ROAD—Owns 14-80 miles track.

(14) PHILADELPHIA & 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 \$19,400, 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.

Table with columns: STOCK & BONDS—, Mls, Date, Int, Outstand'g, Last Div., etc. Stock, par \$50 3 1/2 J-J { 12,350 shs. } { \$25 paid. } Jan., 1898

Dividends at Real Estate Title Ins & Tr. Co. Owns 10 miles of track.

(15) 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—The lease to Union Traction Co. is for 999 years from Oct., 1895. The lease provides for dividends of \$4 (8 p. c.) per annum on each \$50 share, payable in gold coin, free of taxes. The collateral trust is 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

Table with columns: STOCK & BONDS—, Date, Interest, Outstanding, Last div., etc. Capital stock (par \$50) 8 A-O. { \$20,000,000 Oct. 1, '97, 4% } Col. trust gold bonds 1887 4 g. F.-A. 15 { 963,000 Aug. 15, 1917 } Sub. to call at 105c } Interest, free of tax, payable at Land T. & T. Co. Open accts. 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. under the lease.

DIVIDENDS—} 1885, '86, '87, '88, '89, '90 to '93, '94, '95' '96, and since. 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.

ROAD—The system now assigned to the Union Traction Co. aggregated 210 miles, consisting of the following "Passenger Railways":

Table with columns: Miles, Union Passenger Ry., West Phila. Pass. Ry., Ridge Ave. Pass. Ry., Phila. & Darby Pass. Ry., 13th & 15th Streets, Phila. & Gray's Ferry, Continental Pass. Ry., Empire Pass. Ry., Phila. City Pass. Ry., 17th & 19th Streets, 22d & Allegheny, Morris & Tasker, Catharine & Bainbridge sts., Other lines, Total of all.

ANNUAL REPORT.—Report for year ending June 30, 1897, with balance sheet, was in V. 65, p. 514, under "Union Traction." President George D. Widener.

INDEX.—V. 61, p. 151, 152, 197, 569, 663; V. 63, p. 311, 557.

(16) 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.

Table with columns: STOCK & BONDS—, Miles, Date, Interest, Outstand'g, Last div., etc. Stock, \$750,000 { 15,000 shs. } { \$28 paid. } Jan., '98, \$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. Owns 15-25 miles of track.

(17) 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:

Table with columns: 1893, 1894-95, 1896-97, 1898-99, 1900, 1901, 1902 & aft. \$8 50 \$9 See below. \$10 \$10 50 \$11 \$12

Dividends in 1896 and 1897 were to be \$9 50 per annum, but the dividend for 1896 and for the first half of 1897 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.

Table with columns: STOCK & BONDS—, Date, Interest, Outstand'g, Last div., etc. Stock issued, 21,204 { Text Q-J } { \$771,076 pd. in. } Jan., 1898, shares; par \$50... { \$2 50 per sh.

OFFICERS—President, Horace T. Potts; Secretary and Treasurer, Charles D. Marlack.—V. 62, p. 785.

(18) SEVENTEENTH & NINETEENTH STREETS PASSENGER RAILWAY.—

ORGANIZATION—Incorporated April 12, 1859. Leased to the Continental Passenger Railway Co. for 99 years from July 1, 1879, at rental of \$15,000 per annum, being 3 per cent on 10,000 shares (of \$50 par) stock, interest on bonds, taxes, expenses, etc. Transferred under lease of Philadelphia Traction Co., October 1, 1895, to the Union Traction Company; all rights of the Philadelphia Traction Co. to dividends on the 10,000 shares of the 17th & 19th Streets road, which were then held by the Union Passenger Railway Co. as trustee and lessee, being also transferred to the Union Company.

Table with columns: STOCK & BONDS—, Mls, Date, Int, Outstand'g, Last Div., etc. Stock, par \$50 3% J-J { 10,000 shs. } { \$25 paid. } Jan., 1898, 1 1/2

1st M. (\$500)....c } 1876 5% J-J } \$100,000 July 1, 1919

Extended..... } Interest at Land, T. & T. Co., Philadelphia, Pa.

Due lessee for additions July 1, 1896, \$554,289.

ROAD—Owns 8-84 miles of track.

(19) 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.

Table with columns: STOCK & BONDS—, Miles, Date, Interest, Outstand'g, Last div., etc. Stock, par \$50 11 J-J { 20,000 shs. } { \$16 75 pd. } Jan., 1898

1st M. (\$500)....c } 1876 7% A-O } \$100,000 Oct. 1, 1903

Consols (\$500,000) } 1894 5% J-J } \$400,000 Jan. 1, 1934

guar. p. & l.c } 90,000

Real estate mtgs.c } 90,000

Dividend in July, 1895, \$5 per share; the January, 1896, dividend was not paid owing to payment of city's claim for paving. V. 61, p. 1155. In July, 1896, paid \$4 per share; in 1897, Jan., \$5 per share in full for last half of 1896; July, \$5 50 per share; in 1898, Jan., \$5 50.

Interest and dividends are payable at office of the Fidelity Insurance Trust & Safe Deposit Co., the trustee of both mortgages.

The consols are guaranteed principal and interest by the Philadelphia Traction Company, and the coupons are payable tax free.

ROAD—Owns 15 miles of track. V. 61, p. 1155.

(20) 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.

Table with columns: STOCK & BONDS—, Miles, Date, Interest, Outstanding, Last div., etc. Stock, par \$50 9 1/2 J-J { 30,000 shs. } { \$30 paid in. } Jan., 1898

Dividends paid at 423 Walnut St.c } \$300,000 Mar. 31, 1911

1st mortgage (\$100) } 1881 5x A-O } \$500,000 Mar. 31, 1911

and \$500)....c } \$20,000 redeemable yearly.

2d mortgage (\$100) } 1884 5x A-O } 250,000 Mar. 31, 1910

and \$500)....c } Int. on both loans at Land, T. & T. Co., Phila., Pa.

Due lessee company for additions July 1, 1896, \$6,685,460.

ROAD—Owns 56 miles of track.

(21) WEST PHILADELPHIA PASSENGER RY.—Cable and horse.

ORGANIZATION—Incorporated May 14, 1857. Leased Jan. 1, 1884, to the Philadelphia Traction Co. for 999 years, at an annual rental of \$150,000, or 20 per cent on stock, and interest, taxes, etc. Operation transferred Oct. 1, 1895, to Union Traction Co.

Table with columns: STOCK & BONDS—, Miles, Date, Interest, Outstanding, Last div., etc. Stock, par \$50 10 J-J { \$750,000 Jan., 1898

1st mort. (\$1,000) } 1876 6 A-O } 248,000 April 1, 1906

gold.....c } Mort. trustee, Girard Life In. An. & Tr. Co., Phila.

2d mort. (\$1,000)....c } 1886 5 M-N } 750,000 May 1, 1926

Free from tax. } Mortgage trustee, Pennsylvania Co. for the Ins.

of Life & Gr. of Annuities, Philadelphia, Pa.

Interest on both loans payable at Land, T. & T. Co., Philadelphia, Pa.

Due lessee for additions to July, 1896, \$2,434,535.

ROAD—Owns 27-25 miles of track.

DELAWARE COUNTY & PHILADELPHIA ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Completed from Media, Pa., to Baltimore Avenue, Philadelphia, in January, 1895; connects with the Lombard & South Street cars of the Electric Traction system.

STOCK & BONDS—
 Stock, \$500,000 auth. {
 1st mortgage..... } 1893 6 J-J \$298,000 July 1, 1913
 Interest at Independence Nat. Bank, Phila.
 ROAD—June 30, 1897, owned 10 miles. Rails 80-lb. T and girder.
 EARNINGS—For year ending June 30, 1897, gross, \$63,258; net, \$31,164; interest, taxes, etc., \$6,361; dividend, \$23,200; balance, surplus for year, \$1,603. In 1895-6, gross, \$61,324; net, \$31,008.
 OFFICERS—Pres., J. S. Austin; Sec., Samuel Haigh; Treas., W. H. Sayer.

FAIRMOUNT PARK TRANSPORTATION 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 operation is optional. Owns Woodside Park.
STOCK & BONDS—
 Stock, \$2,000,000 (\$50) 1897 5g. M-S \$1,770,000 Dec. 1, '97, 2%
 1st M., gold, \$500,000, call } 1897 5g. M-S 500,000 Sept. 1, '12
 (\$1,000)..... } Trustee, Girard L. Ins. A. & Tr., Phila.
 As to bonds of 1897 see V. 65, 620.
 Dividends—First dividend paid (checks mailed) Dec. 1, 1897, 2 p. c.
 ROAD—Traverses 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 Oct. 31, 1897, gross earnings of railway were \$122,552; net, \$72,652; yearly bond interest, \$25,000; dividend Dec. 1, 1897 (2 p. c.), called for \$40,000.
 OFFICERS—President, (July, 1897,) James Rawle; Secretary and Treasurer, Ellsworth H. Hults; office, Bullitt Bldg., Philadelphia—V. 62, p. 778; V. 65, p. 327, 620.

HOLMESBURG TACONY & FRANKFORD ELECTRIC RAILWAY—A trolley road.
 ORGANIZATION—Incorporated in 1890. Opened Oct. 6, 1895.
STOCK & BONDS—
 Stock (par \$50) \$800,000 1895 5g. M-N \$675,000
 1st M., \$400,000, gold, } 1895 5g. M-N 400,000 May, 1925.
 \$1,000 and \$500..... } Trustee, West Phila. Title & Trust Co.
 Interest is paid at R. E. Title Ins. & Tr. Co., Philadelphia.
 ROAD—Total track owned, 16.13 miles; track leased, 1.11 miles. Transfers to Electric Traction Company's system.
 EARNINGS—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.

PHILADELPHIA & BRISTOL PASS. RY.— ORGANIZATION—Chartered January 3, 1896.
STOCK & BONDS
 Stock \$250,000 (par \$50)..... 1896 5g. J-D \$250,000 Jan. 15, '26
 1st M., \$250,000 g. (\$1,000)..... } Interest at Security Trust Co., Philadelphia, trustee.
 ROAD—Philadelphia to Croydon Station, 7 miles, opened in April, 1897. Injunction has prevented completion to Bristol. Connects with Homesburg Tacony & Frankford Electric Ry. Forms part of a through electric line from Bristol to Philadelphia.—V. 63, p. 230.

PHILADELPHIA & WEST CHESTER TRACTION—A trolley road.
 ORGANIZATION—Chartered in 1895. This company proposed to absorb the Delaware County & Philadelphia, Castle Rock & West Chester Passenger Railway Company, and to construct an electric line to West Chester.—V. 60, p. 837. Capital stock, \$329,700; par \$50.
 ROAD—Owns 12¼ miles of track, laid with 60-lb. rails, 19 electric motor cars and 4 others.
 OFFICERS—President, John N. M. Shimer; Secretary, D. G. Baird; Treasurer, Jones Wister.—V. 60, p. 837.

ROXBOROUGH CHESTNUT HILL & NORRISTOWN RY.—A trolley road.
 ORGANIZATION—In February, 1898, arranged to lease the Wissahickon Electric, 3½ miles, for 999 years; rental to be 2 p. c. on the \$150,000 stock for the first two years, 3 p. c. for the next five years, 4 p. c. for the next eight years and 5 p. c. for the rest of the term. Now operates 20 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.
 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. President, R. H. Carson.—V. 62, p. 1042.

PIQUA, OHIO.

POPULATION 1890 WAS 9,090; IN 1880 WAS 6,031; AND IN 1870 WAS 5,967.

MIAMI VALLEY RAILWAY—A trolley road.
 ORGANIZATION—Chartered in August, 1889. Franchise runs till 1914.
STOCKS & BONDS—
 Stock (\$300,000) \$100 1893 6g M-N \$300,000
 1st M., \$200,000, gold, } 14 1893 6g M-N 200,000 1908
 \$1,000..... } Interest at Chase National Bank, N. Y. City.
 Mortgage trustee is the cashier of the Chase National Bank.
 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.

PITTSBURG FRONTENAC & SUBURBAN ELECTRIC RY.— ORGANIZATION—Chartered July 9, 1894. The population of the district served by the road is said to be over 21,000. Company also owns

an electric-light plant in Pittsburg, Kan. Pittsburg (Kan.) parties obtained control in March, 1898.

STOCK & BONDS—
 Stock \$100,000 (par \$100) \$100,000
 1st mort., \$125,000, gold } 1896 6g 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. } Int. at N. Y. Security & Trust, trustee.
 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 proposed in 1897-8. President, Morris Cliggett of Pittsburg, Kan.

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 its stock. The Federal St. & Pleasant Valley Passenger Ry. is controlled through its lease for 950 years to the North Side Traction.

STOCK & BONDS—
 Com. stock, \$17,000,000 (50) \$17,000,000
 Pref. cum., \$3,000,000 (\$50) J-J 3,000,000 Jan. 3, '98, 2½
 United Trac. gen. m. gold, } 1897 5g. J-J 4,725,000 J'y 1, 1997
 \$10,000,000 (\$1,000)..... } Trustee Maryland Trust Co., Baltimore.
 Interest is payable in New York City.
Underlying Securities—(¶ See also below).
 Federal St. & Pleasant Valley stock } \$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 \$297,800
 Second Avenue Traction bonds for \$2,500,000 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)..... } 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, 1909
 2d Ave. Traction Co. M. 1893 5 J-J 300,000 July 1, 1933
 Braddock & Turtle Crk. 1st. 1891 6 A-O 50,000 April 1, 1911

STOCK.—The capital stock of the United Traction is \$20,000,000, of which \$17,000,000 is common and \$3,000,000 is preferred. It is officially 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.—See V. 65, p. 1025.

Dividends—On preferred in Jan., 1898, 2½ p. c.—V. 65, p. 1222.
 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. All the bonds then outstanding (\$4,725,000) were listed on the Baltimore Stock Exchange in February, 1898.

ROAD—The miles of track owned and consolidated are:
 North Side Traction..... 33-00
 Pittsburg Allegheny & Manchester Traction..... 21-00
 Second Avenue Traction..... 62-68
 Total..... 116-68

EARNINGS—8 months, { 1897-8..... Gross, \$969,893; net, \$525,253
 July 1 to Feb. 28. } 1896-7..... Gross, 925,291; net, 416,115
 The United Traction receives the entire earnings of the North Side, Pitts. A. & M. and Second Ave. traction companies, subject only to annual charges of \$297,800, as shown above.
 For ten months ending Apr. 30, 1898: Gross, \$1,209,910; net, \$646,150; charges, \$487,639; balance surplus for ten months, \$158,511.

STATEMENT JANUARY 1ST, 1898.

Assets.		Liabilities.	
Cash.....	\$559,977	Capital stock (com.).....	\$17,000,000
Construction and franchises acquired.....	29,974,171	" " (pref.).....	3,000,000
Materials on hand.....	21,511	Bonds (see table above).....	10,000,000
Sundry accounts receivable.....	9,183	Floating debt.....	432,143
		Div. No. 1 on pref. st'ck payable Jan. 3, 1898.....	75,000
		Profit and loss.....	57,699
Total.....	\$30,564,841	Total.....	\$30,564,841

 OFFICERS.—President, James C. Callery; Secretary, J. H. Callahan. Office, Pittsburg, Pa. Financial Agents, Alexander Brown & Sons, Baltimore, Md.—V. 65, p. 27, 112, 736, 1025, 1222; V. 66, p. 469.

Lines controlled by United Traction Co.

(1) FEDERAL ST. & PLEASANT VALLEY RAILWAY.—See Map — A trolley road.

ORGANIZATION—Incorporated March, 1868, and has since consolidated 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.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (par \$25) full paid....	5 J-J	\$1,400,000	Jan. '98, 2½%	
Consol. mort., \$1,250,000, } 1892	5g.J-J	325,000	May 1, 1942	
g. \$1,000, on 28 miles. *c { Int. at Fidelity Title & Tr. Co., Pittsburg.				
<i>Underlying mortgages—</i>				
Observatory Hill 1st M.....	1887	5 J-J	125,000	July 1, 1907
Federal St. & Pl. Val. 1st M. ....	.....	6 J-J	75,000	July 1, 1903
Jack's Run mortgage.....	.....	5 J-J	50,000	1913
Fed. St. & Pl. Val. mort.....	1889	5 J-J	300,000	July 1, 1919
Allegheny & Bellevue 1st M. 1890	5 J-J	100,000	Nov. 1, 1920	
Allegheny St. 1st mortgage.....	.....	5	75,000	.....
Perry St. 1st mortgage.....	1890	5 J-J	100,000	Nov. 1, 1920
Troy Hill 1st mortgage.....	1890	5 J-J	100,000	Nov. 1, 1920
Mortgage car house.....	.....	.....	15,000	.....

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 mostly 90-lb. girder; some 66-lb. rails; lines practically rebuilt in 1897.

OFFICERS—President, W. H. Keech.—V. 63, p. 31, 76, 189.

(2) PITTSBURG ALLEGHENY & 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—see V. 64, p. 1001.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$3,000,000 (\$50) f. p. ....	.....	.....	\$2,994,839	Aug. 1, '95, 2½
General mort. (\$1,500,000). 1890	5 A-O	\$1,400,000	Oct. 1, 1930	
Interest at Fidelity Title & Trust Co., Pittsburg, trustee.				

Guaranteed—Pittsb. Un. Pas. Ry., 1st M. 5 A-O 100,000 Oct 1, 1901

Dividends—In 1892, 1¼ per cent; 1893, 5 per cent; 1894, 2½; 1895 February, paid 2½ per cent; August, 2 per cent; in 1896, Feb., none.

The floating debt was paid by the United Traction Company.

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.	Op. expenses.	1895-6.	1894-5.
Gross.....	\$465,959	\$450,714	\$381,119	\$336,414	
Other income.....	8,015	5,827	Balance, net..	92,355	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.

STOCK—	Par.	Interest.	Outstanding.	Dividend.
Common stock.....	\$50	.....	\$15,000,000	.....
Pf. stock, 6 p. c. cum.	50	6 M & N	15,000,000	My4,'98 3%

The preferred stock carries cumulative dividends of 6 per cent per annum, and has the right to participate equally with the common stock when that has received 6 per cent. First dividend on preferred was paid May, 1897. In November, 1897, no dividend was paid. See V. 65, p. 685. In May, 1898, 3 p. c. was paid

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.

Company.	Miles.	Old stock.	New pref. or cash.
Duquesne Traction.....	33	\$3,000,000	\$37, or \$2,220,000
Pittsburg Traction.....	12½	2,500,000	70, or 3,500,000
Central Traction.....	8½	1,500,000	30, or 900,000
Fort Pitt Traction.....	10	3,000,000	40, or 2,400,000
Citizens' Traction.....	30	3,000,000	Leased to Ft. Pitt.
Allegheny Traction.....	18	500,000	Not exchangeable.

ROAD—Controls about 112 miles of track in all; in May, 1896, operated 97 miles, of which 27 cable, 64 electric and 6 horse.

EARNINGS AND CHARGES—In 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. 65, p. 685.

Lines contro led by Consolidated Traction.

(1) ALLEGHENY TRACTION.—

ORGANIZATION—Incorporated July 23, 1889. April 1, 1896, this company was leased to the Fort Pitt Traction Company for 950 years at a guaranteed dividend of 5 per cent per annum.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$500,000, par \$50.	5 p. c.	\$500,000	See text.
Guaranteed bonds—					
Millvale Etna & Sharps.....	1893	5g. M-N	750,000	Nov. 1, 1923
burg 1st M. \$750,000.g. } Trustee, Pittsburg Trust Co., Pittsburg.					

ROAD—Including Millvale Etna & Sharpsburg, 18½ miles of road.—V. 62, p. 184.

(2) CENTRAL TRACTION.—Cable and trolley.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 3 p. c. per annum on par value of \$1,500,000 stock, see V. 61, p. 1154—and in May, 1896, stockholders were offered privilege of exchanging their stock for receipts, which were redeemed at \$30 per share on Oct. 1, 1896, in Consolidated Traction Co. preferred stock at par. In June, 1896, 26,000 shares of Central Traction stock (out of 30,000) had been so exchanged.—V. 62, p. 1087.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stock—par \$50, } see text.....				{ 30,000 shares }	{ See text.
1st M. \$375,000 } 6 1889	5 J-J	\$375,000	July 1, 1929	
cable line \$500 } Interest at Union Trust Co., Pittsburg.					
<i>Bonds of Central Passenger Ry. controlled.</i>					
1st M. \$250. } 4 1894	6 A-O	125,000	Oct. 1, 1924	
000, \$1,000. } Interest at Union Trust Co., trustee, Pittsburg.					

Dividends—Feb. 1, 1892, \$2 50 in stock; in 1896, Feb., 2 p. c. in cash.

ROAD—In July, 1896 was operating 8½ miles of road, of which it owned cable line 5 miles and controlled by ownership of capital stock trolley road owned by the Central Passenger Railway, 3½ miles.

ANNUAL REPORT—For year ending June 30, 1896, gross, \$131,954; net, \$15,111.—V. 62, p. 948, 1087.

(3) CITIZENS' TRACTION—A cable and trolley road.

ORGANIZATION—Incorporated July 6, 1887. On Sept. 1, 1887, purchased the entire capital stock (\$200,000) of the Citizens' Passenger Ry., which it now holds.

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, p. 661.

STOCKS & BONDS—	Date.	Interest.	Outstanding	Last Div. etc.
Stock (\$50) fully paid.....	.....	6 M.-N.	\$3,000,000 f.p.	See text.
1st mortgage (\$1,000) } 1887	.....	5 A.-O.	1,250,000	Oct. 1, 1927
Not subject to call. } Trustee, Fidelity Title & Trust Co., Pittsburg.				
Purchase money mortgages.....	.....	.....	120,000	.....
<i>Bonds of lines whose stocks are owned</i>				
Penn St. Pass. Ry. 1st M. 1892	5 J.-D.	\$250,000	June 1, 1922	
Transv'rise Pass Ry. 1st M. 1891	6 M.-N.	49,500	1901	
No. Side Pass. Ry. 1st M. 1892	6 F.-A.	125,000	1902	
Interest and dividends payable at N. Holmes & Sons, Pittsburg, Pa.				

Dividends—In 1892, 6 p. c.; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, 5 p. c. Under the lease dividends are 6 p. c.

ROAD,—In 1896 owned and operated 30½ miles of track (on 15 miles of street) of which 12½ cable, 8 electric and 8½ 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.	Interest paid.	1896.	1895.
Gross earns....	\$685,382	\$643,059	\$99,612	\$99,612	\$121,105
Op. expenses.	357,625	336,008	Taxes, etc....	49,259	
Net earnings..	327,757	307,051	Dividends.....	150,000	150,000

OFFICERS.—President, John G. Holmes; Vice-President, H. S. A. Stewart; Secretary, John G. Bright; Treasurer, Nathaniel Holmes.—V. 60, p. 930; V. 61, p. 112, 516, 661.

(4) DUQUESNE TRACTION—A trolley road.

LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 4 per cent on the \$3,000,000 stock, but dividends for a year and a-half to be withheld for payment of floating debt of \$180,000. In May, 1896, stockholders were allowed to exchange their stock for receipts, redeemed Oct. 1, 1896, at \$37 per share in 6 per cent preferred stock of Consolidated Traction Company at par. In June, 1896, 51,000 shares out of 60,000 had been so exchanged. See V. 62, p. 1087.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Maturity.
Stock (\$50) fully paid } Text.....	\$3,000,000	See text.
1st mortgage .....c.* 1890	5 J.-J.	1,500,000	July 1, 1930

Dividends were 5 per cent, J&J, but in 1893 and 1894 none paid; Feb., 1895, paid 2 p. c.; Aug., 2 p. c.; in 1896, Feb., none; May 2, 1 p. c.

ROAD—On June 30, 1896, controlled 11 companies, with a capital aggregating \$249,700 and having 333½ miles of road.

EARNINGS—For years ending June 30 earnings have been as follows

	1896.	1895.	Int., taxes, etc..	1896.	1895.
Gross.....	\$449,393	\$392,932	\$125,633	\$75,221	
Net.....	212,312	116,579	Surp. for year..	103,699	47,223
Other income..	17,020	5,865	Dividends.....	60,000	60,000

—V. 60, p. 930; V. 61, p. 153, 794, 1154; V. 62, p. 948, 1087.

(5) FORT PITT TRACTION—A trolley road.

ORGANIZATION—Chartered in 1895 under perpetual franchise. A consolidation of the Ft. Pitt Street Passenger Ry., Highland Park Ry., etc., 10 miles in all. In October, 1895, leased the Citizens' Traction Co. for 950 years, guaranteeing 6 per cent yearly on \$3,000,000 stocks and 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—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$3,000,000, par \$50.			\$3,000,000	
1st M., \$1,000,000 (\$1,000)	1895	5 J.-D.	938,000	1925
				Int. at Pittsburg Trust, Pittsburg, Pa.

ROAD—Controls 58 miles of track, including 48 miles leased.
—V. 61, p. 517, 661, 1154.

(6) PITTSBURG TRACTION—A trolley road.

ORGANIZATION—Incorporated April 14, 1887.
LEASE—Leased from April 2, 1896, to the Consolidated Traction for 950 years at 7 per cent on the \$2,500,000 stock (see V. 61, p. 1154) but 1½ years' dividends to be used to pay floating debt of \$250,000. In May, 1895, 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. Pittsburg Traction owns the \$250,000 capital stock of Bloomfield St. Ry. and guarantees the bonds.

STOCK & BONDS.—	Date.	Interest.	Outstanding.	Last div., etc.
Stock, \$2,500,000 (par \$50)				Text. May 2, 1898
1st mort. 5s.	1887	5 A.-O.	\$750,000	Oct. 1, 1927
P.O. & E.L. bds. ass'd.		6 p.c.	7,000	Feb. 1, 1901
Guaranteed bonds—				
Bloomfield St. Ry., 1st cur. c.	1893	5 F.-A.	250,000	Aug. 1, 1923
				Interest at Pittsburg Trust Co., trustee.
Loans June 30, 1896.			389,983	

Stock—Issued 50,000 shares, on which \$38 each has been paid.
DIVIDENDS—At company's office, Pittsburg. Dividends of 6 per cent have been paid; in 1895, 6 p.c.; in 1896, none—see above. In 1898, May 2, 2 p.c. was paid.

ROAD—Owns 12.67 miles of track. Bloomfield St. Ry. owns about 3 miles.
ANNUAL REPORT—Fiscal year ends June 30.
1895-6. 1894-5. 1895-6. 1894-5.
Gross.....\$467,933 \$441,452 Op. exp. & tax. \$263,662 \$262,921
Other income. (1) 7,994 Balance, net. 204,271 186,525
In 1895-96 interest charges were \$89,867; dividends, \$75,000.
OFFICERS.—President, George W. Elkins. V. 62, p. 1097.

DUQUESNE INCLINED PLANE.—

ROAD—Said to operate 1,586 feet of track. President, S. Severance.

McKEESPORT DUQUESNE & WILMERDING RAILWAY—

ORGANIZATION—This company includes the Citizens' Street Railway of McKeesport, the McKeesport & Wilmerding and the White Electric Traction. The last-named company in 1893 had a bonded indebtedness of \$35,000 6 per cents, due 1911. 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; V. 66, p. 900.

MONONGAHELA STREET RAILWAY.—

ORGANIZATION.—In April, 1898, was to absorb by consolidation the Schenley Park & Highland, Homestead & Highland, Braddock & Homestead, and the White Traction Company of McKeesport. Improvements and extensions will be made. T. Mellon & Sons, of Pittsburg, have the consolidation in charge. The mileage and capitalization of the companies which may be consolidated was on July 1, 1897, as follows:

	Mis.	Stock Paid in.	Bonds.	Loans.
Schenley Park & Highlands Ry....	6	\$100,000	\$100,000	\$38,259
Braddock & Homestead.....		12,500		
Homestead & Highlands.....	4	200,000	20,000	190,299
White Traction (McKeesport Duquesne & Wilmerding).....	18			Foreclosed.

Incorporators, L. G. Woods, F. M. Ross, C. T. Marsh, C. F. Farrer and W. S. Mitchell.

PITTSBURG & BIRMINGHAM TRACTION—A trolley road.

ORGANIZATION—Incorporated Aug. 15, 1889; Nov. 19, 1889, leased P. & B. Passenger Ry., including South Side Pass. Ry. Co. Has also leased and operated since Dec., 1891, Pittsburg Incline Plane Co. and Mt. Oliver Incline Plane Co.; operates also Birm. Knoxville & Allentown Traction Co. (See suit regarding interest paid on B. K. & A. bonds.—V. 62, p. 989.)

STOCK & BONDS.—	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (\$50)			\$3,000,000	April, 1898
1st mort., gold, 5s.	1889	5 g. M.-N.	1,500,000	Nov. 1, 1929
(\$1,000)				Trustee, Fidelity Trust, Etc., Co. of Philadelphia.
Bonds, \$12,000, paid yearly	1890	5 A.-O.	147,000	1900
Guaranteed bonds—				
Pitts. & Ormsby	1891	5 A.-O.	19,000	1896-1901
Birm. Knox & A. 1st M.	1891	6 g. M.-S.	500,000	Sept. 1, 1931
gold, interest guar.				Trustee, Fidelity Ins. Tr. & S. Dep. Co., Phila.
Ross Street mort.			30,000	
Other guar bonds			261,000	

On June 30, 1897, loans payable were \$50,000.
DIVIDENDS—For year 1892-93 paid 2 p.c.; in 1896, January, ½ p.c.; in 1897, (1); in 1898, Apr., 1 p.c.

ROAD—In December, 1897, operated 24.33 miles of track, laid with 90 lb. rails, as follows: Main line, 15 lines; Brownsville Ave. Ry. (all its \$300,000 stock owned), 7.33 miles; inclines, 2 miles.

ANNUAL REPORT—For the year ending June 30, 1897, carried 7,417,184 passengers, against 7,549,306 in 1896 and 6,200,000 in 1895.

	1897.	1896.	1897.	1896.
Gross.....	\$393,869	\$412,288	Rentals, etc.....	\$35,416
Exp. & taxes.	229,360	224,423	Bond interest....	109,363
Net.....	\$164,509	\$187,865	Bal., sur. for y'ar.	\$19,730
				\$41,371
	GENERAL BALANCE SHEET JUNE 30, 1897.			
	Assets.		Liabilities.	
Cost of road.....	\$1,372,288	Stock.....	\$3,000,000	
Cost of equipment.	266,600	Bonds and mortgages..	1,500,000	
Property & franchises..	\$2,898,030	Guaranteed bonds....	810,000	
Stock of oth. compan's	1,003,550	Debtenture bonds.....	147,000	
Horses.....	880	Accounts payable.....	67,370	
Accounts receivable...	173,170	Interest, etc., accrued.	32,550	
Cash.....	6,260	Loans.....	50,000	
		Profit and loss, surplus	113,857	
Total.....	\$5,720,778	Total.....	\$5,720,778	

OFFICERS—President, Harry Moore; Vice-President, A. C. Wettengel Secretary 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.....	1889	6 J.-J.	150,000	July 1, 1929
	1890	6 J.-J.	100,000	June 1, 1910
2nd mortgage.....				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.

PITTSBURG & CASTLE SHANNON RAILROAD—A steam and incline plane road.

ORGANIZATION—Chartered Sept. 21, 1891. Besides operating the railroad this company transports and sells coal from its own mines.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....				\$481,400	
1st M., \$500 and \$1,000.		1888	6 F.-A.	200,000	Aug. 1, 1908
Purchase-money mort.		1891	None	21,012	1898 & 1901
Mortgage, \$50,000.		1896		(1)	
Bills payable Dec. 31, '95.				32,398	

In 1896 bonds for \$50,000 were authorized for introducing electricity as motive power.

ROAD—Operates road of 40-inch gauge from Pittsburg to Arlington, Pa., 6½ miles, incl. two inclines of 1,375 and 2,112 feet respectively.
ANNUAL REPORT—For the years ending December 31 earnings from both railroad and coal business were:

	Gross.	Net.	Interest.	Balance.
1896.....	\$111,773	\$14,647	\$14,182	sur. \$465
1895.....	135,282	16,167	15,438	sur. 729
1894.....	*99,025	14,514	14,638	def. 124

* Decrease due to reduction in coal business owing to a strike. Passengers carried in 1896, 1,084,483; in 1895, 852,050.
OFFICERS—President, James M. Bailey; Sec. and Treas., E. J. Reamer.

PITTSBURG & WEST END PASSENGER RAILWAY—SEE WEST END TRACTION.

ST. CLAIR INCLINE PLANE—A cable road.

ORGANIZATION—Chartered Sept. 9, 1885. Road completed in 1889. Stock, \$150,000 f. p.; 1st mortgage, \$1,000 each; 6s, M-N, \$75,000, due Nov. 7, 1909. Profit and loss deficit Jan. 1, 1895, \$1,427; bills payable \$1,750. Interest at Thomas Mellon & Sons' Bank. Dividends—In January, 1893, 2½ per cent. Road is four-tenths of a mile long for year ending June 30, 1896, gross, \$15,687; net, \$7,671; int. and taxes, \$5,784; "other expenses," \$2,250; bal., deficit for year, \$363. In 1894-95, gross \$13,749; net, \$3,266. Pres. and Supt., W. S. Hughes.

SUBURBAN RAPID TRANSIT.—A trolley road

ROAD—Said to operate 7 miles of track on 4½ miles of street. Capital stock, \$300,000; par \$50. First mortgage gold 6 per cent bonds, due 1913, for \$500,000 are outstanding; interest payable M. & S. President, General Manager and Purchasing Agent, Thomas A. Noble; Secretary, C. E. Succop.

WEST END TRACTION—A trolley road.

ORGANIZATION—A consolidation Jan. 1, 1898, of the Pitts. & West End Passenger Ry., Pittsburg Crafton & Mansfield, Pittsburg Neville I. & Coraopolis and other companies.

STOCK & BONDS—	Mis.	Date.	Int.	Outstanding.	Last Div., etc.
Com. stk., \$2,500,000				(1)	
Pf. stk., \$2,500,000				(1)	
Con. M., \$1,500,000		1898		(1)	
					Trustee, Union Trust Co. of Pittsburg.

Underly'g loans—
Pitts. Nev. Is. & Cor. } 9½ 6 \$100,000
1st M. }
Pitts. Crafton & } 17 1894 5 J.-J. 250,000 July 1, 1924
Mansfield 1st M. } Int. at Pittsburg Tr. Co., Trustee, Pittsburg, Pa.
Pitts. & W. E. 1st M. } 1892 5 J.-J. 500,000 July 1, 1922

ROAD—Owns, it is understood, about 42½ miles.
ANNUAL REPORT—West End Passenger (16 miles) Ry. showed: For the year ending June 30, 1897, gross, \$188,245; net, \$124,016; interest and taxes, \$38,851; dividends, \$75,000; balance, sur., \$10,165.

OFFICERS—President, Jno. C. Reilly; Vice-President, Thomas S. Bigelow; Secretary, Wm. V. Callery; Treas. and Supt., W. J. Burns.
INDEX—V. 61, p. 612; V. 66, p. 860.

PITTSFIELD, MASS.

POPULATION 1890 was 17,281; in 1880 was 13,364; AND IN 1870 was 11,112.

PITTSFIELD ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Stock Oct. 1, 1897, \$60,000; bonds, \$45,000; other debts, none. Owns 8.7 miles of track. In March, 1898, stock holders voted to increase stock to \$80,000 to build an extension, 2

miles, to Tillotsons. For year ending Oct. 1, 1897, gross earnings, \$61,168; net, \$25,197; charges, \$3,588; dividends, 6 per cent, \$3,600; balance, surplus, \$18,009.

PLAINFIELD, N. J.

POPULATION 1890 WAS 11,267; IN 1880 WAS 8,125; AND IN 1870 WAS 5,095.

PLAINFIELD STREET RY.—A trolley road.

ORGANIZATION—This company operated 9 miles of track. Jan. 1, 1898, it had capital stock issued, \$100,000; do. paid in, \$85,208; funded debt, \$100,000; total cost of road and equipment, \$185,208. In year 1897 the income from passengers was \$50,491; other income, \$113; net earnings, \$10,340.

OFFICERS—President, T. N. Nevins; Vice-President, T. J. Fritts; Secretary and Treasurer, Adrian Rilker.

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 6½ miles of track; rail, 50 lbs. Prest., H. M. Pierson.

PLYMOUTH, MASS.

POPULATION 1890 WAS 7,314; IN 1880 WAS 7,093; AND IN 1870 WAS 6,238.

PLYMOUTH & KINGSTON RAILROAD—A trolley road. Chartered in Feb. 1889.

ORGANIZATION—In 1894 stock was mostly held in trust for the New England Street Railway Co., which see under New Haven, Conn.

STOCK & BONDS—

Stock (\$100,000 (\$100).....	Date.	Interest.	Outstand'g.	Last div., etc.
1890	5 J-J		\$100,000 f. p.	1896-7, 6%
1st mortgage.....			35,000	Jan. 1, 1910
Real estate mortgages.....		6 p. c.	7,000	On demand.
Unfd debt Sept. 30, '97.....			24,000	

Dividends of 7 per cent per annum were paid in year 1892-93; in 1893-94, 6 p. c.; in 1894-95, 9 p. c.; in 1895-96, 6 p. c.; 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:

1897.	1896.	1897.	1896.
Gross earnings.. \$33,840	\$32,667	Dividends paid... \$6,000	\$6,000
Net	11,668	Balance for year.. 402	791
Other income..	2,269	Total sur. Sept. 30	2,593
Int., taxes, etc..	5,266		2,191
	4,597		

OFFICERS—President, A. L. Gordon; Treasurer, Henry W. Barnes; Plymouth, Mass.; Supt., Benj. F. Sherburne; Clerk of Corporation, C. E. Barnes, Plymouth.

PORT HURON, MICH.

POPULATION 1890 WAS 13,543; IN 1880 WAS 8,883; AND IN 1870 WAS 5,973.

CITY ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION—Chartered in 1892 and franchise runs till May 30, 1922. Population in 1894 by State census, 18,140.

STOCK & BONDS—

Stock \$100,000 (\$100).....	Miles.	Date.	Interest.	Outstand'g.	Maturity.
1st mort., \$200,000 {	10½	1893	6 g. M-S	120,000	Mar. 1, 1913
gold, \$1,000.....					Mar. 1, 1903
					Subject to call at 105 after Mar. 1, 1903
					Int. at Hanover National Bank, N. Y. City.

Bonds—The mortgage trustee is the Union Trust Company of Detroit. In January, 1898, \$80,000 of the bonds were still reserved for additions and extensions at not exceeding 60 per cent of actual cost.

Road—Operates 10½ miles of track on 9½ miles of road.

ANNUAL REPORT—For fiscal year ending December 31 earnings were:

1897.	1896.	1897.	1896.
Gross earnings... \$52,565	\$52,489	Taxes.....	\$866
Net earnings... 15,028	14,498	Insurance.....	1,597
			2,011

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 stockholders voted to equip the entire road with trolley and to issue part of the authorized issue of first mortgage bonds to meet this expense.

STOCK & BONDS—

Stock auth. \$500,000, \$100	Miles.	Date.	Interest.	Outst'ng.	Maturity.
1st mortgage, \$500,000 g 16½	1893	4½ g. M-N	500,000	May 1, 1913	
					Loans and bills payable June 30, 1897, \$63,478.

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, 6 p. c.; in 1898, Feb., 3 p. c.

Road—Owns 22-17 miles road and 28-92 miles of track in Portland Deering and Westbrook.

ANNUAL REPORT—For the years ending June 30 as below:

1897.	1896.	1897.	1896.
Gross earns... \$276,857	\$247,566	Taxes.....	\$5,579
Net earnings.. 88,182	62,620	Dividends.....	20,883
Other income..	3,859	Surplus for year..	34,949
Interest.....	26,771	Total surplus.....	21,006
			15,043

OFFICERS—President, Wm. R. Wood; Secretary, Treasurer and Purchasing Agent, E. A. Newman. Office, Portland, Me.

PORTLAND & CAPE ELIZABETH RY.—A trolley road.

ORGANIZATION—This company and the Cape Elizabeth Street Ry. while distinct corporations, are operated as and are practically one. They were organized in 1894-95. Line runs from Monument Square in Portland over the Portland Bridge into South Portland, with terminals at Simonton Cove and Rigby Park. Company owns large pleasure resort property at Simonton Cove.

STOCK & BONDS—

Stock (par \$100).....	Date.	Interest.	Outstanding.	Maturity.
1st M. \$400,000 g. (\$1,000).....	1895	5 g. M-N	\$450,000	1896-7, 1½%
			350,000	Nov. 1, 1915
				Interest at American Loan & Trust Co., Boston, trustee.

Road—Operates 11-18 miles of road with 15-18 miles of track.

EARNINGS—Year ending June 30, 1897, gross, \$58,364; net, \$23,548 net, \$23,548; interest and taxes, \$15,629; dividends (1½ p. c.), \$6,750 balance, surplus, for year, \$1,169. Total surplus July 1, 1897, \$5,705.

OFFICERS—President, J. S. Winslow; Vice-President, Thomas S. Krutz, Mills Building, N. Y.; Treasurer and Gen. Man., H. R. MacLeod, Portland.

PORTLAND & YARMOUTH ELECTRIC RAILWAY—To be a trolley road.

ORGANIZATION—Incorporated in 1897 to construct a railroad from Portland, Me., to Yarmouth, via Deering, Falmouth and Cumberland Expected to be in operation during 1898. First mortgage, \$215,000 due July 1, 1917, 5 per cent.

DIRECTORS—President, Quincy Brown, Boston; Treasurer, W. G. Wheldon, Boston; F. C. Boyd, New Haven, Conn.

PORTLAND, ORE.

POPULATION 1890 WAS 46,385; IN 1880 WAS 17,577.

CITY & SUBURBAN RAILWAY—A trolley and steam road.

ORGANIZATION—Incorporated in 1891 as successor to the Willamette Bridge Railway and Trans-continental Street Railway companies.

STOCK & BONDS—

St'k. auth. \$1,000,000 (\$100).....	Date.	Interest.	Outstand'g.	Maturity.
Willamette Bridge Ry., 1st mortgage, \$100 each.....	1889	6 M-S	\$753,300	Sept. 1, 1919
Wav. & Wood. El. Ry., 1st M., gold, subject to call at 104.....	1891	6 g. A-O	110,000	Apr. 1, 1921
City & Sub. consol. M., not subj. to call, \$100 each, g.....	1891	6 g. M-S	740,000	Sept. 1, 1916
				Int't at Sec. Sav'g & Tr. Co., Portland.

Bonds.—City & Suburban consolidated mortgage is for \$1,000,000, of which \$210,000 is reserved for the prior liens and (February, 1897,) \$50,000 for other purposes. Mortgage trustee is the Security Savings & Trust Co., Portland.

Road.—Operates 50 miles of track, including thirteen different lines, of which eleven start from the corner of Third and Yamhill streets. Runs to Mt. Tabor and St. Johns. About 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. Operates also, under lease, the Metropolitan Ry., 7 miles.

OFFICERS.—President, Henry Failing; Vice-President, T. Woodward Sec. and Treas., C. F. Swigert; General Manager, H. C. Campbell.

INDEX—V 62, p. 86.

CITY & WEST PORTLAND PARK MOTOR A steam and trolley road.

ORGANIZATION—Chartered April 4, 1889. Franchise is perpetual except that for trolley, which runs till 1912.

STOCK & BONDS—

Stock, \$100,000.....	Date.	Interest.	Outstanding.	Maturity.
1st M., \$100,000, gold, \$100 {	1891	6 J-J	\$100,000	July 1, 1911
& \$1,000.....			100,000	Not subject to call.
				Interest at Illinois Trust & Savings Bank, trustee, Chicago, Ill.

Road—Owns 7 miles of track in Portland, extending to suburbs of West Portland Park. Trolley, 1 m.; steam, 6 m. Rails 35 and 50-lb. T

OFFICERS—President, E. T. Johnson; Vice-President, Treasurer, General Manager and Purchasing Agent, T. A. Wood; Secretary, W. Hosea Wood.

CONSOLIDATED STREET RAILWAY—8E: 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 April, 1898, reorganization plans were being matured.

STOCK & BONDS—

Stock, \$250,000.....	Miles.	Date.	Interest.	Outstand'g.	Maturity.
1st mortgage.....		1893	6 g. M-S	\$250,000	Mar. 1, 1923
\$300,000 gold.....					Trustee Secu. Sav. & Tr. Co., Portland, O.

Road—Operates 23 miles of road on the east side of the river, including the line to Oregon City (falls of Willamette River), 15 miles, which was completed March 1, 1893, and to Gladstone and Gladstone Park The total cost of the system is said to have been \$525,000.

EQUIPMENT—Electric motor cars, 19; trailers, 4; steam motors, 3

OFFICERS—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.
Stock, com., \$700,000.....			\$700,000	
Prof., 5 p. c., \$100,000.....		5 J-J	100,000	
Mult'mah St. Ry. 1st M.g. 1890	6g. J-D		148,000	June 1, 1910
Port. & Vancouver Ry. 1889	6.....		100,000	
Port. Ry. 1st con. M. g. c ^e 1896	5g. J-J		552,000	Jan. 1, 1916

Portland Railway first consol. mortgage is for \$2,500,000 (\$250,000 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.

EARNINGS—Fiscal year ends December 31. Earnings include Metropolitan Ry., which for 1895 showed a deficit under operating expenses—

	1895.	1894.	1893.
Gross earnings.....	\$167,822	\$170,977	\$248,432
Net earnings.....	38,800	41,688	85,053

OFFICERS—President, O. F. Paxton; Vice-President, J. V. Beach; Secretary and Treasurer, J. F. Batcher.

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, V. A.

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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock authorized \$200,000.....			\$50,000	
1st mortgage \$50,000.....			50,000	(1)
2d M. for \$100,000.....	1897		(1)	

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, \$23,503, 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. Stegried, 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 and 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.	Outstanding.	Maturity.
Stock, \$50, full paid.....				\$650,000	
1st M., \$500,000 gold.....		1895	6 g. M-N	500,000	Feb. 1, 1925
\$500 and \$1,000 c ^e } Int. at Real Estate Trust Co., Phila., trustee.					

Sinking fund 1st mort. \$5,000 per annum, beginning Feb. 1, 1900.
ROAD—When completed the lines of the company will connect Pottsville with Minersville, Schuylkill Haven, Cressona, Forestville, Yorkville, Heckscherville, Port Carbon, Mt. Carbon, Palo Alto and Tumbling Run, and will include about 34 miles of road. On June 30, 1897, owned 9-79 miles of track, including sidings, and leased 9-53 miles; total operated, 19-32 miles.

EARNINGS—Year ending June 30, 1897, gross, \$93,993; net, \$22,715 int., taxes and rentals, \$49,444; bal., deficit, \$26,729. In 1895-6 gross, \$94,638; net, \$21,621.

OFFICERS—President, Richard H. Koch; Vice-President, F. H. Treat Sec. and Treas., Jesse Newlin Office, 635 Drexel Building, Philadelphia

(1) POTTSVILLE & READING RAILWAY.—A trolley road.

ORGANIZATION—In 1894 leased for 99 years to the Schuylkill Electric Ry. Co. for interest on bonds. Its securities, etc., are as follows:
Stock, \$50.....\$100,000 f. p. Main line.....8 miles.
1st M., 6 p. c., gold c^e 100,000 Sidings.....1 "
Dated 1895, F-A, Due 1925. Total track.....9 "
Trustee, Real Estate Tr. Co., Phila. Rails.....78 and 60 lb.

(2) TAMAQUA & POTTSVILLE ELECTRIC RY.—A trolley road.

ORGANIZATION—Leased to Schuylkill Electric for 30 years from Jan. 5, 1896. Total track, 3-13 miles.
Stock (\$50).....\$300,000 f. p.
1st mort., 6 p. c. c^e 250,000
Dated 1895, J-J, due 1925.

Mortgage Trustee, Columbia Ave. Savings Fund, Philadelphia.

POUGHKEEPSIE, N. Y.

POPULATION IN 1890 WAS 22,206; IN 1880 WAS 20,207; AND IN 1870 WAS 20,080.

POUGHKEEPSIE CITY & WAPPINGERS FALLS ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstanding.	Maturity.
Stk., \$750,000, par \$100.....				\$750,000 f. p.	
1st M. gold \$1,000 c ^e f. p. } no option.....	20	1894	5 g. J-J	196,000	July 1, 1924
Trustee, Cent. Trust Co., N. Y. Int. in N. Y. City.					
Mtge on real estate.....				12,000	
Loans June 30, 1896.....				150,000	

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 issue in excess of \$500,000 "until the stockholders of this company shall consent to such excess in the manner provided by the laws of the State of New York." Sinking fund, beginning Jan. 1, 1897, equal to 1 per cent of the "bonds issued hereunder"; bonds purchased at not exceeding 110.

ROAD—Owns 15-10 miles of road; second track, 1-14 m.; sidings, .59 m.; total, 16-79 miles of track.

LATEST EARNINGS—12 mos., } 1897.....Gross, \$86,406; net, \$33,686
Jan. 1 to Dec. 31. } 1896....Gross, 86,134; net, 36,597

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; interest, 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 St., Poughkeepsie, N. Y.; Secretary and Treasurer, Silas Hinckley, Poughkeepsie.

PROVIDENCE, R. I.

POPULATION 1890 WAS 132,043; IN 1880 WAS 104,856 AND IN 1870 WAS 68,904.

PROVIDENCE-PAWTUCKET-PAWTUCKET VALLEY, R. I.—UNITED TRACTION & ELECTRIC.

ORGANIZATION—Controls by ownership of stock and bonds the entire street railway system of the city of Providence and of the towns of North Providence, East Providence, Cranston and Johnston, and a 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 Pawtucket 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.
Stock.....		Q-J	\$8,000,000	Apr. 1, '98, 3%
United Tr. & Elec. Co., } 1893 5 g. M. - S. c. \$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 ½ p. c.; Oct., ½ p. c.; in 1898, Jan., ¾ p. c.; April, ¾ p. c.

Bonds—Total issue limited to \$8,000,000, with provisions for increasing the issue by not over \$1,000,000 for actual cost of new track (including equipment) within 18 miles of the City Hall of Providence, R. I., and additional to 104 miles of track, but at a rate not exceeding \$12,000 per mile of such new track. Under this provision \$247,000 of bonds were issued in 1895 against new mileage. The bonds are secured by mortgage on all the mortgage bonds and all the stock of the Union Ry. Co. of Providence and all the stock of the Pawtucket Street Ry. Co.

The Providence Cable Tramway Co. is leased to the Union Railway Co. for 50 years for 6 per cent on its capital stock, all but two shares of which is owned by the Union Railway Co.

ROAD.—In August, 1897, there were completed and in operation 136-6 miles, which include 7-3 miles of Pawtucket Val. El. St. Ry.

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 Pawtucket 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—9 mos., } 1897-8. Gross, \$1,315,761; net, \$559,188
July 1 to March 31. } 1896-7 Gross, 1,274,180; net, 477,627

YEARLY EARNINGS—Fiscal year ends June 30. Earnings have been:	Years end. June 30—	Gross.	Net.	Charges.	Bal., sur.
1896-97.....		\$1,702,342	\$660,395	\$412,350	\$248,045
1895-96.....		1,720,784	659,425	412,350	247,075
1894-95.....		1,532,375	634,939	400,000	234,939

Net is the result after deducting taxes, repairs, damages, etc.
OFFICERS—President, Nelson W. Aldrich; Vice-Pres., John E. Searles Treasurer, F. P. Oleott 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 (o 1895) is for \$750,000 of 5 p. c. gold \$1,000 c^e sinking fund bonds due Dec. 2, 1925; interest, J. and D.; bonds subject to call at 104 after Dec. 2, 1900; trustee American Loan & Trust Co., Boston, where interest is payable.—V. 61, p. 472.

ROAD—In Feb., 1895, owned 25 miles of track. Rails 35 lb. T.

QUINCY, ILL.

POPULATION 1890 WAS 31,494; IN 1880 WAS 27,268 AND IN 1870 WAS 24,052.

QUINCY HORSE RAILWAY & CARRYING CO.—A trolley road.

STOCK & BONDS—	Par.	Interest.	Outstanding.	Maturity.
Stock.....	\$100		\$160,000 l.p.	
1st mortgage.....	500	5 A-O	140,000	(?)

Trust's, E. J. Parker, J. F. Carrott, Quincy, Ill.

ROAD—In Jan., 1896, was operating 13 miles of track in Quincy, Ill.

QUINCY, MASS.

POPULATION 1890 WAS 16,723; IN 1880 WAS 10,570; AND IN 1870 WAS 7,442.

QUINCY & BOSTON STREET RAILWAY—A trolley road.

STOCK—Capital stock, \$420,000; par \$100; loans and bills payable Oct. 1, 1897, \$114,000; accounts payable (net), \$26,388.
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:
Year— Gross. Net. Int., taxes, etc. Divids. Bal., sur.
1896-97.....\$118,395 \$39,282 \$6,207 \$28,448 \$4,627
1895-96..... 101,830 35,523 5,911 21,000 8,612
1894-95..... 86,452 36,906 7,460 12,435 17,011
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 of 1897 due July 1, 1917 (\$250 and \$500 each); interest J&J at Chase Nat. Bk., N. Y., or trustee in Chicago; trustee, Illinois Trust & Savgs. Bk., Chicago. 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, 1113.

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).....			\$103,700 full pd.	
1st M., coll. trust, gold, \$150,000	1896 5g J-J	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, 63 of which are operated by electricity.

EARNINGS—From Jan. 1 to Mar. 31, 3 months, gross, \$36,752 in 1898; \$34,272 in 1897. Jan. 1 to Dec. 31 (12 mos.), gross, \$194,017 in 1897; \$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.

(1) READING TRACTION—A trolley road.

ORGANIZATION—Chartered in 1893 to operate the Reading City Passenger Railway and East Reading Passenger Railway, which it equipped with electricity and leased for 99 years, the former from April 1, 1893, and the latter from May 1, 1893. Road leased in December, 1895, to the United Traction at a rental of \$10,000 annually for first three years, \$20,000 for next two and \$30,000 thereafter.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Last div., etc.
Stock, \$1,000,000 au.				\$1,000,000	
1st M., \$600,000, gold, \$.....	1893	6g. J-J	445,000	1933	

Not subject to call. c. Trustee is Provident Life & Trust Co., Phila.

Current liabilities July 1, 1896, \$199,860.
Interest is payable in Philadelphia at Bank of North America and at banking house of Frederick Narr, 129 South 4th Street, and in Reading at Company's office and at National Union Bank.

Bonds—Of the Reading Traction first mortgage bonds for \$600,000; \$112,000 are reserved to retire Reading City Passenger bonds when due, East Reading Elec. bonds of 1897 issued for extensions.

LEASED LINES SECUR'S.	Par.	Date.	Interest.	Outstand'g.	Last div., etc.
Reading City Pass. Ry. Stock (see below).....	\$50		J-J	\$350,000	Jan., 1898
1st M.	1899	5 A-O	112,000	Apr., 1909	
East Reading Elect. Ry. Stock, full paid.....	50		J-J	100,000	Jan., 1898
Bonds, \$25,000.....	1897	5 p. c.	21,500		
Read. & Temple Elec. Ry. Stock, \$75,000, guar.		7 A-O	43,200	Oct. 1, '97, 3 1/2%	
1st mtg., \$75,000.....	1894	5 A-O	43,500	1924	

Dividends on Leased Line Stocks—The Reading City Passenger stock to receive dividends, 1896 to 1900 inclusive, 10 per cent; 1901 and thereafter, 12 per cent. East Reading stock receives dividends: 1896, \$6,500; 1897 to 1900 inclusive, \$7,000; thereafter, \$8,000. Reading & Temple Elec. dividends of 7 p. c. are guaranteed under lease of October, 1894.

EARNINGS—For year ending Dec. 31, 1897, gross receipts, \$419,927; net, \$169,202; fixed charges, \$161,800; bal., surplus for year, \$7,402. In 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.

(2) READING & WOMELSDORF ELECTRIC RAILWAY.

ORGANIZATION, ETC.—Owns 14 miles of track. Controlled through ownership of stock by the United Traction Co., which operates the road.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock.....			\$500,000	
1st mortg., \$400,000, } 1895 5g. J-J			313,000	Jan. 1, 1925
gold, c* (\$100, etc.).....	Trustee, Real Est. Title Ins. & Tr., Phila.			

Interest at Reading Trust Co. of Reading, Pa.

RICHMOND, VA.

POPULATION 1890 WAS 81,338; IN 1880 WAS 63,600 AND IN 1870 WAS 51,038.

RICHMOND TRACTION CO.—(See Map on page 77.)—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 double-track electric line the full length of Broad Street, one of the principal thoroughfares of the city of Richmond; also several branches radiating into different thickly populated sections of the city. In the equipment and construction of this railway the latest inventions and developments of electrical and mechanical science have been utilized throughout.

The tracks of the company within the city are laid with 95-lb. steel girder rails on white oak cross-ties 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.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$300,000.....	(\$100)		\$300,000	
1st M., \$500,000, g. c* (\$1,000) 1895	5g. J-J		500,000 N v 1, 1925	
(Subj. to call 105 after July 1, 1900.)	Trustee, Maryland Tr. Co., Balt.			

Interest payable at Maryland Trust Co., Baltimore, or banking house of John L. Williams & Sons, Richmond.

Mortgage covers entire property and franchises, also power house, car barn, etc. Sinking fund of 1 1/4 p. c. annually of all bonds issued begins July 1, 1900.

ROAD—Total track is 16 1/4 miles. Equipment 26 open cars, double "G. E. 1,000" motors, 10 open trailers and 22 close l cars; total 58 cars.

EARNINGS—Earnings, June 20, 1896 (date of opening), to June 30, 1897 (average mileage operated during this period being 12 3/4 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. Jan. 1 to Dec. 31, 1897, gross, \$132,759; net, \$45,038. Jan. 1 to March 31, 1898 (3 months), gross, \$26,690; \$21,886 in 1897.

OFFICERS—(Jan., '98), President, E. R. Williams; Vice-Pres't, W. M. Hablston; 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 operated under lease for 99 years from 1893, 5 per cent interest being guaranteed on its \$400,000 bonds.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock (\$100).....			\$2,000,000 l.p.	
1st mortg., \$2,000,000 } 1890 5g. J-J			2,000,000	July, 1920
\$1,000,000, gold.....	Int. at Trustee, Atlantic Trust Co., N. Y. City.			
Rich. & Manch. (\$1,000) } 1893 5 J-J			400,000	July 1, 1933
each, gua., p. & l. end. }	Int. at Trustee, Atlantic Trust Co., N. Y. City.			

The Rich. Ry. & Elec. 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.

LATEST EARNINGS—4 mos., } 1898.....Gross, \$128,687; net, \$46,334
Jan. 1 to April 30. } 1897.....Gross, 122,412; net, 32,988

EARNINGS—For years ending Dec. 31 the earnings were:	1897.	1896.	1895.	1894.	1893.
Net earnings.....	\$162,970	\$181,200	\$193,397	\$190,403	\$167,558
Interest charges..	100,000	100,000	93,125	87,550	78,300

Balance, surp. \$62,970 \$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,

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'd).....			\$300,000	
Prof. stock (\$150,000 auth'd) }			150,000	
6 per cent cumulative.....				
1st M. \$500,000, gold, \$100 } 1892 6g. M-N			300,000	May 1, 1922
& \$500, not subj. to call. c* }	Trustee, Fidelity I. Tr. & S. D. Co., Phila.			

RECEIVERSHIP.—In February, 1898, a receiver was appointed preparatory to consolidation with the Roanoke Elec. L. & P. Co.

ROAD—Operates 14 miles of road in city of Roanoke, extending also 8 miles to Salem, Va.; total track Aug. 7, 1895, 22 1/2 miles.

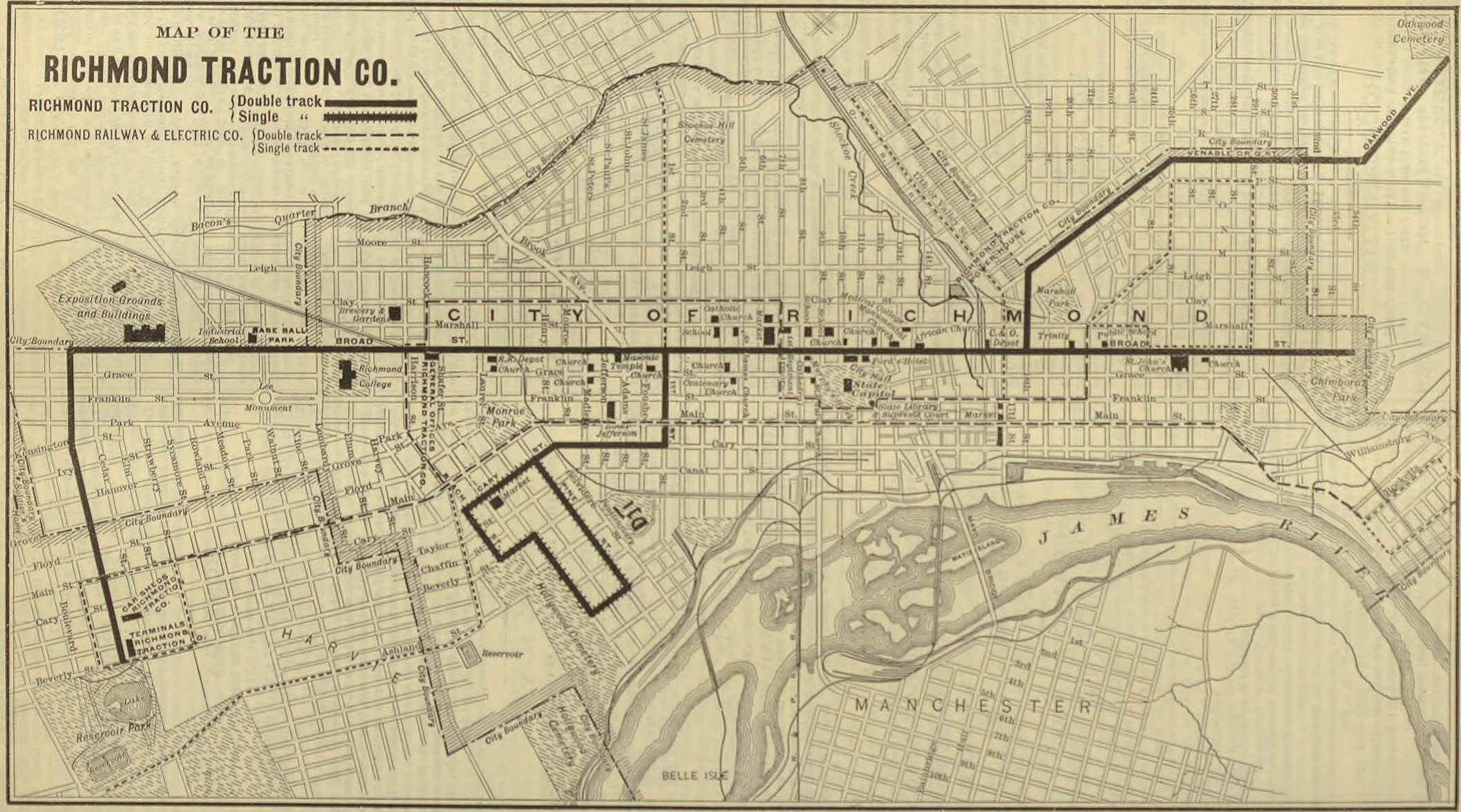
LATEST EARNINGS—Jan. 1 to Aug. 31, 8 months, gross, \$23,130 in 1897; \$27,590 in 1896; \$23,979 in 1895.

OFFICERS—President (Nov., '97) H. S. Trout; Vice-President, T. T. Fishburn; Treasurer, S. W. Jamison Secretary, Geo. C. McCahan.

MAP OF THE RICHMOND TRACTION CO.

RICHMOND TRACTION CO. { Double track  Single track 

RICHMOND RAILWAY & ELECTRIC CO. { Double track  Single track 



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 3/4 miles. The Rochester Electric Railway was leased in September, 1894, at a rental said to be 8 per cent on \$200,000 stock, and whenever gross receipts exceed \$55,000 one-quarter of such excess. Stockholders vote May 10, 1898, on proposition to lease the Rochester & Irondequoit RR. Co. for 10 years; see that company under Irondequoit.

STOCKS & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Capital stock (\$100)			\$5,000,000	
Roch. C'y & Brighton 2d M., now 1st M. (\$500)	1882 6 J-J		500,000	Jan. 1, 1902
Roch. C'y & B. 3d M., now 2d M. (\$500)	1889 6 A-O		175,000	Apr. 1, 1919
Rochester Ry. Consol. M' \$3,000,000 (\$1,000 g.c.)	1890 5 g. A-O		2,200,000	Apr. 1, 1930
2d M., \$1,500,000, g. (\$1,000 each)	1893 5 g. J-D		1,188,200	Dec. 1, 1933
Debentures, gold (\$500 each)	1891 6 g. M-S		250,000	Mar. 1, 1911
Collateral trust notes (\$1,000)	1897 6 M-S		182,000	Mar. 1, 1905

Consolidated mortgage of 1890 and second mortgage cover all present and future property of the company, and the bonds are to have their principal and interest paid without deduction for any tax payable by the company under any law of the United States or New York State, and imposed upon the bond for national, State or municipal purposes.

Of the consols \$1,000,000 are reserved to retire underlying bonds of the Rochester City & B. RR. and of the second mortgage \$575,000 were reserved to retire the \$600,000 of debentures, of which \$250,000 still outstanding in October, 1897.

ROAD.—Owned June 30, '97. Miles.	Road leased—	Miles.
Main line, trolley	Rochester Electric	4.63
Second track	do do	2d track 4.13
Sidings		1.34
Total operated June 30, '97. 89.31		

Weight of rails, 40 to 100 pounds.

LATEST EARNINGS—For nine months ending Mar. 31.					
9 mos.	Gross.	Net.	Oh. inc.	Int. & taxes.	Bal. sur.
1897-8	\$597,536	\$241,638	\$8,079	\$ 23,146	\$26,571
1896-7	621,127	219,862	7,921	20,431	2,645

Loans and bills payable Dec. 31, 1897, \$219,682.					
Frend. June 30, 1897.		1896.		1897.	
Gross earnings	\$806,104	\$880,117	Int. on bonds	\$244,866	\$249,951
Net	265,147	306,009	Taxes	51,109	44,292
Other income	8,006	20,232	Rentals	5,048	16,000
Net income	\$273,153	\$326,241	Bal. def.	\$27,870	sr. \$15,998

GENERAL BALANCE SHEET JUNE 30, 1897.

Assets.		Liabilities.	
Cost of road	\$9,878,999	Capital stock	\$5,000,000
Cost of equipment	167,500	Funded debt	4,495,200
Stocks of other comp's.	16,195	Bills payable	234,803
Supplies on hand	7,318	Open accounts, etc.	187,843
Cash	27,273	Accrued int., taxes, etc.	72,140
Open accounts, etc.	27,738	Profit and loss, surplus.	107,299
Total	\$10,097,285	Total	\$10,097,285

OFFICERS.—President (May, 1897), Frederick Cook; Vice-President, and Gen. Man., T. J. Nicholl; Secretary, G. G. Moorehouse; Treasurer, Frederic P. Allen.—INDEX V. 66, p. 237, 860, 901.

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 payable 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 Lake Ontario), to Manito Beach, on Lake Ontario, 7 miles.

EARNINGS.—Year 1896-7, gross, \$10,296; net, \$884; charges, \$5,113. OFFICERS—President, Michael Doyle; Chairman, Lewis Warfield, 54 Wall Street, New 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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock			\$200,000	
1st mortgage	1890	6 M-N	125,000	May 1, 1910
2d mortgage	1893	7 M-N	75,000	May 1, 1898

Trustee of both mortgages is the Northern Trust Co. of Chicago, Ill. ROAD—Said to operate 15 miles of track.

OFFICERS—President, R. N. Baylis; Secretary, F. W. McAssey; Treasurer, W. F. Woodruff; Gen. Man. and Purch. Agent, T. M. Ellis.

ROCKFORD TRACTION.—A trolley road.

ORGANIZATION—Incorporated in 1895, and succeeded to the property of the West End Street Railway. Capital stock is \$300,000; par \$100 Bonds (1). 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; AND IN 1870 WAS 7,074.

ROCKLAND THOMASTON & CAMDEN STREET RAILWAY.—An electric road

ORGANIZATION—Incorporated June 27, 1891.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock (\$100) (\$300,000 auth.)			\$250,000	
1st M. (\$250,000)	1892 5 J-J		250,000	May 1, 1922
Loans & bills pay. July 1, '96.		Interest at Nat. Exchange Bank, Boston.	40,000	

ROAD—Operates about 16 1/2 miles of track from Thomaston through Rockland and Rockport to Camden.

Years ending June 30.	Gross.	Net.	Int. and taxes.	Bal. sur.
1897	\$66,782	\$25,693	\$14,457	\$11,235
1896	67,288	25,515	14,682	10,833
1895	63,111	19,999	14,564	5,435

OFFICERS—President, G. E. Macomber; Secretary, H. M. Heath; Treasurer, A. D. Bird; Superintendent and Purchasing Agent, Thomas Hawken, Rockland, Me.

ROME, GA.

POPULATION 1890 WAS 6,957; IN 1880 WAS 3,877; AND IN 1870 WAS 2,748.

CITY ELECTRIC RAILWAY—A trolley road.

ORGANIZATION—Chartered in 1894 as successor to the Rome Street Railway, which was sold in foreclosure July 5, 1895.

STOCK & BONDS—	Date.	Interest.	Outst'd'g.	Maturity.
Stock, \$100,000, par \$100			\$57,000 f.p.	
1st mortg., \$100,000, gold	1894 g. A-O		85,000	Oct. 1, 1914
\$1,000, not subj. to call.		Int. at Am. Sec. & Tr. Co., Washington, D. C.		

Bonds—On April 1, 1897, \$15,000 of bonds and \$3,000 stock were in the treasury. On Dec. 31, 1897, \$84,000 bonds were held by Georgia RR ROAD—Owns 6 1/2 miles of track (of which 1 1/2 built in 1897, funds being contributed by bondholders), laid with 35 and 45-lb. T rails.

For year ending Dec. 31, 1897, gross, \$23,018; net, \$5,245. In 1896, gross, \$21,083; net, \$4,689; charges, \$4,250; balance, surplus, for year, \$439. In 1895, gross, \$20,415. From Jan. 1 to Apr. 30, 1898, gross, \$6,335; net, \$39; in 1897, gross, \$5,949; net, \$856.

OFFICERS—President, Seymour Cunningham; Gen. Man. and Treas., J. B. Marvin.

ROME, N. Y.

POPULATION 1890 WAS 14,991; IN 1880 WAS 12,194; AND IN 1870 WAS 11,000

ROME CITY STREET RAILWAY—A horse road.

ORGANIZATION—Chartered Dec. 22, 1885. The securities, road, earnings, etc., are as follows:

STOCK (\$50,000 par \$100)	\$50,000	EARNINGS—Year ending June 30.			
		1897.	1896.	1895.	
During the year 1894-5 the bonds of this road were canceled.		Gross	\$4,861	\$6,115	\$6,890
ROAD—Owns 6.7 miles track.		Net	loss 470	loss 443	163
OFFICERS—President, J. S. Wardwell; Sec. and Treas., W. P. Rayland.		P. & L. loss	df. 982	512	69

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

SACO, ME.

POPULATION 1890 WAS 6,075; IN 1880 WAS 6,389.

SACO RIVER ELECTRIC RAILROAD.—To be a trolley road.

ORGANIZATION.—Incorporated to construct a road from Saco to Bonney Eagle, Me.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$250,000, par \$100			(1)	
1st M. g., \$300,000 (\$1,000 ea.); S. f. after 1904.	1893 5 g. F-A		(1)	Feb. 1, 1928
		Int. at Mass., T. & T Co., Boston, Trustee.		

OFFICERS.—Treasurer, F. Hobart, 4 1/2 Beacon St., Bost.—V. 66, p. 710.

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 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 M., \$400,000, g., \$1,000 & \$500 c.*	16	1892 6g. J-D		265,000	June 1, 1912
Consol. mort., \$2,500,000 (\$1,000)		1897 5 M-N		2,070,000	1927
		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 \$2,500,000 bonds authorized, \$265,000 are reserved for the Central Electric Ry. firsts, and a portion was used for the retirement of the \$1,650,000 6s of 1896.—V. 65, p. 977.

ROAD—The railway system extends 16 1/2 miles with 24 1/2 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.

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
 1st mort., \$300,000 } 1896 6 g. M-N 300,000 May 1, 1916
 (\$1,000 gold...c* }

Trustee, Union Trust Co., Detroit, Mich. Interest payable at Hanover National Bank, New York City.

Mortgage covers roadbed, rolling stock, all equipment, etc., about five miles of private right-of-way and bridge across the Saginaw River, which cost \$60,000.

ROAD—Owns 11 miles of road and operates under contract 3 miles. OFFICERS—President, Isaac Bearinger; Secretary and Treasurer, Frank E. Snow. V. 63, p. 794.

UNION STREET RAILWAY—A trolley road.

ORGANIZATION—Chartered October 5, 1887, and in August, 1895, controlled all the street railway transportation in the city, having leased the Consolidated Street Ry., guaranteeing its bonds. Franchises are for 29 years and are said to be unusually liberal. Population of city in 1895 was said to be about 60,000.

Default—*Receivership*—Interest due May 1, 1897, was not paid and Homer Loring was appointed receiver of the Union and the Consolidated on May 22. In July, 1897, George B. Morley was appointed a co-receiver. Receivers' certificates for \$20,000 have been authorized to pay the city for paving, etc.—see V. 64, p. 954. In April, 1898, the receivers were authorized to borrow \$10,000 additional for repairs.

Committee—Charles E. Eddy, Gardner T. Sanford and S. D. Loring. A majority of the bonds has been deposited.

STOCK & BONDS—*Miles. Date. Interest. Outstanding. Maturity.*
 Stock, \$150,000 \$300,000
 Receivers' certificates 1897 6 semi-an. 20,000 1899
 1st mort. \$325,000 } 1891 6 g. M-N 325,000 May 1, 1911
 gold, no option. } Boston Safe Dep. & Tr. Co., trustee, Boston.

On Jan. 1, 1895, the funded and unfunded debt amounted to \$400,797. A second mortgage on this property secures guaranty of Saginaw Consolidated Street Railway bonds.

In May, 1897, a chattel mortgage for \$42,500 was filed to Union Trust Co. of Detroit 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 improvements.

Committee—Chairman, C. Sidney Shepard; Charles E. Eddy and S. D. Loring; depositary, Boston Safe Dep. & Tr., Boston. Practically all of the bonds have been deposited.—V. 64, p. 954, 1043.

STOCK & BONDS—*Miles. Date. Interest. Outstanding. Maturity.*
 Stock (1)
 Receivers' certificates 1897 6 semi-an. \$20,000 1899
 notes, \$20,000.....
 Saginaw Cons. St. Ry. } 1894 6 g. F-A 225,000 Nov. 12, 1914
 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 receiver. 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.

ST. JOSEPH, MO.

POPULATION 1890 WAS 52,324; IN 1880 WAS 32,431; AND IN 1870 WAS 19,565.

ST. JOSEPH RAILWAY LIGHT HEAT & POWER.

ORGANIZATION—Incorporated in 1895 to succeed to the property of the St. Joseph Traction & Lighting Company, sold in foreclosure Aug. 21, and purchased for the bondholders for \$300,000. The new company has an authorized capital stock of \$3,500,000, of which \$2,000,000 is preferred, and assumes \$100,000 Wyatt Park bonds.

ROAD—Owns in all 33 miles of track. OFFICERS—President, E. H. Harriman, New York City; Secretary and Treas., H. A. Schenck; Gen. Man., W. T. Van Brunt.—V. 61, p. 926.

ST. LOUIS, MO.

POPULATION 1890 WAS 451,770; IN 1880 WAS 350,518; AND IN 1870 WAS 310,864.

FOURTH STREET & ARSENAL RY.—Trolley.

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, receiver discharged, and interest in default paid.

REORGANIZATION—*First Committee*—James Campbell, Nathan Frank and Stephen D. Thompson. *Second Committee*—August Geher, Albert Arnstein and H. H. Wernse.

A plan of reorganization proposed by President Green provides for an issue of \$2,000,000 5 per cent 40-year bonds to be dated July 1, 1897. Bondholders to turn in their old bonds and receive principal and unpaid interest in new bonds.

Franchise for 50 years from 1893 free from any revenue to the city
STOCK & BONDS—*Date. Interest. Outstanding. Last Div'd, etc.*
 Stock \$300,000 (\$50 & \$100) \$150,000
 1st M., Subject to call in '98. 1888 6 J-J 50,000 1898-1903
 Mort., gold, \$300,000..... } 1896 6 g. M-S 150,000 1916
 Trustee, Union Trust Co., St. Louis.

Interest on 1st mtge. of 1888 was paid in July, 1897; no interest ever paid on bonds of 1896. Floating debt said to be \$75,000.

ROAD—Owns 4½ miles of track and leases (for 40 years) trackage over People's Ry., 2 miles, at annual rental of \$6,000.

OFFICERS—President, Charles Green; Secretary, Charles J. Maguire.—V. 64, p. 518, 611, 1041; V. 65, p. 69, 111.

JEFFERSON AVENUE RY.—An electric road.

STOCK & BONDS—*Date. Interest. Outstanding. Last Div., etc.*
 Stock \$400,000 (\$100)..... \$112,000 Dec., 1888, 2½
 Mortgage \$400,000..... 1895 5 M-N 320,000 1905

ROAD—Operates 6 miles of track. OPERATIONS—Following is the number of passengers carried:

	1st quar.	2d quar.	3d quar.	4th quar.	Total year.
1898.....	414,435				
1897.....	392,057	463,176	449,365	449,580	1,754,178
1896.....	402,139	509,924	507,865	445,582	1,865,510

OFFICERS—President, Robert McCulloch; Secretary, W. D. Henry; Supt., J. D. Betts.

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 Compton Heights Union Depot & Merchants' Ter. Ry., and Taylor Ave. RR.

CONSOLIDATION OF ST. LOUIS ROADS.—In April, 1897, parties connected with the Lindell Railway acquired control of the Missouri RR, and in May, 1898, bills were pending before the Municipal Assembly granting permission to absorb the latter and providing for extension of latter to Forest Park and a number of loops connecting the two systems downtown. The bills, if passed, will give the two companies 21 miles additional single track. The Midland Electric Railway (running six miles into the country), and the Clayton & Delmar RR. (opened in June, 1897,) were also purchased.

STOCK & BONDS—*Date. Interest. Outstanding. Divid' ds, etc.*
 Capital stock (\$100 auth- } 5 Q-J \$2,400,000 Apr. '98, 1¼%
 orized, \$2,500,000.....
 1st M., \$1,500,000, c* } 1891 5 g. F-A 1,500,000 Aug. 1, 1911
 gold, \$1,000 each..... } Interest payable in New York and St. Louis.
 Guaranteed (p. & l.) endorsed.

Compton H. U. D. & M. T. } 1893 6 g. J-J 1,000,000 July 1, 1913
 1st mort., gold.....c* } Interest payable in New York and St. Louis.
 Taylor Ave. RR. 1st M., g. } 1893 6 g. J-J 500,000 July 1, 1913

In July, 1896, capital stock for \$100,000 was in company's treasury as also \$1,000,000 stock of Compton H'gts and \$500,000 Taylor Co. Ry. Mortgage Trustee is the St. Louis Trust Co. of St. Louis.

DIVIDENDS—In 1895 paid 5 p. c.; in 1896, 5 p. c.; in 1897, 5 p. c.; in 1898, Jan., 1¼ p. c.; Apr., 1¼ p. c.

ROAD—Operates 60-10 miles single track in St. Louis and vicinity, including the Compton Heights Union Depot & Merchants' Terminal Ry., 12-10 miles in length, and the Taylor Avenue road, 9-20 miles.

EARNINGS.—The following gives the number of passengers carried:

Year—	Passengers.	Quarters.	1898.	1897.	1896.
1897.....	21,342,220	4th	5,454,166	5,167,531	
1896.....	21,535,251	3d	5,764,981	5,674,597	
1895.....	20,237,599	2d	5,613,574	5,933,858	
1894.....	17,425,971	1st	4,950,403	4,509,499	4,759,265

OFFICERS—President, Edwards Whitaker; Vice-President, C. D. McLure; Secretary and Treasurer, James Adkins.—V. 65, p. 69.

MISSOURI RAILROAD—Cable and electric.

Control of this road has been purchased in the interest of the Lindell Railway, but the road is run independently, as formerly. Bills were pending before the Municipal Assembly in May, 1898, providing for consolidation with the Lindell Railway and extension of Olive Street cable line to Forest Park.

STOCK & BONDS—*Date. Interest. Outstanding. Last Div., &c.*
 Stk (\$2,400,000) (\$100) Q-J. \$2,300,000 Apr., '98, 1¼%
 1st mtg., \$1,000,000, c* } 1896 5 M-N. 700,000 1901-1916
 Subject to call in 1901 at 105.

For Park, Laclede Av. } 7 p. c. 92,000 1900
 & 4th St. bonds..... }

Dividends 1894 and 1895, 8 p. c. each; in 1896, 7 p. c.; in 1897, 6 p. c. in 1898, Jan., 1½ p. c.; Apr., 1½ p. c.

ROAD—In May, 1898, controlled about 20-82 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.
1898.....	3,556,394				
1897.....	3,520,588	3,900,007	3,546,455	4,037,282	15,004,332
1896.....	3,662,449	4,288,723	3,578,599	3,889,970	15,419,747

OFFICERS—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 Ap. 9, '98, 1¼%
 Bonds—See controlled lines below.

DIVIDENDS—Dividends in 1896, 6 per cent; in 1897, 6 per cent; in 1898, Jan., 1½ p. c.; Apr., 1½ p. c.

ROAD—In 1894 operated 70 miles of street railway in St. Louis
ANNUAL REPORT—Report for the year ending Dec. 31, 1897, was given in V. 66, p. 284, showing earnings as follows for the properties controlled, and the proportion due National Ry. Co.

Years ending Dec. 31—	1897.	1896.	1895.
Entire System—			
Gross earnings.....	\$1,467,976	\$1,522,273	\$1,403,957
Net earnings.....	588,037	628,755	582,642
Fixed charges, interest and taxes	366,746	377,413	366,587
Surplus of system.....	221,291	251,342	216,055
National Railway—			
Nat. Ry., proportion of surp.....	189,929	209,092	179,141
Other income.....	19,565	19,565	19,565
	\$209,494	\$228,657	\$198,706
Dividends National Railway....	148,770	148,770	148,770
	\$60,724	\$79,887	\$49,936

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; V. 66, p. 284.

COMPANIES CONTROLLED BY NATIONAL RAILWAY CO.

(1) **BADEN & ST. LOUIS RAILROAD**—A trolley road.

ORGANIZATION—Controlled by St. Louis RR. Co.
STOCK & BONDS—

Stock	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock.....	\$50			\$50,000	
1st mortgage gold.....		1893	5g. J-J	250,000	July 1, 1913

 } Trustee, Northern Trust Co., Chicago, Ill.

ROAD—Owns 6-7 miles of track.
OPERATIONS—Now included in St. Louis RR. reports.

(2) **CASS AVENUE FAIR GROUNDS RAILWAY**—A trolley road.

ORGANIZATION—Incorporated in 1874 and now controlled by the National Railway Company of Chicago, Ill.

STOCK & BONDS—

Stock (\$100)	Date.	Interest.	Outstand'g.	Maturity.
1st mortgage, \$2,000,000, gold	1892	5g. J-J	\$2,500,000	July 1, 1912
gold, \$1,000, sink fund, guar. p. & i. (end.).....				Subject to call at 102 on any July 1st.

 } Interest at No. Trust Co., trustee, Chicago, Ill.
 The bonds carry the unconditional guaranty as to principal and interest of the National Railway Company of Chicago. They cover all ropery and franchises now owned or hereafter acquired, including [until the total debt is reduced to \$1,000,000] \$500,100 stock of the St. Louis Cable Railroad. Sinking fund \$10,000 yearly.

ROAD—34-47 miles of track, including lines owned in fee—15-40 miles lines controlled—Northern Central 8-75 miles, Union Ry., 10-32 miles.

OPERATIONS—Following is the number of passengers carried, including the Northern Central and Union lines:

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. for year.
1898	2,192,966				
1897	2,110,910	2,317,287	2,297,838	2,412,655	9,138,690
1896	2,232,600	2,507,429	2,421,434	2,385,533	9,546,996

(3) **CITIZENS RAILROAD**—An electric road.

ORGANIZATION—Controlled by the National Railway Company.
STOCK & BONDS—

Stock (\$100)	Date.	Interest.	Outstand'g.	Last div., etc.
1st mort., gold (\$2,000,000)	1887	6 J-J	1,500,000	July 1, 1907
				Int. at Amer. Exch. Nat. Bank, N. Y. City,

 The mortgage trustees are Charles Parsons and Thomas E. Tutt.
Dividends—In October, 1893, paid 4 per cent.

ROAD—Operates 16-36 miles of track.
OPERATIONS—Following is the number of passengers by quarters:

	1st q'ter.	2d q'ter.	3d q'ter.	4th q'ter.	Tot. for year.
1898	2,040,694				
1897	1,968,350	2,268,553	2,160,882	2,256,469	8,654,254
1896	1,920,579	2,263,603	2,163,296	2,192,210	8,539,688

(4) **ST. LOUIS RAILROAD**—A cable and trolley road.

ORGANIZATION—Controlled by the National Railway Co.
STOCK & BONDS—

Stock (\$100)	Date.	Interest.	Outstand'g.	Last div., etc.	
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.

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. for year.
1898	2,721,763				
1897	2,587,798	2,995,121	3,005,293	2,995,008	11,583,220
1896	2,773,598	3,358,589	3,087,137	2,906,127	12,125,451

(5) **SOUTHWESTERN RAILWAY**—A trolley road.

ORGANIZATION—Commenced operations Sept. 1, 1895. Capital stock, \$100,000. Reported no bonds issued to May, 1898.

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 April 25, 1898, Frederick B. Brownell was appointed receiver in place of Charles Green, removed by the Court.

REORGANIZATION—Foreclosure sale was ordered for June 29, 1897, but was postponed and no date set. See Fourth Street & Arsenal Railway.

STOCK & BONDS—

Stock (\$1,000,000) (\$50)	Date.	Interest.	Outstand'g.	Last Div'd, etc
1st mortgage.....	1882	6 J-D	125,000	1892-1902
				Subject to call after 1892.
2nd mortgage.....	1886	7 M-N	75,000	1902
Consol. mort. (\$1,000,000)	1889	6 J-J	800,000	1899-1904
				Subject to call in 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:

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. year.
1898	812,461				
1897	815,854	906,217	902,630	909,024	3,533,725
1896	874,753	1,149,350	954,510	904,323	3,882,939

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 BELLEVILLE & SUBURBAN RY.
ORGANIZATION—Formed in 1897 and built 12½ miles of single track; to be doubled at once, making 25 miles of single track. Road opened May 15, 1898; rails (60 lb.) Connects with St. Louis & East St. Louis at Eads Bridge. Capital stock, \$350,000. First mortgage (St. Louis Trust Co. trustee), \$350,000, 6 p. c. gold bonds, \$1,000 each. President F. F. Espenscheid; Secretary, George F. Townsend.

ST. LOUIS COUNTY STREET RAILWAY.
ORGANIZATION—Operates 3 miles of track with horses. Stock, \$50,000. President, M. B. Greensfelder.

ST. LOUIS & EAST ST. LOUIS ELECTRIC RAILWAY—A trolley road.
ORGANIZATION—Chartered in July, 1889.

STOCK & BONDS—

Stock	Date.	Interest.	Outstanding.	Maturity.
1st M. currency.....	1890	6 J-J	\$250,000	Jan. 1, 1905
			75,000	

 Interest payable at office of the mortgage trustee, St. Louis Trust Co.
ROAD—Operates 2 miles of track and 1 mile of road. Cars cross Mississippi River on Eads Bridge.

OFFICERS—President, D. R. Powell; Vice-President, C. C. Carroll; Secretary, D. T. Breck.

ST. LOUIS & KIRKWOOD RR—A trolley road.
ORGANIZATION—Organized in 1894. Road completed March 1, 1896. Connects at Forest Park with Lindell Railway. In July, 1897, the St. Louis & Suburban Ry. obtained control. St. Louis & Meramec River Ry. cars run over its tracks from Kirkwood to terminus—Meramec Highlands.

STOCK & BONDS—

Stock (par, \$100)	Date.	Interest.	Outstand'g.	Maturity.
New 1st mort., \$350,000.	1898		See text.	

 New mortgage, \$350,000, has been authorized to replace 1st mortgage, \$300,000, but no bonds had been issued in May, 1898.

ROAD—Owns 10½ miles track in St. Louis County (none in the city).

DIRECTORS—(Elected April, 1898).—President, James P. Dawson; J. D. Houseman, Jr., E. W. Rannels, G. D. Dana, J. T. McCausland and A. N. Edwards.—V. 64, p. 331.

ST. LOUIS & MERAMEC RIVER RAILROAD—A trolley road.

ORGANIZATION—Organized in 1894, and in 1896 obtained all the rights and franchises of the Manchester Road Electric Ry.

STOCK AND BONDS—

Stock, \$2,000,000	Date.	Interest.	Outstand'g.	Maturity.
1st M., \$1,000,000, gold	1898	6g. M-N	\$1,000,000	May 8, 1916
(\$1,000), guar. p. & i., by St. L. & Sub., end.....				Interest at Mississippi Valley Trust Com. pany, St. Louis, trustee.
Consol. M., \$2,000,000....	1898	(?)	See text.	(?)

In 1898 stock increased to \$2,000,000 (from \$1,000,000), and an additional issue of \$1,000,000 bonds authorized for extensions and improvements.

Stock for \$2,000,000 held in treasury of St. Louis & Suburban Ry., which company guarantees the bonds.

ROAD—Owns from Sarah Street, on St. Louis & Suburban, to Jackson Road, 10-96 miles; 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, C. H. Turner; Secretary, R. Lehmann.

ST. LOUIS & SUBURBAN RY.—A trolley road.

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. In July, 1897, secured control of the St. Louis & Kirkwood RR.

STOCK & BONDS—

Stock (\$100)	Date.	Interest.	Outstanding.	Maturity, etc.
St. L. Cable & Western	1884	6 M-N	\$2,500,000	1914
Ry 1st M.....			600,000	
St. Louis & Suburban	1891	5g. F-A	1,400,000	Feb. 1, 1921
1st M. (\$2,000,000)g.				Interest payable in Boston by the trustee, the \$1,000,000 American Loan & Tr. Co.
Income bonds.....	1891	5	300,000	

ROAD—Operates 18-14 miles of track in St. Louis and 10-5 in suburbs.

OPERATIONS—Following is the number of passengers carried during each quarter of the calendar years:

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. for year.
1898	2,673,149				
1897	2,454,224	2,973,700	2,862,735	2,914,574	11,205,233
1896	1,834,347	2,567,155	2,796,249	2,694,861	9,892,652

OFFICERS—President, C. H. Turner; Secretary and Treasurer, R. Lehmann.

SOUTHERN ELECTRIC RAILWAY.

ORGANIZATION—Chartered April 16, 1884. In April, 1897, control was obtained by St. Louis men.—V. 64, p. 800.

STOCK & BONDS—

Preferred stock (par \$100)	Date.	Interest.	Outstand'g.	Last div'nd.
Common stock (par \$100)			500,000	
1st mortgage.....	1884	6 M-N	200,000	1904
Consol. mort. (\$500,000)	1889	6 M-N	300,000	1909
Mort. of 1896, \$200,000	1896	5g. F-A	200,000	Aug. 1, 1916
(\$1,000), gold.....				Int. payable at Louisville, Ky., and St. L., Mo.

 Mortgage trustees, Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo.

In April, 1896, the directors authorized issue of \$200,000 bonds for improvements. In August the company sold \$80,000 of new preferred stock at par with a bonus of 50 p. c. in common stock.

Dividends—On preferred, in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896 January, 3 p. c.; in 1898, Jan., 1½ p. c.

ROAD—Operates 16.75 miles of track in St. Louis; extension to Jefferson Barracks (opened May 20, 1896), 6 miles; total, 22.75 miles.

OPERATIONS—The following gives the passengers carried:

	1st quar.	2d quar.	3d quar.	4th quar.	Tot. year.
1898	1,280,210				
1897	1,426,195	1,475,302	1,470,929	1,399,061	5,771,487
1896	1,184,099	1,446,769	1,475,482	1,354,193	5,460,543

OFFICERS (Jan., 1898).—President, C. H. Spencer; Vice-President, Charles F. Orthwein; Sec. and Treas., Joseph S. Minary. V. 64, p. 800.

UNION DEPOT RAILROAD—An electric system.

ORGANIZATION—Incorporated in 1876. Controls the Mound City Railroad, Benton-Bellefontaine Railway Company and the Grand Avenue Railway. The last named was opened March, 1895, along Grand Avenue to Meramec and Virginia aves, and had \$100,000 stock outstanding—no bonds.

STOCK & BONDS—

	Date.	Interest.	Outstand'g.	Last div., etc.,
Stock (\$100)		6 p. c.	\$4,000,000	See text.
Mound City RR. Co.	1890	6 g. J-J	300,000	Oct. 1, 1910
Union Depot Railroad 1st consol. mortgage, gold.	1890	6 g. A-O	1,091,000	Oct. 1, 1910
Cons. mort. (\$3,500,000) gold.	1893	6 g. J-D	2,237,000	June 1, 1918

Interest on 6s of 1893 is payable at Mississippi Valley Tr., St. Louis. Trustee of mortgage of 1893 is the Mississippi Valley Trust Co.; of all other loans the St. Louis Trust Co.

Benton-Bellefontaine 1st M. 6s for \$500,000 were called for payment May 1, 1897; consols of 1893 were reserved for these bonds.

DIVIDENDS.—In 1893, 8 p. c.; in 1894, 3 p. c.; in 1895, 3 p. c. It is understood that dividends of 6 p. c. per annum are paid.

ROAD.—The company's mileage, as reported to the city in April, 1898, aggregated 77.50 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—

Line	Miles
Union Depot Ry. (Electric)	40-68
Trackage over lines of other companies, about	8-00

Lines controlled—

Line	Miles
Benton Bellefontaine Ry.	13-70
Mound City RR.	7-12
Grand Ave. Ry.	8-00

OPERATIONS—The following gives the number of passengers carried:

	1st Quar.	2d Quar.	3d Quar.	4th Quar.	Total year.
1898	5,842,891				
1897	5,322,079	6,273,524	6,249,928	6,313,875	24,159,406
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

OFFICERS.—President, John Scullin; Sec., J. H. Roach. V. 64, p. 713.

ST. PAUL, MINN.

POPULATION 1890 WAS 133,156; IN 1880 WAS 41,473; AND IN 1870 WAS 20,030.

ST. PAUL CITY RAILWAY—See Twin City Rapid Transit Co., under Minneapolis, Minn.

ST. PAUL & SUBURBAN RY.—A trolley road.

ORGANIZATION, ETC.—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, full paid. In June, 1897, no bonded or floating debt.

ROAD.—Owns 10.59 miles of track; 9 electric cars, also 2 locomotives and 4 coaches used to supplement electric service. President, E. W. 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.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,000,000 (\$50)			\$850,000	
1st M. s. f., gold (\$1,000) (\$1,500,000) c'	1893	6 g. J-J	627,000	1913

Subject to call after Jan. 1, 1903. Entire issue subject to call Jan. 1, 1903, or any Jan. 1 thereafter, from Jan. 1, 1904, to Jan. 1, 1913, one-tenth of the loan must be paid yearly. Bonds to be called and paid in numerical order. Trustee is Guaranty Trust Co. of New York.

Bonds—Under terms of the mortgage of 1893 for \$1,500,000, bonds may be issued for extension of and additions to the mortgaged property at rate of not more than 70 per cent of the cost of such addition and extensions, and the bonds at any time issued shall not exceed \$20,000 per mile for each mile of road constructed, equipped and in operation. On mileage of Jan., 1896, \$840,000 could be issued, but of this \$190,000 was in the hands of the trustee to be sold only for new property. After debt reaches \$1,000,000 no bonds can be issued unless the net earnings for preceding 12 months are sufficient to pay 12 per cent on all bonds outstanding and 12 per cent on the bonds proposed to be issued.

ROAD—The company operates 42 miles of track.

	Miles.	Miles.
Single track	29	Total track operated
Second track	13	Weight of rails, 30 to 40 and 72 lbs.

OFFICERS—President, A. W. McCune; Vice-President, R. C. Chambers; Secretary and Treasurer, Joseph S. Wells; Superintendent and Purchasing Agent, W. P. Read.

SALT LAKE RAPID TRANSIT—A trolley road.

ORGANIZATION—Chartered in 1890.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock \$500,000 (par \$100)			\$356,000	
1st mortgage	1890	6 F-A	350,000	Feb. 1, 1910
Other indebtedness			70,000	

Interest at American Loan & Trust (trustee), Boston.

ROAD—Operates 32 miles of track on 26 miles of street.

EARNINGS—For year ending Dec. 31, 1895, gross, \$89,420; net, \$26,097. In 1894 gross, \$110,538; net, \$23,410.

OFFICERS—President and General Manager, J. S. Cameron; Secretary C. B. Jack; Treasurer, G. S. Gannett; Superintendent and Purchasing Agent, F. McBroom.

WEST SIDE RAPID TRANSIT—An electric and steam road. 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.

SAN ANTONIO STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated in May, 1874, and in 1890 absorbed the Prospect Hill Street Railway. Consolidation of all the street roads of San Antonio under the control of the San Antonio Street Ry. was pending in February, 1898.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock \$1,000,000			\$200,000	
1st mort. \$1,000 each	1885	7-A 15	200,000	1905

Interest payable at Atlantic Trust Co., New York City, and San Antonio.

Con. mort., \$600,000 c' } 1890 6 M - N 400,000 May 1, 1920
Subj. to call \$20,000 yearly from May 1, 1897

ROAD—In May, 1896, 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, \$26,000. First mortgage is for \$100,000 gold 6s, J&J, dated 1890, due July 1, 1910; interest at Importers' & Traders' Nat. Bank, N. Y., or San Antonio office. Surplus earnings (over interest charges) have been put into improvements. 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. In January, 1898, foreclosure sale ordered at upset price of \$30,000.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock, \$100,000			\$100,000	
Receiver's certificates	1897		5,500	
1st mortgage, \$80,000 (\$500)	1896	6 J-D	80,000	June 1, 1911

Interest is in default.

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—

	Date.	Interest.	Outstanding.	Maturity.
Stock, \$50,000 (\$100)			\$50,000	
1st mortgage, \$40,000 c'		6 J-J	40,000	

ROAD—Operates 6¼ miles.

EARNINGS—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 ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock, \$100,000 (par \$50)			\$100,000	
1st mortgage, \$100,000 c'		6 J-J	100,000	

ROAD—Owns 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. Interest on bonds being in default Clark Road, 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.	Outstand'g	Maturity.
Stock, \$150,000			\$119,000	
1st mtge., \$40,000 (\$100, etc.)	1890	6 M-S	34,000	1910
2d mtge., \$80,000 (\$100, etc.)	1893	6 M-S	41,500	1913

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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, \$100).....	.....	Monthly.	{ 10,000 shares. }	.....
1st mortgage, gold.....	1890 5g. J - J	.....	{ \$60 paid in. }	.....
			{ \$900,000 }	Jan. 1, 1915

Dividends have been 50 cents monthly.
ROAD—Was operating May 1, 1896, 11½ miles of track on 5½ miles of street.

OFFICERS—President, J. B. Stetson; Vice-President, A. Borel; Secretary, A. Stetson; Treasurer, A. Borel & Co.; General Manager and Purchasing Agent, J. W. Harris.

OFFICE—Corner California and Hyde streets, San Francisco, Cal.

GEARY STREET PARK & OCEAN RR.—
A cable road.

ORGANIZATION—Incorporated Nov. 5, 1878. Annual meeting first Wednesday after second Tuesday in April.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100).....	.....	.....	{ 10,000 shares. }	See text.
1st M., \$750,000, gold....	1891 5g A - O	.....	{ \$37.50 paid in }	.....
			{ \$671,000 }	Oct. 1, 1921

Dividends have been irregular. In 1895 \$3 per share; in 1896 \$2.50 per share was paid in five dividends of 50 cents each.

ROAD—On Jan. 1, 1897, owned 4 miles of double-track cable road laid with 72 lb. steel rails.

OFFICERS—President, C. F. Crocker; Vice-President, A. Grant; Secretary and General Manager, J. L. Willcutt; Treasurer, N. T. Smith; Purchas'g Agt., R. P. Schwerin. Office, 532 Market St., San Francisco.

MARKET STREET RAILWAY—

ORGANIZATION—Formed by consolidation of a number of companies, including those whose bonds are in the table below. The Metropolitan Ry. has also been merged. (See V. 61, p. 750.) Persons identified with the Southern Pacific Ry. Co. are largely interested in this company.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100).....	.....	Q-J 10	\$18,617,000	Ap. 11, '98, 60c.
Market St. Cable Ry., 1st M., \$1,000 gold.....	1883 6g. J - J	.....	3,000,000	Jan. 1, 1913
Omnibus Cable Co. 1st M 1888 6 A - O	.....	.....	2,000,000	Apr. 2, 1918
2d mortgage.....	1893 6 M - N	.....	15,000	May 1, 1923
Park & Cliff House 1st M 1887 6 J - J	.....	.....	350,000	Jan. 1, 1913
Powell Street 1st M....	1887 6 M - S	.....	700,000	Mar. 1, 1912
Park & Ocean 1st M....	1884 6 J - J	.....	250,000	Jan. 1, 1914
Ferries & Cliff H. 1st M 1889 6 M - S	.....	.....	650,000	Mar. 1, 1914
Market Str. Ry. consol..	.....	.....	.....	.....
M. for \$17,500,000 g. 1894 5g. M - S	.....	.....	4,817,000	Sept. 1, 1924

Interest is payable at Treasurer's office, San Francisco.

DIVIDENDS of 60 cents per share are paid quarterly.

ROAD—Company on Dec. 31, 1897, owned track as follows:

Roads owned in fee—	Miles.	Roads owned in fee—	Miles.
Main line & brchs. (horse)...	20.06	Main line & brchs. (steam)...	20.00
do. do. (trolley).....	82.52	Total single track.....	182.56
do. do. (cable).....	59.98	Rails 37 to 74½ lbs. to yard.	.....

In April, 1898, it was stated that the steam road extending from Golden Gate Park to Ocean Beach would be equipped electrically.

EARNINGS—For year ending Dec. 31, 1897, 169 miles, gross earnings, \$3,406,606; net, \$1,351,059. In 1896, 177 miles, gross, \$3,259,989; net, \$1,201,967. In 1895, on 158 miles, gross, \$3,125,451; net, \$1,091,398. In 1894, on 128 miles operated, gross, \$2,958,436; net, \$978,149.

OFFICERS (Dec., 1897)—President, H. E. Huntington; Vice-President, Charles Holbrook; Secretary and Controller, J. L. Willcutt; Treasurer, N. T. Smith; Purch'g Agt., R. P. Schwerin. Office, San Francisco, Cal.
INDEX—V. 61, p. 750.

PRESIDIO & FERRIES RAILROAD—An animal, steam and cable road.

ORGANIZATION—Chartered Jan. 6, 1882. Annual meeting the fourth Friday in January.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, \$100).....	{ 10,000 shares. }	.....
1st mort., \$250,000.....	6 M&N	{ \$55 paid in. }	.....
			{ \$170,000 }	1911

ROAD—In May, 1896, was operating 11½ miles of road as follows:

Cable, 7½ miles; horse, 2 miles; steam, 2 miles; total track, 11½ miles.

OFFICERS—President, G. A. Newhall; Secretary, John B. Leighton; Office, corner Union and Sharp streets, San Francisco.

SUTRO RAILROAD CO.—A trolley road.

ORGANIZATION—Incorporated to build and operate a road on Central Ave., etc., to the Cliff, with a branch line to the Park on 8th Avenue.

STOCK—	Par.	Authorized.	Outstanding.
Stock.....	\$10	\$400,000	(?)

ROAD—The road, which is 5 miles long, was opened Jan. 27, 1896.

OFFICERS—President, Adolph Sutro; Secretary, Theodore Krauss; Treasurer, American Bank & Trust Co.; Supt., E. M. Van Frank.

SAN FRANCISCO & SAN MATEO ELECTRIC RAILWAY—A trolley road.

ORGANIZATION, ETC.—Successor in May, 1896, to S. F. & San M. Ry., sold in foreclosure. The corporation is a close one, there being only five stockholders, and it is said to be "doubtful if any bonds will be issued." Extensive improvements and additions are proposed in 1897

ROAD—Owns 21 miles of track.

OFFICERS—President, A. B. Spreckles; Vice-President and General Manager, John A. Buck; Secretary, W. Clayton; Superintendent and Purchasing Agent, S. B. McLenegan. V. 62, p. 684.

SUTTER STREET RAILWAY—A cable road.

ORGANIZATION—Chartered Dec. 22, 1887. Annual meeting the second Monday in June.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par, \$100).....	Q-M 15	{ 20,000 shares. }	June 15, 1896
1st M., g., \$1,000 each 1888 5 M-N	Full paid.	.....
Trustee is California Title, Ins. & Trust Co. of San Francisco.	\$900,000	May 1, 1918

Subject to call at par \$50,000 yearly, beginning May 1, 1908. If so ordered by the company's directors, Nos. 1 to 50 to be called first and the others in the order of their numbers.
Dividends: In 1893, 5 p. c.; in 1894, 5 p. c.; in 1895, 4 p. c.; in 1896, Mar., 1 p. c.; June, 1 p. c.

ROAD—In Nov., 1896, the company owned track as follows:

	Miles.	Miles.
Cable road (iron and cement) 5.75	Horse road..... 68
do second track.... 5.75	
Rails 43 lb. T.	Total owned in fee..... 12.18

OFFICERS—President, R. F. Morrow; Vice-President, J. L. Schmitt; Secretary, A. K. Stevens; Treasurer, M. Schmitt; Superintendent and Purchasing Agent, J. Reynolds.

SARATOGA, N. Y.

POPULATION IN 1890 WAS 13,171; IN 1880 WAS 10,820;
AND IN 1870 WAS 8,537.

SARATOGA TRACTION—Trolley.

ORGANIZATION, ETC.—Formed in May, 1897, as successor of the Union Electric Ry. foreclosed. Saratoga Lake RR. was leased, but subsequently absorbed by consolidation.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$200,000.....	.....	.....	\$200,000	.....
1st M., \$200,000 gold..	1897 5g. J - J	.....	130,000	1926

ROAD—Owns from Saratoga to the lake, the race track and to Geyserville, 8 miles of road; sidings, ¼ miles; total track, 8.27 miles.

EARNINGS—Operated only as a summer road. For two months ending June 30, 1897, gross \$839.

OFFICERS—President, T. F. Hamilton; Secretary, Robert E. Smith; Treasurer, R. S. Storrs, 40 Wall Street, New York City.

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.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock (par \$100).....	.....	.....	\$50,000	.....
1st mortgage (old 7s).....	1882 6 M - N	.....	200,000	Jan. 1, 1902
2d mortgage (old 7s).....	1883 6 Q - F	.....	50,000	1903

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.

Stock (?).....	Date.	Interest.	Outstand'g.	Maturity.
1st mortgage, \$1,250,000, gold, \$1,000.....	1897 4 cur. Q-J.	.....	{ \$1,250,000 }	July 1, 1947
			{ Trustee, Central Trust, N. Y. }	.....

Bonds of 1897 were issued in payment of the acquired property
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 Schenectady Street Railway Co., which was chartered in 1886.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, par \$100.....	.....	.....	\$300,000	.....
1st M., \$300,000, gold, \$1,000.....	1895 5g. J - J	.....	222,993	Jan. 1, 1925
			{ Interest at Merc. Trust Co., N. Y., trustee.	.....

Bills payable June 30, 1897, \$11,500; stock issued and returned to treasury, \$100,067.

First 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 1.22 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 Schenectady.—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 all the assets and liabilities of the Scranton Traction Co. (capital \$2,000,000), whose stockholders were offered exchange, share for share, in the stock of the new company.—V. 63, p. 1064; V. 64, p. 85.

The following companies have been merged with the Railway Co.: People's Street Ry., Scranton Passenger Ry., Scranton Suburban Ry., and Valley Passenger Ry. The Scranton Railway retains the special charter of the old People's St. Ry. of Luzerne County, granted in 1865. The outline of the city is especially adapted to street railway business, being only two miles wide and extending seven miles in length, between two mountains, with no outlets except up and down the valley, all of which are controlled by this company.

STOCK & BONDS—	Par.	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$6,000,000)	\$50			\$2,500,000	
Scranton Trac. 1st M.	1,000	1892	6 g. M-N	1,000,000	Nov. 1, 1932
M. \$1,000,000, gold, no option.			Interest x at E. W. Clark & Co., Philadelphia.		
Scranton Pas. Ry. 1st M.	1,000	1890	6 M-N	100,000	May 1, 1920
Scranton Sub. 1st M.	500,000	1890	6 M-N	200,000	1909
M. g., gu., p. a. l. e.			Trustee, Farmers' L. & T. Co., N. Y.		
Peop's St. Ry. 1st M. g.	1,000	1888	6 g. F-A	200,000	Aug. 1, 1918
Do gen. M. gold		1891	6 g. J-D	100,000	Dec. 1, 1921
Scranton Ry. M. \$2,500,000, gold (\$1,000)		1897	5 g. J-J	900,000	Nov. 1, 1932
			Trustee, Continental Trust, N. Y. City.		

On June 30, 1897, loans payable were \$354,518.

x Free of United States and Pennsylvania State taxes.

Bonds—The bonds of 1892 cover all the property of old Traction Co., Trustee of Traction Co.'s mortgage is Fidelity Ins. Trust & Safe Dep. Co. of Phila.

Of the \$2,500,000 Scranton Ry. mortgage 5s of 1897, \$1,600,000 are reserved to retire prior bonds at maturity.

ROAD—Owns and operates all the street roads of Scranton, having an aggregate mileage as follows:

Owned—	Miles.	Leased—	Miles.
People's Street Railway	25 1/2	Scranton & Pittston	12
Valley Passenger Railway	8 1/2	Scranton & Carbondale	5
		Lackawanna Val. Trac.	4
Total owned	34	Total operated	55

EARNINGS—Operations of the lines now composing the Scranton Railway, not including the suburban lines, have been as follows:

4 months, 1898	Gross, \$116,486; net, \$54,139
Jan. 1 to Apr. 30, 1897	Gross, 105,400; net, 47,960

For the year ending Dec. 31:

	1897.	1896.	1897.	1896.
Gross	\$366,355	\$353,814	Fixed charges	\$135,170
Oper. exp.	179,974	185,940	Taxes, &c.	\$132,234
Net	\$186,381	\$167,874	Bal., sur. for yr.	\$51,181

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. Halsey; 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. Halsey, 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 operates the road and furnishes the power. Surplus earnings over interest charges and taxes are divided, one-third to Scranton Railway Co. and two-thirds to Scranton & Carbondale Co.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock				\$500,000	
1st mortgage, gold	5	1893	6 g. J-J	150,000	Jan. 1, 1923
\$1,000 car			Interest x at Union Tr. Co., Phila., and Lackawanna Tr. & Safe Dep. Co., trus., Scranton, Pa.		

Bonds—The bonds are not subject to call.

ROAD—Owns road extending from Scranton to Archbald, Pa., about 5 miles; connects at Archbald with the Carbondale Railway Company's road to Carbondale.

LATEST EARNINGS—July 1 to Apr. 30, ten months, in 1897-8, gross, \$32,699; net, \$14,101.

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

	Gross.	Net.	Charges.	Bal., sur.
1896-97	\$40,817	\$19,119	\$9,917	\$9,202
1895-96	39,376	21,380	9,914	11,466
1894-95	34,216	18,947	9,866	8,181

OFFICERS—President, George A. Fletcher; Secretary, Percy S. Bickmore; Treasurer, George L. Mitchell.

SCRANTON RAILWAY SYSTEM—SCRANTON & PITTSBURGH TRACTION—A trolley road.

ORGANIZATION—Chartered Sept., 1893, and on Oct. 5, 1893, leased for 50 years to Scranton Railway Company. The Pittston Company owns the entire capital stock of the Lackawanna Street Railway and the Pittston Jenkins & Avoca Street Railway, and a majority of the capital stock of the Pittston Suburban Passenger Railway, operating their properties under lease.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock (par \$100)				\$1,050,000	
Mort. \$525,000, g.	15	1893	6 g. A-O	294,500	Oct. 1, 1923
\$1,000 & \$500 e.			Interest (x) at Union Trust (Trustee), Phila.		
gu. by Seran. Tr.	1 to 400	\$1,000 each and Nos. 401 to 650	\$500		

x Both principal and interest are payable free from all United States and State of Pennsylvania taxes.

ROAD—Operates 12 miles of track, uniting Scranton with Greenwood, Moosic and Taylorville, Avoca, Pittston and Readham.

LEASE—Under its lease the Scranton Railway Company guarantees the interest and principal on \$25,000 per mile of this company's bonds, and any surplus earnings after paying all taxes, insurance, interest on bonds guaranteed, etc., shall be divided between the lessor and the lessee, one-fourth to the Scranton Railway and three-fourths to Scranton & Pittston Traction.

EARNINGS—July 1 to Apr. 30, 10 months, 1897-8, gross, \$51,908; net, \$19,246. OFFICERS—President, L. A. Watres; Secretary, C. C. Adams; 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.—Purchased at foreclosure sale Jan. 8, 1898 by purchasing trustees for \$65,000. It is understood the company will be reorganized as the "First Ave. Railway." V. 66, p. 183. 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 carried 798,996 passengers; gross receipts were \$38,017.—V. 66, p. 183.

GRANT STREET ELECTRIC RAILWAY—

ORGANIZATION.—Chartered in 1891. Capital stock, \$200,000. Bonds \$100,000. Operates 5 1/2 miles of track. In year 1897 carried 512,070 passengers. Road turned over to company by receiver Jan. 25, 1898. Officers (1898). President, N. H. Latimer; Vice-President, O. L. Denny, Secretary, E. F. Blaine; Manager, W. J. Grambs.

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 7/8 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 7 1/4 miles of track upon 3 1/2 miles of street. In year 1896 carried 1,160,355 passengers. President, H. G. Struve.

SEATTLE CITY RAILWAY—A cable road.

REORGANIZATION—In May, 1897, road was still in receiver's hands, and no reorganization plan had been prepared. Bondholders' committee is Winthrop Smith and J. W. Longstreth of Philadelphia and Albert Stone of Boston.

STOCK AND BONDS—

Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock			\$600,000	
1st M., \$600,000, g.	5	1890	6 g. A-O	443,000
				Oct. 1, 1910

Interest due Oct., 1893, and since is in default; Central Trust Co. mortgage trustee.

ROAD—Owns about 5 miles of cable road on 5 miles of street in Seattle, known as the Yeader Avenue and Jackson Street lines. Sub-structure has been practically rebuilt during the receivership.

RECEIVER is W. A. Underwood, 40 Wall St., New York.—V. 62, p. 951.

SEATTLE TRACTION CO.—A trolley road.

ORGANIZATION—A reorganization of the Seattle Consolidated St. Ry. sold in foreclosure Dec. 1, 1896.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock \$1,000,000 (\$100)				\$349,300	
1st M. g., subj. call at 105					
(\$500 & \$1,000); int. is pref.		1897	6 g. A-O	73,100	Jan. 2, 1927
1st M. g. incomes to Oct. 1, '99					
(\$500 & \$1,000), subj. to call at 105		1897	6 g. A-O	456,488	Jan. 2, 1927
2d M. g. incomes, non-cum. (\$1,000), A & B subj. to call at par		1897	6 g. A-O	\$39,625	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, but none of these latter bonds had been issued to February, 1898; (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.

EARNINGS—For the year 1897, gross, \$91,453. In 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.

SEATTLE & RAINIER BEACH RAILWAY—A trolley road.

ORGANIZATION—Reorganization of Rainier Ave. El. Ry. foreclosed.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock, (par, \$100) (\$95,000)				\$75,000	
First mortgage, \$40,000		1895	5 F-A	20,000	Aug. 1, 1901
(par, \$5,000)			Interest at Seattle, Wash.		

On May 1, 1898, had little indebtedness, except bonds.
EARNINGS—For 4 months ending April 30: In 1898, \$6,642; in 1897, \$4,713; in 1896, \$3,225.
ROAD—Operates 13.35 miles of track, extending from Seattle to Renton, including Seattle & Renton Ry. extension from Rainier Beach to Renton. Rails, 30-56 lb. T and girder. General Manager and Purchasing Agent, F. H. Osgood. Franchise runs till 1915.

UNION TRUNK LINE—An electric and cable road.
ORGANIZATION—Chartered in 1890.
STOCK & BONDS—

Stock (par, \$100)	Date	Interest	Outstanding	Maturity
1st M., \$500,000, gold,	1891	6g. J-J	500,000	Jan. 1, 1911
\$1,000				

Interest at Central Tr. Co., trustee, N. Y. City.
ROAD—Operates 13.64 miles of electric and 1.36 miles of cable road.
OFFICERS—President, M. H. Young; Vice-President, F. E. Sanders; Secretary, J. D. Lowman; Treasurer, R. R. Spencer.

WEST SEATTLE CABLE—
ORGANIZATION—Capital stock, \$150,000; track, 2 m. Pres., H. S. King.

WEST STREET & NORTH END ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—

Stock	Date	Interest	Outstand'g.	Maturity
1st M., \$300,000, g. c.	1890	6 M-S	300,000	Sept., 1910

Sinking fund commences March 1, 1896, 10 per cent of net earnings to be used in purchasing the bonds at not above 110 and interest.
ROAD—Ten miles of road on 6 miles of street. In April, 1898 it was stated that extensions were contemplated during 1898, but plans had not yet been made.
EARNINGS—For year ending Dec. 31, 1897, gross, \$28,363; net, \$13,277. Passengers carried in 1897, 534,975; in 1896, 440,000.
OFFICERS—President and Treasurer, S. L. Shuffleton; Secretary, W. A. Walthew; Superintendent, O. Elmoro.

WOODLAND PARK ELECTRIC RAILWAY—
ORGANIZATION—Capital stock, (?). Bonds, \$50,000. 1.5 miles of track. Not in operation April, 1898. Douglas Young, Secretary.

SEDALIA, MO.

POPULATION 1890 WAS 14,068; IN 1880 WAS 9,561; AND IN 1870 WAS 4,560.

ELECTRIC RAILWAY LIGHT & POWER—
ORGANIZATION, ETC.—Organized in 1890. Owns franchise for a road on all streets of city, and also franchise to operate electric-light plant. Has lighting contract with city, which expires 1899.

STOCK & BONDS—

Stock	Date	Interest	Outstanding	Maturity
\$200,000, par \$100.			\$200,000	
Mortgage, gold.	1892	6g. F-A	200,000	Aug. 1, 1912
Sedalia & Brown Spgs. 1st M. \$30,000 s. f. (\$1,000) guar., gold.	1894	6 J-D	50,000	Dec. 1, 1914

Trustee, Trust Co. of America at Phila.

Elec. Ry. L. & P. bonds are subject to call "on any interest day after 1897 by payment of 4 per cent premium, and on any interest day after 1907 by fl. 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 1890 WAS 14,403; IN 1880 WAS 8,184; IN 1870 WAS 4,320.

SHAMOKIN & MT. CARMEL ELECTRIC RAILWAY—

ORGANIZATION—Chartered in 1892.
STOCK & BONDS—

Stock	Date	Interest	Outstanding	Maturity
\$500,000 (\$50)			\$500,000	
Bonds	1893	6 J-D	500,000	Dec. 1, 1923
Bills payable Jne. 30, '97			39,250	

ROAD—Shamokin to Logsville, Green Ridge, Mt. Carmel, Cunningham and Centralia, 16½ miles.
EARNINGS—For year ending June 30, 1897, gross, \$57,747; net, \$29,823; int., taxes and rentals, \$28,945; bal. surplus, \$878. In 1895-6, gross, \$56,224; net, \$30,672.
 President, G. M. Smith; Secretary, H. R. Snavely Treasurer, C. Smith.

SHARON, PA.

POPULATION 1890 WAS 7,459; IN 1880 WAS 5,684; AND IN 1870 WAS 4,221.

VALLEY STREET RAILWAY—A trolley road.
ORGANIZATION—Chartered in 1895 to succeed Shen. Val. St. Ry.
SECURITIES—On June 30, 1897, stock, \$150,000; bonds, \$75,000.

EARNINGS—For year ending June 30, 1897, gross, \$12,790; net, \$2,235. In 1895-6, gross, \$19,040; net, \$4,105; taxes, etc., \$5,199; dividends, \$1,500; bal., def. for year, \$2,594. In 1894-5, gross, \$5,250.
ROAD—The road extends from the borough of Sharon, through the town of North Hickory, and the borough of Sharpsville, a length of road being 4.45 miles; gauge of track 5 feet 2½ inches
OFFICERS—President, A. M. Jolly; Secretary, A. R. Leyda, 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 & RAILWAY—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.

OSSINING ELECTRIC RAILWAY—

ORGANIZATION—Chartered April 30, 1892. Securities, etc., as follows In November, 1897, John V. Cockroft was appointed receiver.

STOCK & BONDS—

Stock	Date	Interest	Outstanding	Maturity
\$100,000, par \$100			\$100,000	
1st mort. 6s, J-D			100,000	

(Dated 1893. Due 1913)
EARNINGS—Years ending June 30, 1897, 1896.
 Gross..... \$19,738 \$20,716
 Net..... 797 820
 Charges..... 6,799 730
 Balance..... df. 6,002 sur. 90
ROAD—2.76 miles of track.
 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.

CENTRAL TRACTION CO.—A trolley road.

ORGANIZATION—Successor to the Sioux City Cable Ry., sold in foreclosure in October, 1895. Stock, \$150,000; no bonds. Track, 7 miles.

SIoux CITY & LEEDS ELECTRIC RAILWAY—A trolley road.

STOCK & BONDS—

Stock	Date	Interest	Outstand'g.	Maturity
\$200,000, par \$100			\$200,000	
1st mortgage, gold	1892	6g. J-J	\$125,000	Jan., 1912

Interest was payable at Gilman, Son & Co.'s, New York City.
ROAD—In August, 1895, from Sioux City to Leeds, about 5 miles.
OFFICERS—President, O. Darlington; Sec. and Treas., C. C. Peirce.

SIoux CITY ELEVATED RY.—A trolley road.

ORGANIZATION—Successor to Sioux City Rapid Transit, sold in foreclosure in Feb., 1895, for \$50,000. Includes 6 miles track, of which part elevated. President, A. M. Jackson; Superintendent, Wm. Miller.

SIoux CITY TRACTION—A trolley road.

ORGANIZATION, ETC.—Chartered in May, 1894, with authorized capital of \$1,000,000 to succeed the Sioux City Street Railway, sold in foreclosure. Capital issued, \$630,000, of which \$626,600 was given in exchange for \$525,000 old first mortgage bonds. No bonds. Bills payable June 1, 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.
YEAR'S EARNINGS—For year ending May 31, 1897, gross, \$77,239; net, \$13,799; other income, \$1,097; interest on loans, \$2,387; other expenses, \$1,729; balance, surplus for year, \$10,780. In 1895-6, gross, \$80,080; net, \$13,219.
OFFICERS—President (Sept., 1896), M. L. Kohler, Philadelphia; Vice-President, A. F. Call, Sioux City; Secretary and Treasurer, C. B. Oldfields, Sioux City.

WASHINGTON PARK & SPRING GROVE.
 Stock, \$250,000, par \$100, issued, \$64,400. No bonds.
ROAD—Owns 3½ miles of track, 3 coaches and 1 engine.

SPENCER, MASS.

POPULATION 1890 WAS 8,747; IN 1880 WAS 7,466; AND IN 1870 WAS 3,952.

WARREN BROOKFIELD & SPENCER ST. RY.—A trolley road. Population tributary to road estimated at 25,000.

STOCK & BONDS—

Stock	Date	Interest	Outstand'g.	Maturity
\$150,000			\$150,000	
1st M. g., \$125,000, s. f.	1896	5g. M-N	125,000	Nov. 1, 1916
aff. Nov. 1, '99 (\$1,000) e.				

Int. at Int'l Trust Co., Boston, Trustee.
 Sinking fund is \$2,000 annually on and after Nov. 1, 1899.
ROAD—Owned in Nov., 1897, 16 miles of track connecting Warren, Brookfield, Spencer, etc. Extension to North Brookfield, 4 miles, was expected to be completed about Jan. 1, 1898.
EARNINGS—Year ending Sept. 30, 1897, gross, \$33,687; net, \$7,228 taxes and interest, \$5,986; balance, surplus for year, \$1,242.

SPOKANE, WASH.

POPULATION 1890 WAS 19,922; AND IN 1880 WAS 350

ARLINGTON HEIGHTS MOTOR RAILWAY—2 miles of trolley track. Stock, \$50,000. Bonds, 1st mortgage 5s, M. & S., Franklin Trust Co., Brooklyn, N. Y. trustee. President, W. Hughson.

CITY PARK TRANSIT.—A trolley road.

ORGANIZATION—Chartered in July, 1899. Franchise runs till 1919; Company said to be controlled by Washington Power Co

STOCK (NO BONDS)— Authorized. Outstanding. Full paid.
 Stock \$250,000 \$250,000
 "No incumbrances of any nature on the property" Jan. 1, 1895.

ROAD, ETC.—Owns and operates 6 miles of trolley track in the city of Spokane. Rails 35-lb. steel. Company has brick and stone car house and offices and large public pavilion.

OFFICERS—President, D. Glass; Secretary and Treasurer, C. Glass; Superintendent, J. B. Bliss.

SPOKANE & MONTROSE MOTOR RAILROAD.—An electric railroad.

ROAD ETC.—Said to operate 3 1/4 miles of track. Stock, \$50,000; par \$100. 1st mortgage 6s, M-S. \$40,000, due March 1, 1902; Trustee, Provident Trust Co. of Boston; President and Gen. Man., C. G. Reeder.

WASHINGTON WATER POWER SYSTEM—SPOKANE STREET RAILWAY, ETC.

REORGANIZATION—Under plan of June 30, 1897, stockholders paid assessment of 10 p. c. in cash, or 40 p. c. in stock (which stock was resold), to provide for unpaid coupons, floating debt, etc., and bondholders had their interest reduced from 6 to 4 1/2 per cent. No new bonds were issued. 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; Spokane Electric Railway.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock				\$500,000	
Spok. Ca. Ry. Co. 1st M.	1888	4 1/2 (6) g. J-J*	150,000	July 1, 1908	
\$150,000, g. \$1,000. c.	Subject to call 15 bonds y'rly from July 1, 1898				
Spok. St. Ry. Co. 1st M.	1891	4 1/2 (6) g. M-S	350,000	Mar. 1, 1911	
\$350,000, g. \$1,000. c.	Subject to call 55 bonds* y'rly from Mar. 1, 1901				
Spokane Elec. Ry. Co.	1891	4 1/2 (6) g. M-N	100,000	Nov. 2, 1911	
1st M. \$100,000, g. e	Subject to call 10 bonds* y'rly from Nov. 2, 1901				
Guar. p. & i. (end.)					
Washington W. P. mtge.	1889	6	J-J	470,000	July 1, 1909
Edison Elec. Ill. Co.,	1889	6	J-D	500,000	
guar. p. & i.	Subject to call, 3 per cent yearly at 110.				

* The bonds are to be called in numerical order beginning with the bonds of lowest number.

Interest is payable at Franklin Trust Company, Brooklyn, N. Y. Trustee of the cable mortgage is First National Bank of Spokane; of other mortgages, the Franklin Trust Company.

ROAD—System consists of 36 miles of trolley road, the cable line having been changed to trolley. Rails 30 to 40 lb. T.

OFFICERS—Elected March, 1896: President, J. D. Sherwood; Vice-President, F. Lewis Clark; Sec. and Gen. Man., D. L. Huntington.

SPRINGFIELD, ILL.

POPULATION 1890 WAS 24,963; IN 1880 WAS 19,743; AND IN 1870 WAS 17,364.

SPRINGFIELD CONSOLIDATED RAILWAY. A trolley road.

ORGANIZATION—A consolidation of the People's Electric Railway and the Springfield City Railway, the latter incorporated Feb. 18, 1861.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stk (\$750,000 auth.)				\$750,000	
People's Elec. 1st M.	1891	6 A-O	100,000	Apr. 1, 1911	
Springfield City Ry.	1890	6 M-S	125,000	Mar. 1, 1910	
1st M., lawful money, \$1,000. c.	Subject to call at 105 after Mar. 1, 1895				
Springfield Con. Ry.	22	1893 text J-D	418,000	June 1, 1933	
Consol. mort. for \$750,000 gold.	Interest at Columbia Trust Co (Trustee), Louisville, 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 it 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 1897, gross, \$105,123; net, \$41,560. For 1896, gross, \$101,850; net, \$39,442; interest, \$38,400.

OFFICERS—President, William Jarvis; 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.

STOCK	Date.	Interest.	Outstanding.	Maturity.
Stock \$1,200,000 (\$100)			\$1,458,400	
Bonds (subject to call aft. Apr. 1, 1900)	1895	4 1/2 A-O.	300,000	April 1, 1910
Bonds (subject to call aft. Apr. 1, 1911)	1896	4 1/2 A-O.	200,000	April 1, 1916

Loans and bills payable Sept. 30, 1897, \$221,000. The bonds of both issues are for \$25,000 each.

DIVIDENDS—In years 1893, '94, '95, '96 and '97, 8 per cent per annum. **New Stock**—In April, 1898, the Mass. RR. Commissioners approved the issue of \$291,700 new stock for improvements, making total stock \$1,458,400. The value of the shares was fixed at \$150.—V. 66, p. 135, 762, 860.

ROAD—Owns 60.79 miles (including 10.72 miles second track) of main track and 4.39 miles of sidings; total track Oct. 1, 1897, 65.18 miles.

EARNINGS	1897.	1896.	1897.	1896.
Gross earn'gs	\$54,312	\$521,673	Divs. pd (8 p. c.)	\$93,336
Net	151,587	200,088	Bal. for year	4,876
Taxes, etc.	53,375	48,432	Tot. sur. Sep. 30.	165,442
Interest				156,791

OFFICERS—President, John Olmsted; Secretary, Gideon Wells; Treasurer and General Manager, A. E. Smith.—V. 63, p. 1061; V. 65, p. 1022; V. 66, p. 135, 762, 860.

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 \$ (0). Said to operate 15.8 miles of track on 12 miles of streets. President, Charles M. Parker.

SPRINGFIELD, OHIO.

SPRINGFIELD RAILWAY—A trolley road. ORGANIZATION—Chartered in 1892. **STOCK & BONDS**— Date. Interest. Outstanding. Maturity. Stock (par \$100) 1893 4 (6) J-J \$1,000,000 1st mort., \$500,000, gold. 1893 4 (6) J-J 500,000 Jan. 1, 1933 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.

STOCK, BONDS, ETC.	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$100,000 (\$50)			\$92,240	
1st mortgage, \$75,000 auth.	1886	5 F-A	75,000	Aug. 1, 1909
Oct. 1, 1897, bills payable.			212,000	

ROAD—11.25 miles of track. Electricity introduced in 1895. **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 AND IN 1870 WAS 33,029.

NEW YORK & STATEN I. ELECTRIC CO.— ORGANIZATION—This company in December, 1897, increased its stock from \$500,000 to \$1,500,000, and purchased the stock of the Staten Island Electric RR. A traction company, it was found, could not legally operate a lighting company, and therefore it was arranged that the lighting company should control the railway. In April, 1898, the company made a mortgage for \$1,000,000 to the Colonial Trust Co., as trustee.—Office, 32 Nassau Street, N. Y.—V. 65, p. 1072; V. 66, p. 857.

STATEN ISLAND ELECTRIC RAILROAD—A trolley road.

ORGANIZATION—Incorporated under the laws of the State of New York December 11, 1894. Owns a through line from South Beach Holland Hook, where, by means of a ferry, it connects with the Consolidated Traction Co. of New Jersey, and with a belt line around St. George and a spur up the Richmond Turnpike to Silver Lake. The company also controls one-half of the \$1,000,000 stock of the Rapid Transit Ferry between St. George and New York, and owns all the rights and franchises of the Staten Island Belt Railway.

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$1,250,000			\$1,250,000	
1st M., gold, \$1,250,000	1895	5 g. M-N	1,250,000	May 1, 1945
1st consol. mort., \$2,000,000, gold.	1896	5 g. M-N	\$776,000	May 1, 1946

Trustee, Knickerbocker Trust Co., N. Y. 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, 10.7 miles; branch to Richmond Ave., 6.36 miles; second track, 12.13 miles; total track, 29.23 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:			
	Gross.	Net.	Int. & taxes.	Balance.
1897	\$62,282	\$33,005	\$24,575	sur. \$8,430
1896	43,879	20,598	24,575	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; V. 65, p. 1222.

STATEN ISLAND MIDLAND RR.—A trolley road. ORGANIZATION—Chartered Dec. 1, 1890. On Aug. 19, 1895, reorganized without change of name. Operates the line of the Staten Island Traction Co., sale of which has been set for May 26.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 Stock, \$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.
 Loans and bills payable Dec. 31, 1897, \$48,442; open accounts, \$5,888.

Sinking fund after 5 years but bonds cannot be called. ROAD—Owns 27.15 miles of track, including second track, 10.34 miles; sidings, 9.33; rails 65 to 70 lb. T rails and 90 lb. girder; 40 motor cars.

EARNINGS—July 1 to Sept. 30, 1897, three months, gross, \$50,824; Oct. 1 to Dec. 31, 1897, 3 months, gross, \$22,003; operating expenses, \$21,923; fixed charges, \$13,121; loss from operating, \$12,241.

OFFICERS—President, James C. Hinchliffe 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.

STOCKTON, CAL.

POPULATION IN 1890 WAS 14,424; IN 1880 WAS 10,232.

STOCKTON ELECTRIC RR.—A trolley road. **STOCK & BONDS**—Stock (?); 1st M. 6s, A-O, \$150,000; due 1917; trustee, California Safe Deposit & Trust Co. Owns 12 miles of track. OFFICERS—President, Joseph Fyfe; Secretary, H. J. Corcoran.

STREATOR, ILL.

POPULATION 1890 WAS 11,414; IN 1880 WAS 5,157 AND IN 1870 WAS 1,486.

STREATOR RAILWAY—A trolley road. ORGANIZATION—Chartered in 1891. Franchise runs for forty years. Interest due Jan. 1, 1895, and since has not been paid.

RECEIVERSHIP—In November, 1896, C. C. Barr was appointed receiver. To February, 1897, no plans for reorganization formed.

STOCK & BONDS—*Date. Interest. Outstand'g. Maturity.*
 Stock..... \$250,000
 1st M., gold (\$1,000).....c* } 1891 6 g. J-J 15 160,000 Jan. 15, 1911
 Jan., '95, coupon unpaid. } Trustee is Farmers' Loan & Trust, N. Y.
 ROAD—On Aug. 12, 1895, owned 5 3/4 miles of track. Rails 56 lb. girder. OFFICERS—President, P. F. Barr.—V. 63, p. 970.

SUNBURY, PA.

POPULATION 1890 WAS 5,930; IN 1880 WAS 4,077; AND IN 1870 WAS 3,131.

SUNBURY & NORTHUMBERLAND ELECTRIC RAILWAY—A trolley road. ORGANIZATION—Chartered June 24, 1885, as Sunbury & Northumberland and Street Railway. Reorganized May 28, 1892, after judicial sale.

STOCK & BONDS—*Miles. Date. Interest. Outstand'g. Maturity.*
 Stock, \$125,000 (par \$50)..... \$125,000
 First mortgage, gold.....c* } 3-2 1892 6 g. J-J 65,000
 Loans (unsecured) July 1, '97 7,000

ROAD—Owns 3.9 miles of track in Sunbury 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, per plan in V. 62, p. 644.

STOCK & BONDS—*Date. Interest. Authorized. Maturity.*
 Common stock..... \$2,750,000
 Preferred 6 p. c. non-cum. 1,250,000
 People's RR., 1st mtg. 1891 5 J-J 750,000 Jan. 1, 1921
 Mort. (\$3,250,000) gold.....c* } 1896 5 g. M-S 2,500,000 Mar. 1, 1946
 (\$1,000).....c* } Guaranty Trust Co., N. Y., trustee.

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—Jan. 1 to March 31, 1898 (3 months), gross, \$108,519, against \$96,156 in 1897. July 1 to Dec. 31, 1897, net, \$119,194; interest charge, \$81,250. For year ending June 30, 1897, net, \$178,074.

ROAD—The length of the lines is about 60 miles. DIRECTORS—Charles R. Flint, L. K. McClaymonds and Edward C. Jones, of New York; Theodore H. Conderman, Philadelphia; A. C. Chase, William P. Gannon and Willard R. Kimball, Syracuse; H. D. Coffinberry, Cleveland, O.; William M. Brown.—V. 66, p. 385.

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 General 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. at W. N. Coler & Co., 34 Nassau St., N. Y.

ROAD—Gauge 3 1/2 feet. Length, single track, 20 miles; sidings 2 3/4 m. 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, 3 1/2 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 1/2 mile of siding; in Tarentum and suburbs. Rails 68 lb. girder. Year ending June 30, 1897, gross, \$19,282; net, \$4,650; interest and taxes, \$6,381; balance, def. for year, \$1,731. In 1895-96 gross, \$19,859; net, \$3,897.

OFFICERS—President, C. G. Hussey; Secretary, J. B. Cranford; Treasurer, Frank R. Dravo.

TAUNTON, MASS.

POPULATION 1890 WAS 25,448; IN 1880 WAS 21,215 AND IN 1870 WAS 18,629.

TAUNTON STREET RAILWAY—A trolley road.

ORGANIZATION—Incorporated Feb. 12, 1870. **STOCK & BONDS**—*Date. Interest. Outstanding. Last divid'd, etc.*
 Capital stock (\$100)..... \$350,000 Dec., 1893
 1st mortgage..... 1894 5 J-J 350,000 Jan. 1, 1915
 Debentures..... 1894 5 M-S 200,000 Mar. 1, 1914
 Cur't liab's Oct. 1, '97 73,567

Interest at American Loan & Trust Co., mortgage trustee, Boston. ROAD—Owns and operates about 17.1 miles of main track (measured as single track) and 1.3 miles of sidings and switches.

ANNUAL REPORT—For years ending Sept. 30:

Year Sept. 30— 1897.	1896.	1897.	1896.
Gross earnings..... \$81,632	\$85,896	Balance..... def. \$2,870	\$1,965
Net..... 30,064	35,256	Tot surp. Sep. 30, 22,396	25,267
Int., taxes, etc.. 32,935	33,291		

OFFICERS—President and Treasurer, Sylvanus M. Thomas; Secretary, O. A. Barker.—V. 60, p. 796.

TAUNTON & BROCKTON STREET RAILWAY—A trolley road.

ORGANIZATION—Commenced operations Sept. 4, 1897; stock, \$100,000; first mortgage bonds, 5s, Aug. 1917, \$100,000; State Street Trust Co., Boston, Trustee. Owns 13 miles of main line and has trackage two miles, reaching Brockton, Easton and Raynham. President, Sylvanus M. Thomas.

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. On Oct. 18, 1897, Joshua Jump was appointed receiver—see V. 65, p. 825, 1025.

STOCK & BONDS—*Date. Interest. Outstanding. Last Div., etc.*
 Common stock..... \$300,000 } See text.
 Preferred stock, 6 p. c. }
 non-cum., par \$100... } 200,000 }
 Terre Hau. St. Ry. 1st M. } 1892 6 J-J 400,000 July 1, 1912
 } Interest due Jan. 1, 1898, in default.
 Terre Ha. El Ry. 1st M. } 1894 6 g. Q-J \$542,000 July 1914
 \$1,000,000 \$1,000,000 c* } Jan., 1898, interest not paid.

DEFAULT—Interest due Jan. 1, 1898, on 1st 6s of 1892, and consol. 6s of 1894 was not paid.—V. 66, p. 84, 185.

Bonds—Bonds of 1894 for \$400,000 are reserved to retire at or before maturity \$400,000 Terre Haute St. Ry. 1st M. bonds; \$542,000, including \$250,000 out as collateral for floating debt, are outstanding, and the balance of the \$1,000,000 bonds was 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. In April, 1898, a committee was appointed

to investigate the sale of first mortgage bonds of 1894 amounting to several hundred thousand dollars, included in the total shown in the table above, no entry explaining the disposition of which, it was claimed, appeared on the company's cash books.—V. 66, p. 906.

LATEST EARNINGS—Jan. 1 to Sept. 30, 9 months, gross, \$111,790 in 1897; \$120,341 in 1896. 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 August 1, 1897, the company was furnishing 536 are lights and equivalent of 11,000 lamps; also 125 H. P. to motors for power purposes.

STEAM HEATING CO.—The Electric Railway also owns the Terre Haute Steam Heating & Power Co.

ROAD—Owns 23 miles of track, including 4 miles double track and 2 miles sidings. Rails are 60 and 72-lb. T rail.

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. 65, p. 778, 825, 1025, 1116; V. 66, p. 84, 185, 906.

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 arc lighting, and power—operated from the new central power station in place of from four stations as previously.

STOCK & BONDS—

	Date.	Interest.	Outstand'g.	Maturity.
Common stock, par \$100	.....	.....	\$4,000,000	.....
Pref., 6%, non-cum., par \$100	.....	6 p. c.	2,000,000	.....
Tol. Con. St. 1st M., \$1,000	1885	6 J-J	300,000	Jan. 1, 1900
2d mortgage, (\$500)	1887	6 J-J	114,000	Jan. 1, 1900

Tol. Consol. Street Railway } Interest at Fourth Nat. Bank, N. Y. City
consol. mort., currency, } 1889 5 J-J 1,086,000 July 1, 1909
\$1,000, a., 65 miles. } Interest is payable at Metropolitan Trust
Toledo Electric Street Ry } Co., Trustee, New York City.
1st mort., 36 miles, gold } 1892 5 g. F-A 700,000 Feb. 1, 1912
\$1,000 } Security & Trust Co., trustee, N. Y. City.
Tol. Traction consol. M., } 1896 5 g. J&J 2,800,000 July 1, 1909
\$6,000,000, (\$1,000) c' } Interest at Guaranty Tr. Co., N. Y., trustee.

Bonds—Of the new consolidated mortgage 5s of 1896 for \$6,000,000, \$2,200,000 are retained by the mortgage trustee to retire divisional prior lien bonds when due, \$2,800,000 were used to retire certain old bonds canceled and mortgages satisfied at time of consolidation, and \$1,000,000 are reserved for future extensions and betterments, to be issued only at the rate of 75 per cent of actual cost of such improvements. The mortgage is a first lien on all the railway property, rights and franchises now owned or hereafter acquired, except as to the divisional liens of \$2,200,000 on portions of the road, and a first lien on the new Central Station and other realty. The bonds are further secured by the deposit with the trustee of \$1,000,000 par value of 1st mortgage bonds of the Toledo Consolidated Electric Co., together with all the stock of that company.

EARNINGS—The earnings have been as follows:

	Gross.	Net.	Charges.	Bal., sur.
Six mos. end. Dec. 31, '97.	\$468,039	\$207,507	\$146,725	\$60,781
Year ending June 30, 1897.	875,692	325,613	279,893	45,720

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; trallers, 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. Beam, 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 Toledo Traction Co.; 56-lb. rail; 14 cars. The Toledo Maumee & Perrysburg Electric RR. forms an extension. President A. K. Detmiller.

TOPEKA, KAN.

POPULATION 1890 WAS 31,007; IN 1880 WAS 15,452;
AND IN 1870 WAS 8,790.

TOPEKA BELT RAILWAY.—A steam road.

ROAD, ETC.—Four miles. Stock, \$1,000,000. Bonds with overdue interest, \$779,000. In March, 1898, receiver was ordered to sell the real estate and old iron. This, valued at \$10,000, is said to be all that is left of the road. President, Chas. S. Gleed.

TOPEKA RAILWAY—Mostly trolley.

STOCK & BONDS—

	Date.	Interest.	Outstanding.	Maturity.
Stock, \$1,250,000 (\$100)	.....	.....	\$1,250,000 l.p.	.....
Topeka Ry. 1st M.	1892	4½ g. M-S	1,100,000	May 1, 1922.
(\$1,100,000) g. (\$1,000) c.	.....	.....	.....	.....

Interest at J. Kennedy Tod & Co., N. Y. City.
Trustee is Manhattan Trust Co., N. Y. City.

ROAD—On Dec. 20, 1894, owned 33½ miles of trolley and 1½ miles of horse track; total, 35 miles, laid with 35 to 52 pound rails.

OFFICERS—President and Treasurer, Clifford C. Baker; Vice-President, M. A. Low; Secretary, J. G. Slonecker.

WEST SIDE CIRCLE RAILWAY

—A steam road.

ROAD, ETC.—Was operating in May, 1895, 6½ miles of track. Stock said to be \$50,000. First mortgage 6s, 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 (43½ miles of track operated by horses) for 21 years at an annual rental of £5,000. Electricity is to be introduced.

Payments to the City—These consist of \$800 per mile of single track and \$1,600 per mile of double track per year; and a progressive percentage on the gross receipts of the company, viz.: 8 per cent of receipts till these reach \$1,000,000; 10 per cent of gross receipts between \$1,000,000 and \$1,500,000; 12 per cent between \$1,500,000 and \$2,000,000; 15 per cent between \$2,000,000 and \$3,000,000; 20 per cent on all gross receipts over \$3,000,000. On Sept. 1, 1921, city can purchase the property at a price to be settled by arbitration.

STOCK & BONDS—

	Date.	Interest.	Outstand'g.	Last div., etc.
Stock (par \$100)	.....	.....	\$6,000,000 f.p.	See text.
Toronto St. Ry. debens.	1881	6 J-J	600,000	July 1, 1914
1st M., \$1,550,000 \$ & 2	1891	4½ g. J	2,200,000	Aug. 31, 1921
\$35,000 p. m.	.....	.....	.....	T'stees, G. A. Cox, To'to, & R. B. Angus, Mont.

Interest and principal on sterling bonds payable Feb. 28 and Aug. 31 at Bank of Scotland, Lothbury, London, E. C.

DIVIDENDS—In July, 1895, 1¼ per cent; in 1896, Jan., 1¼ per cent; July, 1¼ per cent; in 1897, 3½ 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 Apr. 30 (4 months), gross, \$348,181 in 1895; \$296,938 in 1897.

Earnings for years ending Dec. 31 as follows:

	Gross.	Net.	Interest.	Amt. paid city.	Bal., surp
1897...	\$1,077,613	\$551,811	128,564	78,922	282,026
1896...	997,273	489,512	131,997	78,197	292,692
1895...	992,801	502,886	131,997	78,197	292,692

OFFICERS—President, William Mackenzie; Vice-President, James Ross; Manager, E. H. Keating; 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 TRACTION 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, 28 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, p. 925.

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. An agreement with the Brunswick Traction Co. was made in January, 1898, by which a through line from Perth Amboy to Trenton is proposed. In May, 1898, it was announced that control of the company had been acquired by Gottfried Krueger of Newark, Andrew Radel of Bridgeport, Conn.; J. Blair MacAfee of Bound Brook, and Edward H. Radel, who also control the Brunswick Traction Co. In March, 1898, Treasurer MacAfee, when applying for a franchise in Burlington, stated that the intention of his company was to operate from Camden via Burlington, Trenton and Bound Brook to Jersey City. On Jan. 1, 1898, had outstanding \$25,000 of full-paid capital stock; bonds, none; other debts, \$180,000; and owned 3 miles of track in Bridgewater township and Somerville, N. J. In March, 1898, line from Bound Brook to Somerville, 5 miles, was about completed. Treasurer, Jno. Blair MacAfee of Bala, Pa.—V. 59, p. 115; V. 61, p. 113.

TRENTON PASSENGER RAILWAY—(CONSOLIDATED)—A trolley road.

ORGANIZATION—Formed in October, 1891 by consolidation of the entire street railway system of the city. Charter is understood to be perpetual and irrevocable, and a franchise exclusive. In January,

1895, stockholders of the Trenton Traction Company purchased control of the stock (see V. 60, p. 44).

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity, etc
Stock			\$1,500,000	
First mortgage			100,000	1906 to 1915
\$1,000,000, gold			(\$10,000 due yearly Sept. 30)	
\$1,000 each, c*			\$150,000	1916 to 1925
Interest at Cent'l Trust Company, trustee, New York City.	1891	6g.A-O	(\$15,000 due yearly Sept. 30)	
			\$100,000	1926 to 1930
			(\$20,000 due yearly Sept. 30)	
			\$650,000	Sept. 30, 1931
Other debts (Jan. 1, 1895)			\$205,350	

Cost road and equipment to Jan. 1, 1898, \$2,696,199.

ROAD—In January, 1898, owned and operated 34 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, 1897.....gross, \$225,074; expenses, \$223,705
 Jan. 1 to Dec. 31, 1896.....gross, 228,356; expenses, 226,284
 1895.....gross, 222,761; expenses, 220,990

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. See V. 60, p. 44.

STOCK—Stock issued, \$500,000; paid, \$150,315; par, \$100

Stockholders include Thomas C. Barr, of East Orange; Edward J. Moore, of Philadelphia; George B. Jenkinson, of Newark; F. W. Roebing, Gen. W. S. Stryker, John L. Kuser and H. H. Hamill, all of Trenton, and F. M. Eppley, of West Orange.

TROY, N. Y.

POPULATION 1890 WAS 60,956; IN 1880 WAS 56,747;
 AND IN 1870 WAS 46,421.

TROY CITY RAILWAY—Mostly electric.

ORGANIZATION—Chartered Jan. 31, 1866. Controls by lease the Troy & Lansingburg RR., which in turn leases the following: Troy & Cohoes Ry., Lansingburg & Cohoes Ry., Waterford & Cohoes Cos.

STOCK & BONDS.—	Date.	Interest.	Outstand'g.	Maturity.
Stock (\$100)		5 Quar.	\$2,000,000	Mar. 6, '98, 1%
Troy & Lansingburg	1888	5 A-O	37,000	Apr. 1, 1898
consol. mortgage			Interest at Mutual National Bank, Troy.	
Troy & Lansb. mort.	1888	5 A-O	42,000	Apr. 1, 1903
Troy City 1st con.M.	1892	5 g. A-O	1,921,000	Oct. 1, 1942
g., \$2,000,000. c* & r			Interest paid by Trustee, Central Trust Co., N. Y.	
Deben. (B & C) subj.	1895-6	6 M-N	260,000	1900-1901
to call May 1, 1898				
Debent. (refunding)	1897	5 Q-F	200,000	May 1, 1901

In 1896 issued the debentures for floating debt, etc.

The "Capital stock leased roads" includes Troy & Cohoes stock \$50,000, dividends under lease 7 p. c. yearly; Lansingburg & Cohoes, \$15,000, dividends under lease, 7 p. c. yearly; Troy & Lansingburg, \$700,000, owned by Troy City Ry.; total, \$765,000. The Waterford & Cohoes RR., \$25,000 stock, receives 7 p. c. yearly under lease.

DIVIDENDS—Dividends of 5 per cent per annum to Dec., 1896, inclusive; in 1897, Sept., 1 p. c.; Dec., 1 p. c.; in 1898, Mar., 1 p. c.; checks are mailed.

ROAD—Operates track in Troy, extending to Lansingburg, Green Island, Cohoes and Waterford.

Length of road owned.	Miles.	Total tracks owned	Miles.
Main line (single track)	10-15	Length of lines leased	
Branches	3-52	Troy to Cohoes	3-72
Union Depot	51	Lansburg to Cohoes	1-1
Second track	7-41	Waterford to Cohoes	1-88
Wgt. of rail per yd., 63½ to 93½ lbs.		Second track and sidings	3-00

LATEST EARNINGS.—July 1 to Mar. 31, nine months:

9 mos.—	Gross.	Net.	Oth. income.	Int. tax., etc.	Bal. surp.
1897-8	\$390,320	\$177,247	\$5,994	\$106,318	\$76,923
1896 7	365,528	164,923	6,280	107,323	63,880

Loans and bills payable Mar. 31, 1898, \$65,000.

ANNUAL REPORT.—Annual reports show:

Yr. end. June 30.	1897.	1896.	Dividends	1897.	1896.
Gross earn'gs.	\$518,975	\$515,773		\$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

OFFICERS.—President, C. Cleminshaw; Sec. and Treas, J. J. Hagen—V. 62, p. 321, 952; V. 63, p. 558.

TUSCALOOSA, ALA.

POPULATION 1890 WAS 4,215; IN 1880 WAS 2,418.

TUSCALOOSA BELT RAILWAY—A steam road.

ORGANIZATION—Chartered July 5, 1889.—Stock, \$100,000; 1st mortgage, 5s, J-D, \$100,000, due June 1, 1918. Interest is payable in New York at Knickerbocker Trust Co.

Operates about 2¼ miles road. President, W. C. Jemison; Sec. and Treas., J. L. Wallace; Gen. Man., J. W. Woolfolk, 15 Wall St.

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; rental interest on its 5 p. c. bonds. In March, 1898, extension of the Utica Suburban Ry. was contemplated from Genesee Street, New Hartford, to Forest Hill Cemetery.

STOCK & BONDS—	Miles.	Date.	Interest.	Outs'd'g.	Maturity.
Com. (\$150,000) (\$100)				\$150,000 f.p.	
Prof. (\$150,000) (\$100)				133,912 f.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
Utica Suburban 1st M. } gold, \$50,000, guar. } (\$500 each.)		1897	5 g. M-S	50,000	1937

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 1st, 1896, at 5 per cent and thereafter at 6 per cent.

Bonds—1st M. bonds draw interest for 2 years from May 1st 1894, at 4 per cent, and thereafter at 5 per cent; 2nd M. bond draw interest for 4 years from July 1st, 1894, at 4 per cent, and thereafter at 5 per cent. Second mortgage bonds are \$500 each.

ROAD—Lines Leased.	Miles.	Lines Owned.	Miles.
Yorkville to Upper Mills	1-75	Main line	6-38
Main street to New Hartford	3-80	Branch	1-60
" " to Whitesboro	3-79		
Sidings (owned and leased)	5-00	Total of all	22-23

LATEST EARNINGS—July 1 to Dec. 31, 6 months:

	Gross.	Net.	Int., taxes, etc.	Bal. surp.
1897	\$104,154	\$38,864	\$25,466	\$13,398
1896	88,253	35,707	24,749	10,958

ANNUAL REPORT.—For years ending June 30, earnings have been:

	1896-7.	1895-6.	1896-7.	1895-6.
Gross	\$166,887	\$166,966	Taxes	\$4,037
Net	60,225	56,087	Rentals	15,000
Interest	30,636	25,639	Balance, surplus, 10,552	12,670

OFFICERS—President, John W. Boyle; Vice-President, James T. Gardner; Secretary, Edward Bushinger; Treasurer, Chas. W. Mather—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.	Outstand'g.	Maturity.
Stock, \$250,000, par \$50				\$52,100	
1st mortgage, gold		1890	5 g. J-J	75,000	July 1, 1910
2d mortgage, \$35,000		1896	6 M-N	20,000	Nov. 1, 1910
Bills payable Mar 31, '98				28,515	

ROAD—Owns from Genesee Street to Utica Park, 2¾ miles; sidings 0-33 miles; total, 3-08 miles. Rails, 40 to 45 lbs.

EARNINGS—For six months ending March 31, 1898, gross, \$11,644 deficit from operations, \$3,818. For year ending June 30, 1897 Gross, \$26,079; net, \$5,151; other income, \$1,280; taxes, \$393; interest, \$6,318; balance, def., \$280.

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.—see V. 66, p. 84.

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.—V. 66, p. 4

WAKEFIELD, MASS.

POPULATION IN 1890 WAS 6,982; IN 1880 WAS 5,547;
 AND IN 1870 WAS 4,135

WAKEFIELD & STONEHAM STREET RY.—A trolley road.

ORGANIZATION—Incorporated in 1892.

STOCK & BONDS—	Date.	Interest.	Outstanding.	Maturity.
Stock, \$300,000, \$100 par		6 p. c.	\$150,000	Text.
1st mort. \$150,000 gold	1895	5 g. M-S	150,000	Mar. 1, 1915

The whole issue is redeemable at 105 after March 1, 1900, but bonds cannot be drawn. Interest at American Loan & Trust trustee, Boston. Dividends in year 1894-95, 6 per cent; in 1895-96, 6 p. c.

ROAD—Owns 15-42 miles of track, laid with 50-lb. T rails, in towns of Wakefield, Stoneham, Reading, Saugus and Melrose, all in Massachusetts. The extension, Reading to Stoneham, was opened May 26, 1895.

LATEST EARNINGS—From Jan. 1 to Mar. 31, 3 months, gross, \$10,344 in 1898; \$10,349 in 1897. For year ending Sept. 30, 1897, gross, \$58,225; net, \$23,263; charges, \$13,630; dividends, \$7,500; bal. surplus for year, \$2,133. In 1896, gross, \$58,212; net, \$21,702.

OFFICERS—President, C. F. Woodward; Vice-Pres., Treas. and Gen. Man., J. F. Shaw; Secretary, E. M. Southworth; Supt., C. F. Heath.

WASHINGTON, D. C.

POPULATION 1890 WAS 188,932; IN 1880 WAS 147,293;
 AND IN 1870 WAS 109,199.

ANACOSTIA & POTOMAC RIVER RAILROAD—A horse road.

ORGANIZATION—Incorporated Feb. 18, 1875.

STOCK & BONDS—	Miles.	Date.	Interest.	Outstand'g.	Maturity.
Stock au., \$100,000 (\$50)				\$50,000 f.p.	
1st M., \$200,000, gold. c*	10-40	1891	6 g A-O	200,000	Oct. 1, 1931
					Subject to call after 1901
2d M., \$100,000, currency		1892	6 J-J	\$100,000	1912
					Subject to call after 1897
3d M., \$50,000		1895	6%	\$50,000	
					Subject to call after 1897
Other funded debt Dec. 31, 1897				\$33,691	
Floating debt Dec. 31, 1897				20,621	

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 road and has trackage rights over 1-98 miles; total December 31, 1897, 15-33 miles.

EARNINGS—Years ending Dec. 31 were as follows: In 1897, gross \$46,834; net, \$7,944; taxes, &c., \$1,119; bal. for interest on bonds, \$3,825. In 1896, gross, \$46,230; net, \$1,886. Bills payable Dec. 31, 1896, \$22,346.

Passengers: 1,166,068 in 1897; 1,127,568 in 1896; 1,147,352 in 1895. **OFFICERS**—President, Purchasing Agent and General Manager, H. A. Griswold; Secretary and Treasurer, J. B. Pitcher.

THE BELT RAILWAY COMPANY—A horse road. **ORGANIZATION**—During 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.

Foreclosure sale ordered.—V. 65, p. 1172. To be reorganized and form part of the City & Sub. Ry., which see. Receivers' certificates \$2,500. Stock, par \$50.....\$500,000
Capitol No. Ost. & S. Wash-
ington 1st M. 6s of 1848 50,000
Consol. M. of 1891, 5s J-J. 440,000
\$500,000 auth., due July 1, 1921.
Int. at Riggs Nat'l Bank.
Trustee is Amer. Security & Trust
Company, Washington, D. C.

Floating debt Dec. 31, 1897 was \$225,650.
OFFICERS—Receiver, W. K. Schoepf.—V. 65, p. 1172.

BRIGHTWOOD RAILWAY—A trolley road. **ORGANIZATION**—Incorporated Oct. 18, 1888.

STOCK & BONDS—Miles track. Date. Interest. Outstand'g. Maturity.
Stock (\$50).....\$108,500
1st M. 12 1892 6 A-O 250,000 Oct. 1, 1912
General mtg's. 12 1893 6 M-N 100,000 May 1, 1913
3d mtg., \$100,000. 1896 6 Dec. '97 none Dec. 1, 1907
Floating debt Dec. 31, 1897..... 6 p. c. \$74,783

Interest at Central Trust Co. (trustee), New York City.
ROAD—Owns 11.58 miles track on 5½ miles of streets.
EARNINGS—Years end. Dec. 31— 1897. 1896. 1895. 1894.
Gross earnings.....\$51,080 \$49,321 \$51,137 \$51,041
Operating expenses and taxes,.... 42,613 38,301 59,583 45,628
OFFICERS—President, H. S. Cummings; Secretary, Victor B. Deyber;
Treas. Gen. Man. and Purch. Agent, C. P. Williams.—V. 66, p. 133.

CAPITAL TRACTION—An underground trolley road since April, 1898.

ORGANIZATION—In the fall of 1895 absorbed the Washington & Georgetown and Rock Creek companies. See V. 61, p. 283, 328, 588. Power house destroyed by fire Sept. 20, 1897. V. 65, p. 620.

STOCK & BONDS—Date. Interest. Outstanding. Maturity.
Stk., \$12,000,000 (\$100) Text. \$12,000,000 Text.
1st M., \$1,000,000..... 1898 5 J-J See text. Jan. 1, 1903

These bonds are to be used as collateral to secure the necessary advances for the changes and improvements in the rapid transit system and in the route or alignment of the company's roads.—V. 66, p. 38.

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; since (f).

ROAD—Underground trolley, double track, 17.98 miles. No extensions contemplated.

Gauge, 4 feet 8½ inches. Rails—City lines: Steel grooved girder, 80 lbs. to the yard; country line, steel "T," 50 lbs. to the yard.

Equipment—Passenger cars, 436; freight and mail cars, 8; electric-motors on hand, 54.

EARNINGS—Decrease in earnings for 1897 is attributed to the resumption of horse power after the fire which destroyed the power house.

	1897.	1896.	1895.
Gross receipts.....	\$908,839	\$1,036,165	\$1,066,119
Net earnings.....	202,042	379,911	435,487
Interest charges.....	none	none	160,916
Balance for dividends.....	202,042	379,911	274,571
Dividends paid.....	209,958	419,873	194,577

OFFICERS—President, G. T. Dunlop; Vice-President, C. C. Glover; Secretary and Treasurer, C. M. Koonce; 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. 66, p. 38.

CITY & SUBURBAN RY. OF DISTRICT OF COLUMBIA.—Chartered in April, 1898, by Act of Congress, as successor of Eckington & Soldiers' Home Railway, with authority to purchase or lease Belt Railway and Maryland & Washington. The act requires the lines within the city to be equipped and operated with the underground conduit system within nine months, and provides for changes in the route of the road. In May, 1898, it was stated that the company's line would embrace all the Maryland franchises of the Col. & Maryland except the Ellicott City branch, to be conveyed to it by the Maryland Traction Co.—V. 66, p. 1000.

COLUMBIA RAILWAY—A cable road.

ORGANIZATION—Incorporated May 24, 1871.
STOCK & BONDS—Miles. Date. Interest. Outstand'g. Maturity.
Stock (\$100,000) (\$50) Q-M \$400,000 See text.
1st M. (\$500,000) cur. 6 1894 6 A-O 500,000 Oct. 1, 1914
Not subject to call. Int. at National Bank Republic, Washington.

Dividends—1889 to February, 1895, 6 per cent year; in fiscal year 1895 6 paid 5 p. c.; in 1896-7, 5½ p. c.; in calendar year 1897 6 p. c.

Mortgage trustee, American Security & Trust Co., Washington, D. C.
ROAD—Owns 5.6 miles of road and 8.4 miles of track. The motive power in 1895 was changed from horse to cable.

EARNINGS—For calendar year 1897 gross, \$159,548; net, \$80,744; interest and taxes, \$36,727; dividends, \$24,000; balance, surplus for year, \$20,017. Fiscal year ends Feb. 29. Earnings have been:

Fiscal Years.	Gross.	Net.	Int. & taxes.	Dividends.	Bal. sur.
1896-7.....	\$149,270	\$60,962	\$35,567	\$22,000	\$3,395
1895-6.....	134,030	56,535	35,260	20,000	1,275

OFFICERS—President, Nathaniel Wilson; Vice-President, E. G. Davis; Secretary and Treasurer, Theodore J. King.—V. 62, p. 84.

BALTIMORE & WASHINGTON TRANSIT—A trolley road.

ORGANIZATION—Operates an electric road extending from Takoma

to Sligo, opened September, 1897, and by a traffic agreement with the Brightwood Electric runs cars into Washington, where transfers are given to city lines. In May, 1898, extension was proposed to Sandy Spring, Md., 12 miles. First mortgage, \$500,000, Guardian Security Trust & Deposit Co., Baltimore, trustee.—V. 66, p. 899.

ECKINGTON & SOLDIERS' HOME RAILWAY—A horse and trolley road.

ORGANIZATION—On June 1, 1895, control was acquired in interest of Columbia & Maryland—see under Baltimore. W. K. Schoepf was appointed receiver on Sept. 21, 1896.—See V. 63, p. 559. To be reorganized and form part of the City & Suburban Ry., which see.

STOCK & BONDS—Miles. Date. Interest. Outstand'g. Maturity.
Stock (\$50).....\$652,000
Receivers' cert's..... 1897 3,000
1st M. (\$200,000)..... 17 1891 6 J-D 200,000 June 1, 1911
Amer. Sec. & Tr., trustee, Washington, D. C. Subj. to call June 1, 1896.
Floating debt Dec. 31, 1897, \$139,715.

ROAD—Owns 17 miles of track, of which 11½ are operated with horses and 5½ by electricity.

EARNINGS—For years ending Dec. 31 earnings have been as follows:
1897. 1896. 1897. 1896.
Gross.....\$94,946 \$100,371 Net deficit.....\$27,973 \$22,874
Op. exp. & taxes, 126,083 127,482 Int. & insurance. 16,910 15,851
Deficit.....\$31,142 \$27,111 Tot. def. for year, \$44,883 \$38,725
Other income.....\$3,169 4,237 Improv'mts, etc.

OFFICERS—Receiver, W. K. Schoepf; President, D. M. Newbold; Vice-President, Gen. Man. and Purch. Agent, W. K. Schoepf.—V. 63, p. 559.

GEORGETOWN & TENALLYTOWN RAILWAY—A trolley road.

ORGANIZATION—Incorporated August 10, 1888. See V. 63, p. 229.

STOCK & BONDS—Date. Interest. Outstand'g. Maturity.
Stock, par \$50.....\$200,000
1st mortgage..... 1894 6 F-A 70,000 Feb. 1, 1904
2d mortgage..... 1896 6 F-A 30,000 Feb. 1, 1904
Floating debt Dec. 31, 1897..... 18,833

American Security & Trust Co. of Washington, D. C., trustee, both mortgages. Interest due Feb. 1, 1898, on both mortgage is in default.

EARNINGS—Calendar year 1897, gross, \$23,567; net, \$3,882; interest, taxes and insurance, \$10,125.

ROAD—Operates 8.8 miles of track on 4½ miles of street.

OFFICERS—President, O. T. Crosby; Vice-President, J. H. Miller; Sec. and Treas., W. S. Terry; Purch. Agent, L. P. Hall.—V. 63, p. 229.

METROPOLITAN RR.—Underground electric.

ORGANIZATION—Incorporated July 1, 1864.

STOCK & BONDS—Date. Interest. Outstanding. Maturity.
Stock, 20,000 shares, } Q-J } 15,130 shares. } See text.
par (\$50)..... } } \$30 paid. }
1st M., \$1,850,000, gold } 1895 5 g F-A 1,850,000 Feb. 1, 1925
Not subject to call. } Int. at Balt. Tr. & Guar. Co., Trustee, Balt.
Collateral trust bonds, } 1892 6 J-J 482,000 July 1, 1901
convertible..... } Int' at National Bank Republic, Washington.
Certs. of indebt. A&B 1896 6 A-O 500,000 Oct. 1, 1906
Certs. of indebt. 1897 J & D 250,000 June 1, 1907

First mortgage of 1895 was authorized by Congress for the sole purpose of changing the motive power from horses to electricity. It covers all the company's rights, privileges and franchises, together with valuable real estate. This real estate has been appraised at \$700,000 and is said to be worth over \$1,000,000. A sinking fund from sale of unused real estate may purchase bonds at not over 110 and interest.

The collateral trust bonds are convertible into stock at option of holder at the rate 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.

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; in 1897 paid \$76,580.

ROAD—In Dec., 1897, had 22 miles of track all operated by underground electric system; 171 motor cars and 128 trailers.

EARNINGS—For calendar year 1897, gross from passengers, \$737,820; other income, \$19,852; operating expenses, \$352,159; interest, \$144,198; general tax, \$20,863; legal expenses, \$17,150; dividends \$76,580; balance, surplus from operations, \$146,722. For years ending June 30 (former fiscal year), gross earnings have been:

Year.	Gross.	Net.	Dividends.
1896.....	\$469,788	\$355,594	\$438,748
1895.....	334,562	420,261	415,852

OFFICERS—President, R. D. Weaver; Treasurer, Wm. J. Wilson; Secretary, G. B. Coleman. Office, 14 East Capital Street.—V. 63, p. 459.

WASHINGTON ALEXANDRIA & MOUNT VERNON ELECTRIC RY.—See ALEXANDRIA, VA.

WASHINGTON & GLEN ECHO RR.

ORGANIZATION—Successor in August, 1896, to the Glen Echo RR. The company is incorporated under the laws of Maryland.

ROAD—Owns 5½ miles of double (11 miles single) track, from Cabin John Bridge to Chevy Chase Circle in District of Columbia.

STOCK & BONDS—Date. Interest. Amount. Maturity.
Stock (par \$50).....\$250,000
1st mortgage, gold..... 1896 6 g, J-D 200,000 June 1, 1916

Interest at Washington L. & T. Co. (D. C.), trustee, also at Stahl & Straub, Philadelphia.—V. 63, p. 716.

WASHINGTON & GREAT FALLS ELECTRIC RY.—A trolley road.

ORGANIZATION—In operation from Georgetown to Cabin John Bridge—7 miles—Total trackage, 11 miles.

Capital stock Dec. 31, 1897, \$86,800; 1st mortgage 6s, \$382,000 bills payable, \$10,488. In year ending Dec. 31, 1897, gross from

passengers, \$37,467; net, \$16,672; passengers carried, 911,385: 1896, gross from passengers, \$25,271; net, \$9,690; passengers carried, 601,472. President, Jacob P. Clark; Vice-President, Stilson Hutchins; Secretary and Treasurer, William J. Dante.

WATERBURY, CONN.

POPULATION 1890 WAS 28,646; IN 1880 WAS 17,806; AND IN 1870 WAS 10,826.

WATERBURY TRACTION.—A trolley road.

ORGANIZATION—Organized in 1893, a consolidation of the Connecticut Electric Co. and the Waterbury Horse Railroad Co. A special charter, with amendments, granted by the State of Connecticut, permits the company to do both an electric-lighting and railway business. Franchise is perpetual.

Table with columns: Stock & Bonds, Date, Interest, Outstand'g., Maturity. Rows include Stock \$1,000,000, 1st mort., Tax exempt in Conn't, Bills payable.

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.

Dividends—In 1896, July, 1 p. c.; Oct., 1 p. c. In 1897, Jan., 1 p. c. April, 1 p. c.; July, 1 p. c.; in 1898, April, 1 p. c.

ROAD, ETC.—In October, 1897, was operating 9 3/4 miles of road with 14 miles of track extending through the city of Waterbury to Union City, the borough of Naugatuck, etc. Rails are 60 and 70-lbs.

Table with columns: Earnings, Gross, Net, Sur. over Chgs. Rows for Oct. 1 to Apr. 30 for years 1897-8 and 1896-7.

ANNUAL REPORT—For years ending Sept 30:

Table with columns: Gross, Net. Rows for Railway, Electric lights, Interest and taxes, Dividends.

Balance, surplus. \$48,126 \$50,609 OFFICERS—President, D. S. Plume; Secretary, A. M. Young; Treasurer, J. R. Smith; General Manager, J. E. Sewell.

WATERTOWN, N. Y.

POPULATION IN 1890 WAS 14,725; IN 1880 WAS 10,697; IN 1870 WAS 9,336.

BLACK RIVER TRACTION CO.—Trolley.

ORGANIZATION—Successor in December, 1897, to the Watertown & Brownville St. Ry. sold in foreclosure. Capital stock, \$65,000.

DIRECTORS—Julius A. Lebkeuchere, George Krementz and Chandler, W. Riker of Newark, N. J.; B. Van Wageningen of South Orange, N. J.; H. F. Inglehart, B. B. Taggart and G. H. Waller of Watertown.

WATERVILLE, ME.

POPULATION 1890 WAS 7,107; IN 1880 WAS 4,672; AND IN 1870 WAS 4,852.

WATERVILLE & FAIRFIELD RAILWAY & LIGHT.—An electric road.

ORGANIZATION—In December, 1897, the stockholders agreed to give the bondholders the right for five years, or until the company shall be in a position to meet all its fixed charges, to elect a majority of the board of directors, the bondholders, in turn having exchanged their \$200,000 of 6 per cent bonds for a like amount of 20-year 5s.

Table with columns: Stock & Bonds, Date, Interest, Outstand'g., Last div., etc. Rows for Stock (par \$100), W. & F. Ry. & L. prior lien bds., W. & F. Ry. & L. con. M.

Bonds—The consol. mortgage is for \$240,000 and secures also the then prior lien bonds. The consols have been issued to retire old bonds and the prior liens were to be issued for improvements, &c.—V. 65, p. 1027.

ROAD—Operates 4.43 miles of track between Fairfield and Waterville, and furnishes light and power for miscellaneous purposes.

Table with columns: Earnings, Gross, Railway, Railway, Gross Lt. & Power, Net Lt. & Power, Total inc. after int. Rows for 1897, 1896, 1895.

OFFICERS—General Manager, A. O. Lombard.—V. 65, p. 1027.

WAVERLEY, N. Y.

POPULATION 1890 WAS 2,270.

WAVERLEY SAYRE & ATHENS TRACTION CO.—A trolley road.

ORGANIZATION—Incorporated in 1893; stock, \$200,000; 1st mortgage, \$200,000, 6s, J&J, due Jan. 1, 1925; \$150,000 issued June 30, 1897. Owns 6 miles of track. Year 1896-97, gross, \$11,866; operating expenses and taxes, \$6,944; net, \$4,922; interest, \$2,250; bal., \$2,672.

OFFICERS—President, A. N. Broadhead; Secretary, A. C. Wade; Treasurer, F. K. Harris.

WEBB CITY, MO.

POPULATION 1890 WAS 5,043; IN 1880 WAS 1,588.

SOUTHWEST MISSOURI ELECTRIC RAILWAY.—A trolley road.

ORGANIZATION, ETC.—In May, 1897, a change in management took place and headquarters were removed to Carthage, Mo. In 1896 the

company reported population of places along its route as follows: Carthage, 10,000; Joplin, 17,000; Webb City, 6,000; Cartersville, 3,500; Prosperity, 1,500; Galena, Kan., 5,000; total, 43,000.

Table with columns: Stock & Bonds, Date, Interest, Outstand'g., Maturity. Rows include Stock \$650,000, Mortgages, Joplin to Webb City, Cartersville and Prosperity, Joplin & Galena Elec. RR., Cartersville to Carthage.

ROAD—Operates 10 miles of single track connecting Joplin, Webb City, Cartersville 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 Cartersville, 12 1/2 miles; extensions, 4 1/2 miles; total operated, 32 miles.

Table with columns: For year ending Aug. 31, 1896, Interest, Rentals, Net receipts, Taxes, insurance, etc., Balance, surplus.

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 TRANSITRY.—A trolley road.

ORGANIZATION—Chartered under Laws of Wisconsin Aug. 1, 1892, succeeding to the franchise of the Douglas County Street, chartered in 1889. "A perpetual right of way over all streets in the heart of the city is held and owned by the company in fee simple.

RECEIVERSHIP—On Jan. 28, 1896, S. T. Norvel and F. W. Oakley were appointed receivers.—V. 62, p. 234, 279.

Table with columns: Stock & Bonds, Miles, Date, Int. rest., Outstand'g., Maturity. Rows include Stock \$650,000, 1st M., 2d mortgage.

Mortgage—Under the mortgage, Series B and C (\$200,000 each) are co-equally secured with Series A. Sinking fund ranges from \$5,000 Dec. 31, 1893, to \$20,416 Aug. 1, 1912, inclusive, which amounts are to be annually turned over to the trustee.

EARNINGS—For year to Nov. 30, 1895, net earnings were \$39,306.

ROAD—Operates 26 miles of track.

OFFICERS—President and General Manager, S. T. Norvell; Secretary and Treasurer, G. Chadwick.—V. 62, p. 234, 279.

WESTERLY, R. I.

POPULATION OF TOWN 1890 WAS 6,813; IN 1880 WAS 6,104; AND IN 1870 WAS 4,709.

PAWCATUCK VALLEY STREET RAILWAY.—A trolley road.

ORGANIZATION—Incorporated in 1893. Population of "Village" of Westerly (in Connecticut and Rhode Island) reported in 1895 by officials as being 11,000, and constantly increasing.

Table with columns: Stock & Bonds, Date, Interest, Outstand'g., Maturity. Rows include Stock \$75,000, 1st M.

ROAD—Operates 6 miles of track laid with 50-lb. T rails in Westerly, R. I., and suburbs, extending to Watch Hill.

EARNINGS—For year 1897 gross, \$16,730; net, \$7,284; interest, \$5,447.

OFFICERS—President, William Hoxsey; Sec. and Treas., S. H. Cross; Gen. Man., E. P. Shaw, Jr., 53 State St., Boston.

WHEELING, W. VA.

POPULATION IN 1890 WAS 34,522; IN 1880 WAS 30,737; AND IN 1870 WAS 19,280.

WHEELING RAILWAY.—A trolley road.

ORGANIZATION—Reorganized in 1892. Franchise is perpetual, but does not give exclusive rights to operate street railway in the city. Company owns nineteen-twentieths of the capital stock of the Citizens' Street Railway Company, and leases same for 99 years. The total population served, including Wheeling, Bridgeport, Martin's Ferry, Bellaire and Benwood, is said to be about 75,000.

Table with columns: Stock & Bonds, Par, Date, Interest, Outstand'g., Last div. & etc. Rows include Stock par \$100, 1st M., 1st mge.

Dividends.—In 1894 1 per cent; in 1895, 2 p. c.; in 1896, 4 1/2 p. c.; in 1897, 4 1/2 p. c.,

ROAD.—Operates 17 miles of track in Wheeling and suburbs, its lines extending to Bridgeport, Benwood and Martin's Ferry.

EARNINGS—Jan. 1 to March 31 (3 months), gross, \$39,276 in 1898 \$36,532 in 1897. For year ending Dec. 31, 1897, gross, \$170,318; net, \$76,732; interest and taxes, \$32,508; dividends, \$31,500; balance, surplus for year, \$12,724. In 1896, gross, \$167,992; net, \$79,716.

OFFICERS.—President, T. H. Couderman; Sec. and Treas., W. A. Shirley. INDEX—V. 62, p. 279.

MOUNDSVILLE BENWOOD & WHEELING 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). In January, 1898, issued mortgage for \$225,000 of 5 p. c. bonds, redeemable in 10 to 30 years; proceeds for double track and extensions. In May, 1898, Wheeling Ry. was temporarily furnishing power. Company's own power house being under construction. President, A. Rejmann.—V. 66, p. 185.

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.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Stock \$500,000, par \$100 \$500,000
 1st M., \$500,000 (\$1,000) 1897 5 p. M-Nov. '97, none Nov. 1, '17 gold. s. f. c. * Int. at Mass. L. & T. Co., Boston, trustee.

ROAD—Owns 20 miles of trolley track in Wichita, Kansas.

OFFICERS—President, H. B. Church, Boston, Mass.; Vice-Pres. and Gen. Man., W. Q. Church; Sec. & Treas., A. C. Jobs.

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 Durysa and Nanticoke on east side of Susquehanna River and Pittston, Plymouth, on west side.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Stock (par \$100) Text \$5,000,000 Jan. 22, '98, 1%
 1st M. \$1,500,000, gold. 1891 5g. A-O 1,500,000 Apr. 1, 1921
 Interest at Provident Life & Trust, Phila.

Collat. Tr. & Mortgage 1895 5g. J-J \$325,000 Jan. 1, 1925
 \$325,000, gold Int. at Anthracite Sav. Bk., tr., Wilkesbarre.

Underlying Bonds on Roads Purchased—
 Coalville Pass. Ry. bds. 12,000
 Wilkesb. & Subr. bds. 5 p. c. 40,000
 Wilkesb. & W. Side bds. 35,000

Guaranteed bonds—
 Pittston St. Car 1st M. 1893 6g. J-D \$200,000 Dec. 1, 1918
 p. & l. uncondit'y guar. Int. at Real Estate L. & Tr. Co., Philadelphia.
 Plymouth Br. Co. 1st gold 1894 5g. A-O \$150,000 Oct. 1, 1924
 M. \$150,000, guar. p. & l. Int. at Anthracite Sav. Bk., trustee, Wilkesb.
 \$10,000 subj. to call in 1904 and \$3,000 yearly thereafter.

Wilkesbarre & Kingston 6 F-A 90,000
 Wilkesbarre & E. Side Ry. 150,000 See below.

DIVIDENDS—In 1896, Jan., 1 per cent; July, 1 per cent.; in 1897, Jan., 1 p. c.; in 1898, Jan., 1 p. c.

ROAD—Comprises 63-60 miles of track, fully described in the CHRONICLE of Feb. 22, 1896, page 361.

COMPANIES CONTROLLED IN SYSTEM—The following table shows the several companies operated, their mileage, capital stock, and the amount of it owned by the Traction Company, their debt, and finally the rental payable under 999-year leases; 6 per cent here meaning 6 per cent on the outstanding capital stock; and \$1 meaning a nominal rental, the company having only a nominal existence.

Name of Company.	Miles.	Stock Issued.	Owned.	Debt.	Rental.
Coalville Passenger Railway	5-67	\$62,400	\$33,700	\$12,000	6 p. c.
Nanticoke Street Railway	9-68	12,000	12,000	None	\$1
Pittst. Moosic & P. V. St. Ry.	1-95	42,000	42,000	None	\$1
Pittston Street Car	8-82	200,000	200,000	260,000	.....
Plymouth Street Railway	6-90	12,000	12,000	None	.....
W. Pittston & Wyo. St. Car	2-25	30,000	30,000	None	\$1
Wilkesbarre & East Side	5-90	150,000	150,000	150,000	.....
Wilkesb. & Kingst. Pass. Ry.	6-60	100,000	99,700	90,000	6 p. c.
Wilkesb. & Suburb. St. Ry.	10-90	100,000	93,500	40,000	6 p. c.
Wilkesbarre & West Side	9-63	100,000	92,450	35,000	6 p. c.

* Entire stock and bonds deposited under collateral trust of 1895.

LATEST EARNINGS—2 months; 1898... Gross, \$76,708; net, \$44,568
 Jan. 1 to Feb. 28. 1897... Gross, 73,868; net, 36,922

ANNUAL REPORT—Official statement for 1897 was in V. 66, p. 235.
 Year end, Dec. 31, 1897 1896
 Gross earnings \$491,389 \$507,861
 Net..... 272,404 273,674
 Int. on bds., etc. 124,829 112,860

Surp. for year... \$97,302 \$119,334

BALANCE SHEET JANUARY 1, 1898.

Assets.	Liabilities.
Property & franch. construction and equip t. \$6,671,942	Capital stock..... \$5,000,000
Personal property acct. 219,325	First mortgage bonds..... 1,500,000
Cash 37,491	Collateral trust mortgage bonds..... 325,000
Bills receivable 393	Bills payable..... 65,000
St. Pittston St. Car Co. 18,000	Open accounts, etc..... 37,379
Supplies on hand 8,536	Profit and loss, surplus. 120,848
Open accounts 92,541	
Total..... \$7,048,227	Total..... \$7,048,227

OFFICERS—President, B. F. Myers; Secretary, W. G. Eno; Treasurer and General Manager, John Graham.—V. 65, p. 152; V. 66, p. 285.

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). In March, 1898, it was stated that plans were being considered for changing motive power from steam to electricity. President, (March, 1898), John Graham.

WILLIAMSPORT, PA.

POPULATION 1890 WAS 37,132; IN 1880 WAS 18,934;

AND IN 1870 WAS 16,030.

VALLAMONT TRACTION—

ORGANIZATION—This company was formed May 15, 1894, under an agreement for consolidating the Vallamont Passenger Railway Com-

pany, the Junction Passenger Railway Company, the Centre & West End Passenger Railway Company and the Citizens' Passenger Railway Company. Operates the South Side Passenger Ry. Co.; stock, \$25,000.

STOCK & BONDS—*June 30, '97.*
 Stock (Val. Trac.)..... \$101,700
 Current liabilities..... 20,473
 South Side bonds, 6s..... 25,000
 Bonds (30-year 6s)..... 100,000

ROAD—*Miles.*
 Owns (65 lb. rails)..... 3-6
 Leases S. S. P. Ry..... 1-8
 OFFICERS—President, J. Henry Cochran; Sec. and Gen. Manager, Ernest H. Davis.

EARNINGS—Year ending June 30, 1897, gross (both roads), \$25,217; net, \$6,733; int. and taxes, \$8,548. In 1895-6, gross, \$27,104.

WILLIAMSPORT PASSENGER RY.—Trolley.

STOCK & BONDS—*June 30, '96.*
 Stock (\$600,000)..... \$338,550
 6s, due May 1, 1911..... 11,500
 6s, due June 1, 1922..... 151,500
 Bills payable..... 12,897
 Dividends Jan., 1893, 2 p. c.; 1893-94, 6 p. c.; none since.

EARNINGS—Years end. June 30,
 1896-7. 1895-6.
 Gross..... \$68,146 \$76,902
 Net..... 13,444 17,115
 Taxes..... 1,633 1,970
 Interest..... 9,997 7,140
 Balance, surplus. 1,814 8,005

ROAD OWNED—7 3/4 miles; 90-lb. rails.

OFFICERS—President, H. C. Parsons; Secretary and Treasurer, J. F. Starr; General Manager, E. H. Davis, Williamsport, Pa.

WILMINGTON, DEL.

POPULATION 1890 WAS 61,431; IN 1880 WAS 42,478

AND IN 1870 WAS 30,841.

WILMINGTON CITY RAILWAY—A trolley road.

ORGANIZATION—Franchise gives exclusive rights to operate street railway in city.

CONSOLIDATION—Control of Wilmington City and Chester Traction acquired in same interest in Feb., 1898, and roads are to be consolidated into the Wilmington & Chester Traction Co., incorporated in March, 1898, with a capital of \$2,000,000—see below.—V. 66, p. 575.

STOCK & BONDS—*Date. Interest. Outstanding. Last div., etc.*
 Stock (par, \$10)..... J-J } 51,764 shares. } J'y, '97, 2 1/2
 1st M., \$600,000, gold, 1891 5g. M-S \$600,000 Sep. 1, 1911
 \$500 each..... c } Subject to call on or after Sep. 1, 1901

Interest is payable at the Equitable Trust Co., Wilmington, Del.

Dividends—The following per cents are on the amount paid in (\$8) per share: In 1892, 5 per cent; 1893, 5 per cent; 1894, 5 per cent; in 1895, 5 per cent; in 1896, 5 per cent; in 1897, 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.—V. 66, p. 575.

WILMINGTON & CHESTER TRACTION COMPANY—A trolley road.

ORGANIZATION—Incorporated March, 1898, as a consolidation of Wilmington City Railway and Chester Traction Co., control of which two companies was purchased early in 1898 by E. W. Clarke & Co., Philadelphia. Stock, \$2,000,000. New 5 per cent gold bonds will be issued. Right of way for new connecting link between the two cities and existing trolley systems had been secured in April, 1898, and it was said that work would be begun during May.

OFFICERS.—President, Clarence M. Clark.

WILMINGTON & NEWCASTLE ELECTRIC RY.—A trolley road.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Stock..... \$150,000
 1st M., \$150,000, gold, 82. 1896 5g. F-A 150,000 Aug. 1, 1926
 000 an., \$500 & \$1,000. c } Interest at Real Estate Trust Co., Phila.

Road is about 8 miles long.

WILMINGTON, N. C.

POPULATION 1890 WAS 20,056; IN 1880 WAS 17,350;

AND IN 1870 WAS 13,446.

WILMINGTON STREET RAILWAY—A trolley and steam road.

ORGANIZATION—Chartered Feb. 10, 1887. Franchise runs till 1937 and gives exclusive rights to operate street railways in the city.

STOCK & BONDS—*Par. Date. Interest. Outstanding. Maturity.*
 Common stock..... \$100 \$100,000 f. p.
 1st pref. 6 p. c. cum. 100 40,000 f. p.
 2d pref. 6 p. c. cum. 100 60,000 f. p.
 Mort. gold \$150,000. c } 5% 1895 6g. A-O 150,000 Apr. 1, 1920
 Trustee, State Trust Co., New York City.

ROAD—Owns 4-78 miles of trolley road, 1 1/2 miles of steam road and 1/4 mile of siding in city of Wilmington; total track, 6-53 miles.

REPORT—For year 1896 gross \$36,934; net, \$12,485. In 1895, net, \$11,858.

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.

STOCK & BONDS—*Date. Interest. Outstanding. Maturity.*
 Stock (\$300,000) (\$100)..... \$150,000
 1st M. (\$250,000) gold (\$1,000) } 1891 6g. M-S 125,000 1921
 Int. at State Trust Co., trus., N. Y. City.

ROAD—Owns 7 miles of road, and also operates 100 arc and 2,500 incandescent lights.

OFFICERS—President, J. H. McClement; Vice-President, F. J. Sprague; Secretary and Treasurer, R. G. Day. Office, 44 Broad St., N. Y. City.

WOONSOCKET, R. I.

POPULATION 1890 WAS 20,830; IN 1880 WAS 16,050;
AND IN 1870 WAS 11,527.

WOONSOCKET STREET RAILWAY—

ORGANIZATION—Incorporated June 4, 1886. Stock, \$140,000; bonds, \$200,000; unfunded debt June 30, 1897, \$110,075; 12.79 miles of track;

EARNINGS—For year ending June 30, 1897, gross, \$51,305; net, \$8,546; interest, etc., \$17,421; bal., deficit, for year, \$8,875. In 1895-6, gross, \$42,158; net, \$5,370. Total passengers carried during 1896-97 was 1,026,283; in 1895-96 was 813,154; in 1894-95 was 631,459; in 1893-94, 605,409.

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.

WORCESTER & BLACKSTONE VALLEY STREET RY.—A trolley road.

ORGANIZATION—Owns 5.3 miles of trolley. Opered Aug. 14, 1897. Road located in Millbury, Sutton and Grafton. Capital stock, \$60,000; bonds, none. In February, 1898, Worcester & Suburban Street Ry. agreed to operate the line, operating expenses to be borne equally by both companies.

WORCESTER & MARLBOROUGH STREET RY.—A trolley road.

ORGANIZATION—Owns 17 miles of trolley track in Worcester, Shrewsbury, Northborough, Westborough and Marlborough. Line opened June 30, 1897. Stock, \$200,000; bonds, Oct. 1, 1897, none; loans and bills payable, \$122,100. For three months ending Sept. 30, 1897, gross, \$23,141; net, \$11,924. President, J. Russel Marble; Treasurer, S. Reed Anthony, 50 State Street, Boston.

WORCESTER & SUBURBAN STREET RY.—A trolley road.

ORGANIZATION—Chartered in 1894 and absorbed the Worcester Leicester & Spencer and the Worcester & Millbury companies.

STOCK, BONDS, ETC.— Date. Interest. Outstand'g. Maturity, etc. Stock, \$550,000 (\$100) \$542,500
1st M., \$200,000 g. (\$500 c*) 1895 5 g. M-N 186,500 May 1, 1915 red. at 104 aft. May 1, 1900 } Int. at International Trust, Boston.

Current liabilities Oct. 1, 1897, \$79,200.
Dividends—In 1894, 5 per cent; in 1895, 3½ p. c.; in 1896, 4 p. c.; in 1897, 4½ p. c.

ROAD—Owns Worcester to Millbury, 8 miles track; Worcester via Leicester to Spencer, 15 miles track; operates Worcester & Blackstone Valley Street Ry., 5.3 miles.

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 capital stock of the Consolidated Street Ry Co. of Worcester, consisting of 31½ miles of track laid with 85-pound steel. Company receives a considerable amount for furnishing power to Worcester Consolidated.

STOCK AND BONDS— Par. Interest. Outstanding. Maturity. Common stock \$3,000,000 None paid
Preferred stock cumu- } 6 F-A 2,000,000 Feb. 1, 198.3%
lative } Red. at 105 and accrued div. on 3 mos. notice.
Debentures of Ry. Co. guaranteed—see Worcester Consol. St. Ry.

DIVIDENDS ON PREFERRED—In 1893, 3 p. c.; in 1894, in Aug. 3 p. c.; in 1895, 6 p. c.; in 1896, Feb., 3 p. c.; Aug., 6 p. c. (3 p. c. on account of deferred payments.); in 1897, 6 p. c.; in 1898, Feb., 3 p. c.

OFFICERS—President, T. C. Barr; Vice-President, C. H. Clark, Jr.; Treasurer, E. J. Moore.

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.

(1) WORCESTER CONSOLIDATED STREET RY.—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. Outstand'g. Matur'y, etc. Capital stock, \$100 Text. \$700,000 Text.
1st mort. bonds 5 150,000 1907
Debentures, gold c* } 1894 5 g. F-A. 500,000 Feb. 1, 1914
Subject to call at 102½ } Guaranteed p. & i. by Worcester Traction Co.
Real estate mortgages 5 \$4,500 On demand
Loans Oct. 1, 1897 29,000
Accounts payable (net) 55,341

DIVIDENDS.— } For 1891-92. 1892-93. 1893-94. Since to Mar., '97
Per cent. } 4 10 3½ 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. In May, 1898, it was stated that extension through Millbury to Grafton, 10 miles would probably be in operation during autumn of 1898.

ANNUAL REPORT—For years ending Sept. 30 earnings have been:
1897. 1896. 1897. 1896.
Gross earn'g's \$508,856 \$491,375 Dividends \$56,000 \$56,000
Net earnings. 123,041 119,845 Bal., sur. for year 367 2,789
Int., taxes, etc. 66,674 61,056

For years ending Sept. 30:

Gross, 1896	\$491,375	Gross, 1893	\$337,657
1895	420,498	1892	342,450
1894	355,000	1891	275,129

GENERAL BALANCE SHEET SEPTEMBER 30, 1897.

Assets.		Liabilities.	
Construction	\$1,089,772	Stock	\$700,000
Equipment	240,950	Funded debt	650,000
Other property	205,304	Real estate mtgs.	4,500
Cash and curr't assets.	48,403	Unfunded debt	123,439
		Profit and loss, surplus.	101,490
	\$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.—V. 65, p. 1022.

(2) NORTH END STREET RY.—A trolley road.

LEASE—In 1895 leased to Worcester Consol. Street Ry. for 99 years. Rental now \$8,000 yearly. V. 61, p. 518.

ROAD, ETC.—Owns 5.13 miles of track. Capital stock, \$110,000 (par \$100). First mortgage, \$75,000, 1895, due Feb. 1, 1915; int. at 5 p. c., F. & A. Dividends—In 1895-6 paid 2.65 p. c.; in 1896-97, 3½ p. c.

EARNINGS—For year ending Sept. 30, 1897, rental, \$7,750; interest, etc., \$3,792; dividends (3½ p. c.), \$3,850; bal., deficit for year, \$108.

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—A consolidation in March, 1896. Extensions to Hastings, Dobbs Ferry, Irvington and Tarrytown are proposed. Securities, earnings, etc., of the old Yonkers RR. were as follows;

STOCK & BONDS—	Date.	Interest.	Outstand'g.	Maturity.
Stock, \$1,000,000 (\$100)	.....	.....	\$600,000	.....
New 1st mtge. \$1,000,000	1896	5 A-O	600,000	Apr. 1, 1946
Float. debt (net) June 30, '97	.....	.....	25,369	.....

ROAD—Owns 10 miles of track, main line; second track, ½ mile; sidings, ½ mile; total, 11 miles.

ANNUAL REPORT—Fiscal year ends June 30.

Yr. end. June 30. 1897.	1896.	1897.	1896.
Gross earnings \$104,671	\$90,069	Interest	\$30,000
Net	24,305	Taxes	4.6.7
Other income	1,712	Balance	df. 10,322

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.

STOCK ETC.— Date. Interest. Outstanding. Last Div., etc. Stock \$200,000 (\$50) \$165,800 f. p. (See text.)
1st mortgage 1896 5 130,000 1926
Loans June 30, 1897 14,000

DIVIDENDS.—Fiscal year 1895-96 about 4 p. c.; 1896-97, 3 p. c.
ROAD—Operates 11¼ miles of track, laid with 45 and 90 lb. rails.

EARNINGS—For years ending June 30:
1897. 1896.
Gross \$51,268 \$56,273 Interest & taxes. \$9,482 \$6,043
Other income 1,130 1,350 Dividends 4,994 6,658
Net 9,581 15,066 Bal., def., for yr. 4,895 3,365

OFFICERS—President, W. H. Lanus; Vice-President, D. K. Trimmer; Secretary, G. S. Schmidt; Treasurer, Chas. H. Mayer.

YOUNGSTOWN, OHIO.

POPULATION 1890 WAS 33,220; IN 1880 WAS 15,435;
AND IN 1870 WAS 8,075.

MAHONING VALLEY RAILWAY.—A trolley road.

ORGANIZATION—Organized as Youngstown Street RR. Dec. 10, 1873 and consolidated with the Mahoning Valley Ry. December 1, 1896.

STOCK & BONDS— Date. Interest. Outstand'g. Maturity. Stock \$1,500,000
Youngstown Street Ry. } 1891 6g. M-N 300,000 May 1, 1911
1st mort'g'e, \$300,000, } Subject to call at par after May 1, 1901
gold } Interest at Central Tr. Co., trustee, N. Y. City.
Mah. Val. Elec. mort'g'e, } 1895 5 J-J 600,000 July 1, 1915
\$1,200,000 gold } Trustee, Central Trust, New York.

The mortgage of 1897 provides for refunding and for improvements and extension to Niles.

ROAD—The new company operates about 26 miles of track,
OFFICERS—President, B. F. Miles, Cleveland; Vice-President, J. G. Butler, Jr.; Secretary, J. E. McVey; Treasurer and General Manager, A. A. Anderson.—V. 63, p. 924; V. 64, p. 83.

ZANESVILLE, OHIO.

POPULATION 1890 WAS 21,009; IN 1880 WAS 10,011;
AND IN 1870 WAS 18,113.

ZANESVILLE STREET RY.—

ORGANIZATION—Reported consolidation in 1896 with electric light company, it seems, was never consummated. Power obtained from light company costs about \$6,000 yearly.

RECEIVER—William Christy of Akron, O., appointed in Dec., 1897.

STOCK & BONDS— Date. Int. Outstand'g. Maturity.. Stock (1)
Zanesville Street RR. 1st } 1891 6 M-N 175,000 May 1, 1911
mortgage } Nov., 1897, interest not paid.
In December, 1897, floating debt was \$75,000.

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.—V. 65, p. 1127.

ABBREVIATIONS, ETC.

The terms and abbreviations employed in this SUPPLEMENT are explained in the following :

"STOCK & BONDS"—Under these words are shown—

"STOCK"—The amount of stock authorized immediately follows the word "stock", and against this is the par value of single shares, viz.: "Stock, \$200,000—\$100", means stock, total issue authorized by charter or by act of legislature, \$200,000, divided into shares of \$100 each; "f. p." following the amount given as outstanding means "full paid."

"Pref." means "preferred stock." "Pref. 6 p. c. cum." means preferred stock entitled to dividends of 6 per cent per annum, such dividends if not paid accumulating, all dividends due and unpaid to be paid in full for each and every year before the common stock receives anything. "Pref. 6 p. c. non-cum." means simply that the stock is entitled to 6 per cent per annum if earned, but that if unearned in any year the dividend for that year will not be paid subsequently.

"BONDS"—"Mort." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means general mortgage. The amount next following is the total authorized amount that can be issued under the mortgage. The word "gold" is usually spelled out, but in some instances is contracted to "g." while "cur." means currency.

"Conv." means convertible into stock. "S. f." means sinking fund. "c." means coupon; "c." means coupon but may be registered as to principal; and "c. 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.

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Topeka Belt Ry.	87	& Suburban Ry.	74	cester & Suburban	92
Topeka Ry.	87	Wayne & Fifth Sts.—See People's St. Ry.	32	Worcester & Suburban Street Ry.	92
Toronto (Canada) Ry.	87	Wellesley & Boston St. Ry.	63	Worcester Traction	92
Transverse Pass. Ry.—See Citizens' Trac.	72	Westchester Electric—See Union Ry. N. Y.	61	Wyatt Park Ry.—See St. J. T. Ry. L't. H't. & P.	39
Trenton Passenger Ry.	72	West Chicago Street RR.	26	Wyandotte & Detroit River Ry.	76
Trenton Traction	88	West Chicago Street RR. Tunnel—See West		Yonkers RR.	92
Tri-City Railway	32	Chicago Street RR.	26	York Street Ry.	92
Troy City Ry.	88	West End Passenger Ry.—See Frankford &		Youngstown Street Ry.—See Mahoning	
Troy Hill Inclined Plane & Bridge	8	Southwalk Passenger Ry.	67	Valley Electric	92
Troy Hill Pass. Ry.—See Fed. St. & P. Val. P. Ry.	72	West End & Riverside Electric—See Mont-		Zanesville St. RR.	92
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