# ELECTRIC RAILWAY

# SECTION

OF THE

# & INANCIAL

Copyrighted in 1915 according to Act of Congress, by WILLIAM B. DANA COMPANY, in office of Librarian of Congress, Washington, D. C.

Vol. 100.

NEW YORK, MAY 22, 1915.

No. 2604.

## ELECTRIC RAILWAY SECTION.

The Electric Railway Section, Issued three times a year, in January, May and September, is furnished without extra charge to every annual subscriber of the Commercial and Financial Chronicle.

The Railway and Industrial Section, issued three times a year on the last Saturday of February, June and October, is also furnished without extra charge to every Chronicle subscriber.

The Railway Earnings Section, issued monthly, containing the sworn returns of earnings and expenses filed each month with the Inter-State Commerce Commission, is likewise furnished without extra charge to every annual Chronicle subscriber.

The State and City Section, issued semi-annually on the last Saturday May and November, is also furnished without extra charge to every of May and November, is a subscriber of the Chronicle.

The Bank and Quotation Section, issued monthly, is also furnished without extra charge to every subscriber of the Chronicle.

The Bankers' Convention Section, issued yearly, giving the detailed proceedings of the annual convention of the American Bankers' Association, is likewise furnished without extra charge to Chronicle subscribers.

Terms for the Chronicle, including the six Supplements above named, are Ten Dollars per annum within the United States, Thirteen Dollars (which includes postage) in Europe, and \$11.50 in Canada.

File covers for the Chronicle are sold at 60 cents each (which includes postage). File covers for Supplements can be had at same price.

CHICAGO OFFICE .- George M. Shepherd, 39 So. La Salle St.

LONDON OFFICE-Edwards & Smith, 1 Drapers' Gardens, E. C.

WILLIAM B. DANA COMPANY, Publishers, Front, Pine and Depoyster Streets, New York.

### MAPS APPEARING IN THIS ISSUE.

For the purpose of showing in a graphic way the location of their lines, a few of the more important systems described in this issue of the "Electric Railway Section" are accompanied by maps. The following furnishes a list of these maps, together with the pages on which they appear.

LIST OF MAPS.	Page.
Aurora Elgin & Chicago RR. Co	25
Bay State Street Ry. Co	13
Brooklyn Rapid Transit System	16
Detroit United Railway System	
Eastern Pennsylvania Railways Co	104
Georgia Railway & Power Co	6
International Railway Co	20
Lehigh Valley Transit Co. and Lehigh Valley Li Power Co.	ight & 4
New York Municipal Railway Corporation	17
New York State Railways	108
Pacific Gas & Electric Co	112
Pittsburgh Railways Co	96
Public Service Corporation of New Jersey	80 and 81
Republic Railway & Light Co	123
Third Avenue Railway System	76
United Light & Railways Co	
West Penn Traction Co. System	

### EXPLANATIONS OF TERMS AND ABBREVIATIONS USED.

The following is an explanation of the terms and abbreviations used on succeeding pages in the presentation of the statements of the different companies:

"STOCK AND 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. For example, "Stock, \$200,000 (\$100)." means stock, total issue authorized by charte 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% cum." means preferred stock entitled to dividends of 6% per annum, such dividends if not paid stock entitled to dividends of 6% 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% noncum:" means simply that the stock is entitled to 6% per annum if earned, but that if unearned in any year the dividend for that year will not be paid subsequently. "Div," means dividend. The last dividend paid is shown, under the column headed "Maturity."

under the column headed "Maturity."

"Bonds."—"Mort.," "Intge." or "M." means mortgage. "Consol." or "con. M." means consolidated mortgage. "Gen. M." means genera mortgage. "Ref. M." means refunding mortgage. "Coll. tr." means collateral trust. The amount next following is the total authorized amount that can be issued under the mortgage. The denominations in which the bonds are issued usually follow in parentheses. The word "gold" is usually spelled out, but in some instances is contracted to "g.T. while "cur." means currency

while "cir." means correctly.

"Conv." means convertible into stock. "S. f." means sinking fund.
"c." means coupon; "c\*" means coupon but may be registered as to principal; "r" means fully registered (no coupons); "r\*" means registered, convertible into coupon bonds; "c\*&r\*" means registerable in either form and vertible into coupon bonds; "c"xr" means registerable in either form and convertible from registered to coupon or the reverse; and "c"xx" 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. & f. (end.)" means guaranteed as to principal and interest, the guaranty being endorsed on each bond. "Red." means redeemable. "Trus." or "tr." means trustee of the mort-

TAX-EXEMPTION.—Where there is a provision in bond or mortgage which would seem to make the interest free from the Federal income tax. we indicate the fact in black-faced letters—tf, meaning apparently tax-free; where there is no such covenant we insert the letters ntf, meaning apparwhere there is no such covenant we insert the letters fift, meaning apparently not tax-free. Where we have no knowledge other than that the company has assumed or is paying the tax, we insert the letters cpt, which means that company pays tax, at least for the present. Until the courts have passed both upon the various features of the tax and the effect of the several ix clauses in the bonds and mortgages, it is impossible to give more definite information.

"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 "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 annum payable January and July; correspondingly "F-A" is used to mean February and August; "M-S" means March and Sep-tember, and so on; while "Q-J" means quarterly beginning in January and "Q-F" quarterly beginning in February. (The day when the interest pay-ment 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.) "S.-a." means semi-annual.

"ROAD."—The word "track" means in street railway parlance all tracks bether main line, siding, switch or second track. "Rails are 80-lb, eder" means that each rail weighs 80 pounds to the yard. "k.w." mean whether main line, siding, switch or second track. "Rails are 80-lb, girder" means that each rail weighs 80 pounds to the yard. "k.w." mean kilowatts and "h.p." mean s hors epower. "T-A-Y-E cars" means pay-

you-enter or prepayment cars.

"Exts., add'ns and impts." mean extensions, additions and improvements, "Auth." means authority or authorized. "Oth. Inc." means other income. "Cal. year" means calendar year.

# ELECTRIC RAILWAYS.

# SECURITIES AND REPORTS

This is one of our six Sections or 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. The terms and abbreviations employed in this SUPPLEMENT are explained in the following:

"STOCK AND BONDS."—Under these words are shown—
"STOCK N—The amount of stock authorized immediately follows the word "stock." and against this is the par value of single shares. For example, "Stock, \$200,000 (\$100)," means stock, total issue authorized by charter or by Act of Legislature, \$200,000, divided into shares of \$100 each; "T. p." following the amount siven as outstanding means "full pald."

"Prof." means "preferred stock." "Prof. 6% cum." means preferred stock entitled to dividends of 6% per annum, such dividends ff not pald accumulating, all dividends due and unpaid to be pald in full for each and every year before the common stock receives anything. "Prof. 6% now." "Prof. 6% now." "The stock is entitled to 6% per annum if earned, but that if unearned in any year the dividend for that year will not be pald subsequently.

"BONDS."—"Month," or "M." means mortgage. "Cross. M." means composite to mortgage. "Gen. M." means composite to "g., while "cur." means currency.

"Gondon's means convertible into stock. "S. f." means resistered, convertible into outpon bonds; "c\*x\*\*" means registered as to principal and interest, the guaranty pelong endosed on each bond.

"JAN-EXEMPTION.—Where there is a provision in bond or mortgage withe would seem to make the interest free from the Foderal income tax, we indicate the fact in black-faced letters—if, meaning apparently tax-free, where we have no knowledge other than that the company has assumed or is paying the tax, we insert the letters of the assumant of the stock also the month steep of the bond to have been an

A full Index showing where each railway will be found is

AKRON, OHIO.

NORTHERN OHIO TRAC. & LIGHT CO.—Trolley.

ORGANIZATION.—Incorp. in Ohio as successor in Nov. 1902 to the Northern Ohio Traction Co., having exchanged its securities for the common and pref. stock of the latter per terms in V. 7.5, p. 733. Shortest of company's Jeanchises (that in Akron) expires in 1924; of total franchises 40% are perpetual. In 1906 acquired control of the Canton-Akron Consol, Nr. and snarantees that company's 25,500,000 consol. 53, prin. and int. V. 23, p. 435, 849. Also owns entire capital stock of Akron Wadsworth & Western Trac, Co. and guarantees its bonds prin. and int. Common stock listed on N. Y. Stock Exchange in March 1909.

In May 1912 pref. and common stockholders were allowed to subscribe at par for \$1,540,000 new pref. stock, V. 94, p. 1334, 1186, 417. Shareholders on Jan. 24 1914 sanctioned an increase in auth. amount of pref. stock to \$5,000,000 for financing further additions, extensions, &c. V. 98, p. 74. Mockholders approved action of directors in providing for the payment of Foderal income tax upon the various issues of the co.'s bonds. In Oct. 1012 made a 5-year contract for the lighting of the city of Akron. On April 14 1914, after extended negotiations, conveyed to city of Akron. On April 14 1914, after extended negotiations, conveyed to city of Akron. On April 14 1914, after extended negotiations, conveyed to city of Akron. On April 14 1919, after extended negotiations, conveyed to city of Akron. For Tavorable decision handed down by the Ohio Court of Appeals Jan. 13 1915 affirming a previous ruling dismissing the autibrought by the Cuyahoga Power Co., see V. 100, p. 309.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Stock, com, \$10,000,000 (\$100) — C. 11 1913 8,000,000 fully 1 1919 (\$1,300,000) for the consolistic payment of the consolistic payment of the consolistic payment of the consolistic payment of the consolistic paymen of the consolistic payment of the consolistic payment of the co

CANTON-AKRON CONSOLIDATED RAILWAY.

CANTON-AKRON CONSOLIDATED RAILWAY.

STOCK AND BONDS—
Date. Interest. Outstanding. Maturity.
Consol M \$2,500,000, gold., 1906 5 g J-J \$1,110,000 Jan 1 1933
guar p & 1 by North Ohlo. Int. at Clitzens Sav. & Trust Co., Cleveland,
Trace & Light [51,000] c\*\*. If Int. at Clitzens Sav. & Trust Co., Cleveland,
Trace & Light [51,000] c\*\*. If Int. at Clitzens Sav. & Trust Co., Cleveland,
Trace & Light [51,000] c\*\*. If Int. at Clitzens Sav. & Trust Co., Cleveland,
Trace & Light [51,000] c\*\*. If Int. at Columbia Tr. Co., N. Y. Trustee,
S2,000,000 g\*\* (\$1,000) c\*\*. If Int. at Columbia Tr. Co., N. Y. Trustee,
Canton-Massillon 1st mort
\$1,000,000, g\*\* (\$1,000) c\*\*. If Int. at Columbia Tr. Co., N. Y. Trustee,
S1,000,000, g\*\* (\$1,000) c\*\*. If Int. at Am. Int. & Tr. Co., New York.

1st M Can & N. P. \$1,000,000

gold (\$1,000) ... c\*\*. If Int. at Am. Int. & Tr. Co., Boston, Trustee,
1903 Sav. F. F. A.

555,000 gold ... c\*\*. If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... If Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... Int. Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... Int. Int. at Cleve, Tr. Co., Cleve, O., Trustee,
Lake V L & I mortgage ... Int. Int. at Cleve, Tr. Co.,

REPORT —For calendar years (1914 report in V. 100, p. 727):

Calendar Gross Net (after Bond Preferred Common Bal., Year— Earns, Taxes), Int. Divid'ds, Dividends, Surp. 1914 ...\$3,836,086 \$1,398,656 \$606,898 (6)\$182,394 (5)\$450,000 \$159,394 (1918 ...\$3,284,532 1,264,878 561,815 (6)\$152,738 (5)\$450,000 100,325 OFFICERS.—Pres., H. A. Everett, Willoushby, O., V.-P., G. W. Moore, Cleveland, and Will Christy, Akron; V.-P., & Gen, Mgr., Chas. Currie, Akron; Treas., J. R. Nutt, Cleveland; Sec., C. F. Moore, Akron, Aud., C. H. Lahr, Akron, General offices, Akron.—V. 95, p. 58, 481, 1473, 1542; V. 96, p. 355, 1365; V. 97, p. 176, 803, 1025, 1116; V. 98, p. 74, 388, 449; V. 100, p. 309, 727.

Aud., C. H. Lahr, Akron. General offices, Akron. -V, 95, 0-38, 481, 1473, 1512; V. 90, p. 355, 1365; V. 97, p. 176, 803, 1025, 1116; V. 98, p. 74, 388, 449; V. 100, p. 309, 727.

\*\*\*ALBANY, N. Y.\*\*

UNITED TRACTION. -A volley read.

Entire stock is ewned by Trat Debayant & Hudson Co. V. 81, p. 1552; V. 32, p. 90. The D. & H. Lastownst the Troy & New England and the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction, and a half literost in the Schenectady Ry., the Plattaburgh Traction in the Contract with Addrondack Elec. Pow. Corp. 1, 1147, 1300; V. 70, p. 77. Has contract with Addrondack Elec. Pow. Corp. of Glens Falls for supply of power. V. 69, p. 541, 999. Franchises in Troy and Albany, except that of the Capitol Ry. on Delaware Ave. is about line on the outskiets of Albany), which expires Auk. 8 1951, are perpetual. V. 79, p. 2598. Has tradic agreements with Albany Southern El., Schenectady Ry. and Hudson dalley Ry. by which care of the flist two roads are run into Troy.

The Cohoes City Ry. was sold at foreclosure in 1904 and reorganized as Cohoes Ry. Co., with \$120,000 stock and \$84,000 bonds; all of the stock and bonds of the Hudson Valley. —In Dec. 1906 acquired a mijority of the stock and bonds of the Hudson Valley. —In Dec. 1906 acquired a mijority of the stock and bonds of the Hudson Valley. —In Dec. 1906 acquired a mijority of the stock and bonds of the Hudson Valley. —In Dec. 1906 acquired a mijority of the stock and bonds of the Hudson Valley. —In Dec. 1906 acquired a temporary Humon, per and the Albany Ry. Laterony and the Albany Ry. Laterony and the Albany Ry. 1165, 500, 500 (1908), \$12,500,000 to france the purchase Cultural Trust Co., N. Y. Trustee, Bonds, Colon Ry. 100, 100, 10

under lease, 7%; Lansingburg & Conoes, stock, \$15,000; days, 17%, yearly 17%. The Waterford & Cohoes RR, \$25,000 stock receives 7% yearly under lease.

DIVIDENDS.—First quar, div., 14%, was pald May 1 1900; same rate continued up to and incl. July 1905. For year 1906 54%, was paid. On Dec. 31 1906 stock was increased from \$5,000,000 to \$12,500,000 and divs. made semi-annual (4-1) and 2½% paid July 1 1907, 2½% Jan. 1 1908 and 2% each six months since to and incl. Jan. 1915.

ROAD.—Operates 106,76 miles of track, of which 89.50 miles owned, connecting Albany, Troy, Cohoes, Remsselaer, Watervliet, Lansingburg, Green Island, Waterford, &c. Has 461 cars, including 15 snow-plows, 9 sweepers and 13 service cars. Standard gauge.

ANNUAL REPORT.—Years ending June 30:

1914. 1913.

Gross earn'gs, \$2,547,771 \$2,455,370 Total net...\$1,124,689 \$1,179,079 Oper. exp... 1672,335 1,520,649 Chgs, & taxes, 711,326 641,204 Net... 875,436 934,721 Div. (4%)... 500,000 500,000 Other income. 249,253 244,358 Surp. for year 413,383 537,375 OFFICERS.—Pres., L. F. Loree, N. Y. V. P. C. S. Sims Albany, V. P. W. H. Williams, Asst. to Pres., W. B. Schoffield; Asst. to V. -Pres., G. H. Packer, N. Y.; Sec. & Aud., W. H. Elder; Treas, H. F. Atherton, Albany, Comp., W. H. Davies, N. Y.; Gen. Aud., Allen McCarty, Acting Gen. Mgr., Chas. F. Hewitt, Albany, Principal office, Albany, V. V. S. 31, 181; V. 100, p. 310, 1350.

ALBIA, IOWA.

SOUTHERN IOWA RAILWAY & LIGHT CO.
ORGANIZATION.—Incorp. in Delaware in March 1914 as a consolidation of the Albia Interurban Ry. and the Albia Gas Co. Does the light, heat, power, railway, gas and lee business of Albia and community.
Franchises expire: Electric, 1931; railway, 1932; gas, 1939.
STOCK AND BONDS.—Date. Interest. Outstanding. Maturity.
Com stock, \$400,000 (\$100).—220,000
Perf, \$100,000 (\$100) 7% cum—100,000
1st & ref M. \$750,000, g (\$1.-1 1914 6 g M-N 28,000 1920
000&\$500) red aft 19at 105 Int. at Iowa Trust Co., Albia, Trustee.
Albia Int Ry 1st M, \$300,000] 1910 6 g J-D 282,000 See text
g (\$100,\$500 & \$1,000].—Interest in New York or Albia.
STOCK.—Preferred stock is subject to redemption at any time.
Bonds.—Of the 1st & ref. bonds, \$312,000 placed with trustee for retirement of Albia Interurban Ry. (\$282,000 as above) and Albia Gas
Co. (\$30,000) as they become due. Albia Int. Ry. bonds are red. after
June 1 1913 at 101 and Int. They mature serially from June 1 1913 to
1930, inclusive.
EARNINGS.—Of combined properties (except gas) for cal. year 1913,
gross, \$72,776; net, \$30,005; bond interest, \$15,200; surplus, \$14,805.
OFFICERS.—Pres., C. B. Judd; Sec. & Gen. Mgr., E. C. Manning,

gross, \$72,776; nec, \$30,005; bond interest, \$15,200; surplus, \$14,805.
OFFICERS.—Pres., C. B. Judd; Sec. & Gen. Mgr., E. C. Manning.

ALLENTOWN, PA.

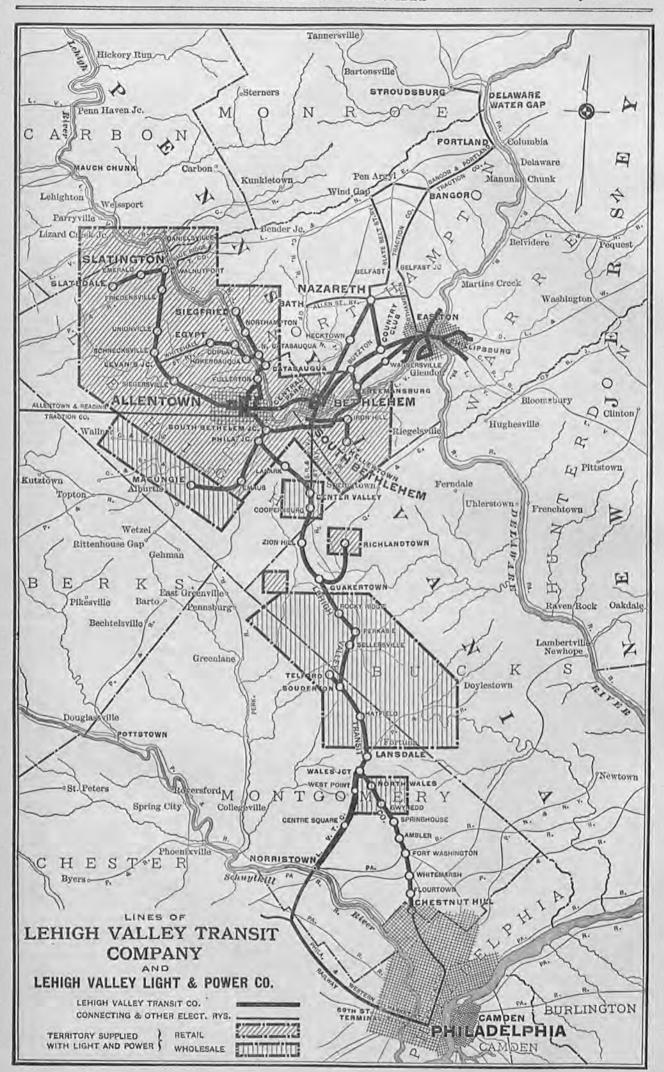
LEHIGH VALLEY TRANSIT CO.—A trolley road. (See map on p. 4.)
ORGANIZATION.—Incorp. in Pa, on Nov. 3 1905 and is a reorganization under foreclosure of the Lehigh Valley Traction Co., the Philadelphia & Lehigh Valley Traction Co., the Allentown & Slatington and the Copias Egypt & Ironton Street Ry., as per plan in V. 79, p. 733, 1462. In Cet. 1911 purchased the Montgomery Trac. Co. (V. 93, p. 940), all of whose bonds and stock are deposited under the Lehigh Valley Transit ref. & imp. mige. of 1916; reconstruction of Mont. Trac. completed Dec. 12 1912. cutting down ruming time between Allentown and Philadelphia (City Hall) from 4)4 to 2% hours. An 8-mile cut-off on this division was completed in 1914, cutting down the running time between these points another 20 minutes. The company has reduced the running time on its through service between Allentown and Easton by one-half hour.

In April 1913 purchased controlling interest in stock of Easton Consolidated Electric Co. (V. 96, p. 1922). On June 20 1913 shareholders authorized an issue of collateral notes to pay for the purchase. V. 96, p. 1489, 1772. Also has half interest in Norristown Transit Co. Franchizes perpet. Under agreement made in July 1907 the Lehigh Valley Transit has its philadelphia terminal in the Philadelphia Rapid Transit station at Chestaut Hill. V. 85, p. 99. Late in 1912 made a contract for express service with Adams Express Co. Conducts through freight service between Allentown and Philadelphia.

In Mar. 1913 the Allentown Elec. Lt. & P. Co. and the Whitehall Emais, Statington, Hanover, Washington, Statedale, No. Whitehall, So. Wh

STOCK AND BONDS—
Date. Interest. Outstanding. Maintrip. Consol. mages. 87,500,000; [10]
One of the control of t

itized for FRASER o://fraser.stlouisfed.org/



OFFICERS.—Pres., H. E. Ahrens, Reading; V.-P., W. D. Mohn; Sec., S. K. Hoffman, Hamburg; Treas., Geo. B. Shaffer, Reading; Supt., W. J. Bear, Kutztown.—V. 81, p. 1492; V. 82, p. 216.

AMSTERDAM, N. Y,
FONDA JOHNSTOWN & GLOVERSVILLE RAILROAD CO.Steam and electric road. See statement in "Railway & Industrial Sec."

FONDA JOHNSTOWN & GLOVERSYLLE RAILROAD COSteam and electric road. See steamen in "hallway & Industrial Sec."

ANDERSON, IND.

UNION TRACTION CO. OF INDIANA.—A trolley road.

BEROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. on May 13 1012 as a consolidate inflance of the BROANIZATION.—Incorp. June 9 1963, per plan in Y. 94 p. 1119. 1185; Y. 95 p. 98 p

ANNISTON, ALA,

ANNISTON ELECTRIC & GAS CO.

ORGANIZATION.—Incorporated in New Jersey in 1899 to take over the Anniston Electric Co. and the Oxford Lake Line, sold at foreclosure August 1899; also acquired at receivers' sale the Anniston Gas & Light Co.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Stock, \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$100 — \$250,000 (\$100) — \$100 — \$100 — \$250,000 (\$100) — \$100 — \$250,000 (\$100) — \$100 — \$250,000 (\$100) — \$100 — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$100 — \$100 — \$250,000 (\$100) — \$250,000 (\$100) — \$250,000 (\$100) — \$100 — \$

ASBURY PARK, N. J.

ASBURY PARK, N. J.

ATLANTIC COAST ELECTRIC RY.—Trolley.

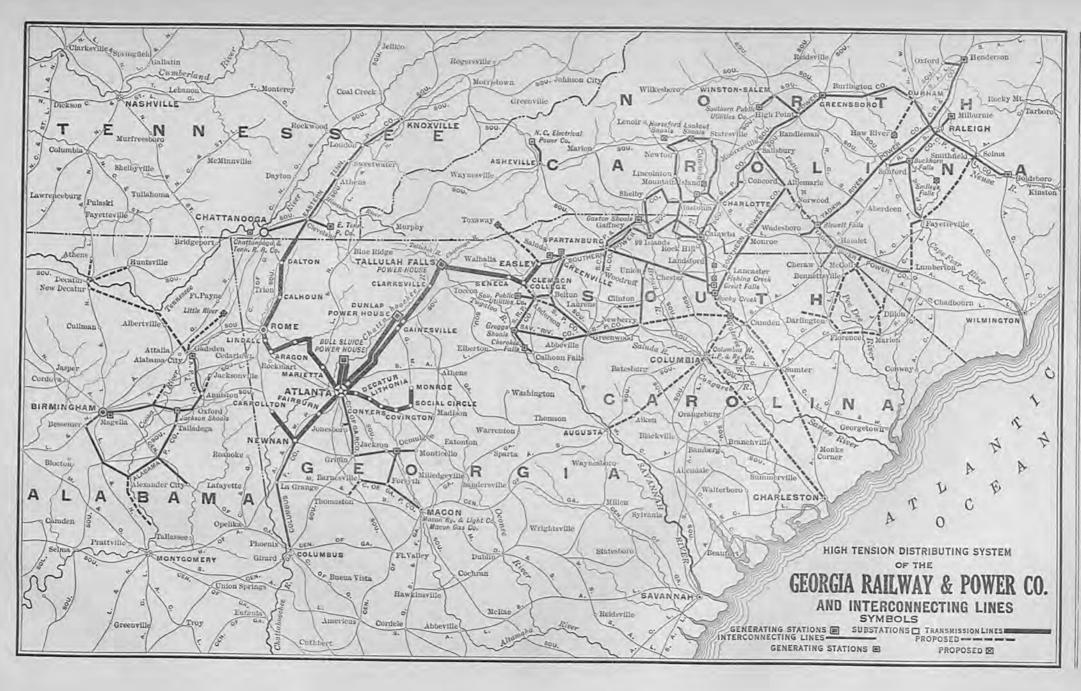
ORGANIZATION.—Incorporated in New Jersey on Dec. 8 1905 as successor to the Atlantic Coast Electric Railroad Co., sold under forcelosure of the general mortgage of the latter. Leases the Seashore Electric Ry. of Asbury Park until June 6 1937 at \$10,000 per year and owns \$150,000 of the \$200,000 total capital stock of that company (making net rental \$2,500), and owns all of the stock of the West End & Long Branch Ry, and of the Asbury Park & Sea Girt RR.; the former is leased from Aug. 3 1896 until July 17 1945 at a nominal rental, and the latter for 99 years at 6% on stock from Aug. 27 1898; both stock and bonds of Asb. Park & S. G. are owned. Also entire stock (\$100,000) of the Atlantic Coast Electric Light Co., which supplies the electric lights of Asbury Park, Allenhurst, Belmar, Ocean Beach, Como and Spring Lake. The Seacoast Trac. Co. (capital \$100,000) running from Belmar to Spring Lake, 2 miles, has been leased to the Adonto Coast Elect. Ry, for 99 years; its stock and bonds are owned. Franchise in Belmar expires in 1947; in Asbury Park in 1937; in Long Branch, some pire in 1945 and others are perpetual; in Ocean Township, perpetual; in Sea Girt, expire in 1915, 1926 and 1956; franchises of Seacoast Trac. Co. are perpetual.

STOCK AND RONDS—

Net earns, from oper. \$179,810 \$201,073 \$202,200 \$206,741 \$203,948 In 1914, misc. inc., \$1,440; fixed charges, \$129,190; surplus, \$52,061. OFFICERS.—Pres., S. F. Hazelrigg, N. Y.; Treas., H. H. Rogers, Sec., G. B. Cade; Supt., C. E. Hereth.—V. 81, p. 974, 1435, 1722.

ASHTABULA, OHIO.

PENNSYLVANIA & OHIO RY .- A trolley road.



EARNINGS.—For calendar year 1914, gross, \$123,247; net, \$46,408. In 1913, gross, \$124,329; net, \$44,890.

ROAD.—Owns and operates the Conneaut city line, 3 miles, and has bulls westward from Conneaut to Kingsville & Ashtabula, 13 miles, and south from Ashtabula to Jefferson, 10 miles; total, 26 miles.

OFFICERS.—Pres., L. A. Robison, Pittsburgh; Sec. & Treas., W. B. Morris, Pittsburgh; Gen. Supt., Palmer Wardman. Office at Ashtabula.

—V. 82, p. 929, 987.

### ATLANTA, GA.

Morels, Pitsburgh; Gen. Supt., Palmer Wardman. Office at Ashtabula.

V. 82, p. 229, 987.

ATLANTA, GA.

GEORGIA RAILWAY & POWER CO.—(See Map on page 6.)

ORGANIZATION.—Incorp. in Georgia on Oct. 16 1911 to take over the following properties (V. 93, p. 191, 1725):
Atlanta Hydro-Eles. Power Co.
Atlanta Water & Elec. Power Co.
South Carolina Power Co.
Allanta Water & Elec. Power Co.
South Carolina Power Co.
South Carolin

Ass. Sec., Paul D. Rodt, Treas., I. S. Mifchell Jr.; And., H. Flynn, all of Atlant V. 95, p. 1472, 1541; V. 96, p. 202, 285, 410, 789, 941, 1021; 1620; V. 97, p. 1504, 1822; V. 98, p. 089, 787, 1459, 1536, 1604; V. 100, p. 557, 733, 807.

(1) Georgia Railway & Electric Co.

(2) Georgia Railway & Electric Co.

(3) Georgia Railway & Electric Co.

(4) Georgia Railway & Electric Co.

(5) Georgia Railway & Electric Co.

(6) Georgia Ry, & Elec. Co.

(6) John Maring received, as additional consideration for the lease, 31215; in lat pref. and \$125 in 2d pref. stock of Georgia Ry & Power Co. V. 94, p. 982, 1119. The shares of the Atlanta Snorthern Ry, are not included in the premises demised under the lease, but the lessor assigned and transferred to the lesse, for and during the term of the lease, the income arising from any and all of the said shares.

ORGANIZATION—Incorp. In Georgia on Jan. 28, 1902, and or Trancort.

ORGANIZATION—Incorp. In Georgia on Jan. 28, 1902, and or Trancort.

In 1902 took over the represental; others 50 years from August 1899. Comprises the street railway, electric-light, gas, power and steam-heating interests of Atlanta and Fullon County. Uses power supplied by the Atlanta Water & Electric Power Co. from the latter's plant at Bull Siluce on the Chattahocchee River, 15 miles from Atlanta—see: V. 79, p. 153, 2149. By terms of the ordinance permitting consolidation, the company paid the city of Atlanta Sci.

10) The second of the Atlanta Georgia Ry. & Forest Light of the ordinance permitting consolidation, the company paid the city of Atlanta Sci.

10) The second of the Atlanta Georgia Ry. & Power supplied by the Atlanta Sci.

11) The preferred Sci. 11 1913. In Oct. 1902 both pref. and company paid the city of Atlanta Sci. 1000 of the Louis Pie Ryland Company. The second Sci. 1000 of the Louis Pie Ryland Company. Preferred Sci. 1000 of the Louis Pie Ryland Company. Preferred Sci. 1000 of the Louis Pie Ryland Company. Preferred Sci. 1000 of the Louis Pie Ryland Company. Preferred Sci. 1000 of t

is operative. Atl. Consol. St. Ry. bonds are red. as a whole at 10745, but \$25,000 in Jan. of each year for sinking fund at 105. Of the ref. & impt. mtge, bonds, \$11,230,000 are reserved to retire prior liens (helading the \$100,000 Atlanta & Northern bonds and remainder for extensions and improvements up to 75% of actual cost. Honds are subject to call on 50 days notice at 105 and int.; a sink, fd. of 1% of bonds out began in 1910. Disidends.—5% per annum is being paid on preferred stock. On com., divs. have been: Aug. 1905, 2%; Feb. 1906, 2%; May 1906, 115% (V. S.), p. 1040); Aug. 20, 114%. In 1907, Feb. 20, 114%; May 20, 114% and stock div. of 33 1-3% (V. S4, p. 803); Aug. 20, 114%; Nov. 20, 114% in 1908, 6%; 106, 6%; in 10, 644%; in 1911, 8%; in 1912, Feb., 2%; May, 2%. Dividends are now paid under lease (see above).

EARNINGS.—Included in report of Georgia Ry. & Power Co. above. ROAD.—Owns 207,71 miles of track (single-track basis). 70, 80 and 90-16, rails. 346 motor cars. 2 power stations.

OFFICERS.—Pres. F. E. Block; V.-P., T. K. Glenn; Sec. & Treas. W. H. Wright.—V. 94, p. 123, 350, 559, 982, 1119, 1563; V. 95, p. 1122, 1207; V. 96, p. 716, 1021; V. 97, p. 521; V. 98, p. 304, 336; V. 99, p. 1528; (a) Atlanta Northern Railway Co.—A trolley road.

1207; V. 96, p. 716, 1021; V. 97, p. 521; V. 98, p. 304, 386; V. 99, p. 1528; V. 100, p. 733.

(a) Atlanta Northern Railway Co.—A trolley road,
ORGANIZATION.—Entire stock is owned by the Georgia Railway & Electric Co., which guarantees the bonds.

8TOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$100,000.
First mortgage \$400,000 guar. 1904. 5 g J-J. \$100,000
First mortgage \$400,000 guar. 1904. 5 g J-J. \$400,000 July 1 1954.
(\$500 and \$1,000 gold...c\* lint. at Old Colony Tr. Co., Boston, Trustee.
Bonds.—Are guar. p. & i., by end., by the Ga. Ry. & Elec. Co. Are subject to call on any int. date at 110 and int. A sink. fund of \$5,000 per ann. began in 1909; \$33,500 bonds are held in sinking fund but not retired.

See V. 79, p. 680.

EARNINGS.—For cal. year 1914, gross, \$133,422; net, \$30,970; int. & taxes, \$31,913; surplus, \$3,993.

ROAD.—Operates 18 miles of track from Atlanta to Marietta, 15.2 miles, which are owned and mostly on private right of way. Has arrangements with Ga. Ry. & El. Co. for terminals and trackage rights into the city of Atlanta. Commenced operation July 17 1905.—V. 79, p. 680.

ATLANTIC CITY, N. J.

ATLANTIC CITY & SHORE CO.

ORGANIZATION.—Incorporated in 1909 in Delaware. Owns 2,995 of the 3,900 shares of the Atlantic & Suburban Ry. Co. stock and a majority of the stocks of the Central Passenger Ry. Co. (\$40,000 bonds) and Atlantic City & Shore RR. Co. Also owns all of the \$591,100 outstanding ist mage. bonds of Atlantic & Suburban Ry.

STOCK AND BONDS——Date. Interest. Outstanding. Maturity. Stock, \$1,000,000.——tf 1910 45.

The collateral trust 4s are secured by \$591,100 Atl. & Sub. 1st mage. bonds and 2,995 out of 3,900 shares of stock of that company. They fall due Feb. 1 1928 or Feb. I 1940.

OFFICERS.—Pres., Harry E. Kohn; Sec., L. R. Isenthal; Treas., I. L. Stone.

(1) Atlantic City & Shore RD.

OFFICERS,—Pres., Harry E. Kohn; Sec., L. B. Isenthal; Treas., I. L. Stone.

(1) Atlantic City & Shore RR.—An electric road.

ORGANIZATION.—Incorporated in New Jersey Oct. 21 1905 with a perpetual charter. Lesses Atlantic City & Ocean City RR.—see terms below—and owns \$2218,500 of the common stock of the Atlantic City & Ocean City Company, which holds all the stock and bonds of the Atlantic City & Ocean City RR. V. 85, p. 158. Cent. Pass. Ry, is operated under traffic agreement.

Contract with West Jersey & Sea Shore RR.—An agreement has been entered into with the West Jersey & Sea Shore RR. by which the Atlantic Ave, line of the latter road, running from Atlantic City to Longport, 8½ miles, is operated by this company. The West Jersey & Sea Shore RR, lass an option to purchase until May 1 1918 a majority of the Atlantic City & Shore RR. stock. V. 85, p. 158.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, 81,000,000 (\$100)—1905—5 g.J-D 950,000 Geo 1 1945. \$1,000,000 (\$100) g.c.\* rif. Int. at Girard Trust Co., Phila., Trustee. Bonds.—No sinking fund, but can be called at any time at 110 and int. ROAD.—Operates 47.45 miles of track in and around Atlantic City, including a road through Pleasantville, Linwood and Somers Point, to Ocean City, the latter two points being connected by 2 miles of treatle and bridge owned by the Atlantic City & Ocean City RR.

EARNINGS.—For cal., year 1914, gross, 3632,728; not, after taxes and rounts, \$66,392; int., \$47,500; surplus, \$18,892.

OFFICERS.—Pres., I. H. Silverman; V.-P., Charles Evans; Sec., J. M. Campbell; Treas., I. L. Stone; Gen. Supt., Goo, F. Faber.—V. 85, p. 158; V. 86, p. 1099; V. 88, p. 685; V. 90, p. 1424.

(a) Atlantic City & Ocean City Company.

(a) Atlantic City & Ocean City Company.

(a) Atlantic City & Ocean City Company.

The Atlantic City & Ocean City Company was organized in Delaware and owns the entire (\$180,000) stock and all the (\$180,000) bonds of the Atlantic City & Ocean City RR, and has pledged them as security for the collateral trust bonds below. Of the common stock of the Atlantic City & Ocean City RR, and has pledged them as security for the collateral trust bonds below. Of the common stock of the Atlantic City & Ocean City RR, for 999 years, the rental belay s19,500 per annum, and an additional contingent sum equal to 33 1-3% of the net surplus, but not to exceed \$25,000 per annum.

STOCK AND BONDS— Dats. Interest. Outstanding. Maturity Common, \$350,000.

Pref 5% non-cum \$250,000.

S220,000

Tiplot 5 M-S

Tock And Bonds S50,001 for 5 M-S

Tock And Bonds S50,001 for 5 M-S

Tock And Bonds S50,000 per annum.

ROAD.—The Atlantic City & Ocean City RR, owns 2.61 miles of road from Somers Point, soross Great Egg Harbor Bay, on bridge and trestles, to Ocean City. Rails, \$5 lbs. V. 85, D. 158; V. 87, D. 156.

OFFICERS.—Pres., Penrose Fleisher; Sec., J. M. Campbell; Treas., Irvin L. Stone.

(2) Atlantic & Suburban Ry.

OFFICERS.—Fres., Fencese Felisiar, Sec., J. M. Campbell; Treas., Fryin L. Stone.

(2) Atlantic & Suburban Ry.

ORGANIZATION —Incorporated in New Jersey Dec. 7 1908 as a reorganization of the Atlantic City & Suburban Traction Co., sold under foreclosure of 1st mtge. V. 87, p. 1237, 1532.

STOCK AND BIONDS—Date. Interest. Outstanding. Maturity. Stock, \$750,000 (\$50).

First mortgage. \$650,000 (\$99).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 (\$100).

\$150,000 Feb 1 1929.

\$100,000 Feb 1 1925.

\$100,000

### AUGUSTA, GA.

AUGUSTA, GA.

AUGUSTA-AIKEN RY, & ELEC. CORPORATION.

ORGANIZATION.—Chartered in March 1998 under laws of South
Carolina as Augusta & Columbia Ry. Co.; name changed to above in April
1911 and is a consolidation of the following companies:
Augusta-Aiken Ry. & Elec. Co.
Augusta-Aiken Ry. & Elec. Co.
North Augusta Elec. & Impt. Co.
Owns and operates entire railway systems of Augusta, Ga., and North
Augusta, S. C., and a line from Augusta to Aiken, S. C. Also furnishes
entire electric light and power service in Augusta and its suburbs and owns
valuable real estate in central part of Augusta. Railway franchise in
Augusta expires 1939; electric-lighting franchise runs until 1939 or longer.
Interurban division is on private right of way. V. 92, p. 1177. Also owns
21 securities of North Augusta Hotel Co. (owner of Hampton Terrace
Hotel), and 99% of securities of North Augusta Land Co. Likewise owns
all the common stock of the Ga.-Caro. Investment Co. See remarks below

New Hydro-Electric Development.—On July 29 1912 shareholders approved the proposed accessments, dated July 1193 providing for the construction and financing of the Georgia-Carolin 1913 providing for the construction and financing of the Georgia-Carolin 192 providing for the construction and financing of the Georgia-Carolin 192 providing for the construction and graden (which was put in operation Fab. 6 1913 per vision 1920 vision 1920

AUSTIN, TEX.

AUSTIN STREET RY.—A trolley road.
ORGANIZATION.—Incorporated in Texas on Jan. 3 1911 as successor to the Austin Electric Ry.—Franchise expires in 1942.
STOCK AND BONDS—Date. Interest. Outstanding. Maturity.
Common \$750.000 (\$100) —Date. Interest. Outstanding. Maturity.
Pref \$500.000 (\$100) & Date. Interest. Outstanding. Maturity.
Pref \$500.000 (\$100) & Bee text.
Pref \$500.000 & Bee text.
Pref \$5

### BAKERSFIELD, CAL.

BAKERSPIELD, CAL.

SAN JOAQUIN LIGHT & POWER CORP.

ORGANIZATION.—Incorporated in California in July 1910 as a consolidation of the San Joaquin Light & Power Co., the Power Transit & Light Co., (Bakersfield) and the Merced Falls Gas & Electric Co. Franchises in cities are perpetual; outside of cities, with two exceptions, extend beyond 1950. About one-half the total length of transmission lines is on private right of way. Operations extend into the seven principal counties of the San Joaquin Valley, a territory 195 miles long and 78 miles wide. Furnishes power to the Midland Counties Public Service Corp. (See that company in V. 98, p. 1849).

In March 1912 bankers in San Francisco offered a block of pref. stock as 50, with a bonus of 25% in common. V. 94, p. 921, 1123.

In Dec. 1914 the Call RR. Comm. auth. the company to absorb the following subsidiary companies: Selma Water Works: Madera Water Works: Madera Lt. & Pow. Co.; Lemmore Lt. & Power Corp., and Bakersfield Gas & Elec. Lt. Co. V. 100, p. 145. The Corporation will cancel all the capital stocks except that of the Bakersfield Gas & Elec. Lt. Co. V. 100, p. 145. The Corporation will cancel all the capital stocks except that of the Bakersfield Gas & Elec. Lt. Co.

On May 4 1915 the Callf. RR. Comm. auth. the issue of \$1,532,000, Series C. 6% 1st & ref. mage, bonds in connection with its approval of the financial plan (outlined in V. 100, p. 738) to provide for the \$154,000 2-year coll. notes maturing Aug. 1 1915 and floating debt. Under the plan, holders of the \$2,924,000, Series B. 5% bonds outstanding will receive coupons calling for 6% interest upon payment of a premium of \$100 per \$1,000 bond. Authority was made conditional upon the company's submitting a plan for securing further funds for needed additions, &c., otherwise than through the sale of bonds. The proposition to issue 6% price lien stock to provide new money and retire the present preferred is, it is understood, held in abeyance. V. 100, p. 1673.

STOCK AND BONDS— Date. Interest. Outstanding

at 105. First and refunding mortgage contains sinking fund provisions calling for the retirement of \$100,000 Series "A" each year from 1915-1924 inclusive, thereafter ranging from 214% annually of honds out from August 1925-1930, incl., to 415% annually from Aug. 1945-1949, incl. V. 91, p. 1332.

V. 91, p. 1332.

EARNINGS.—For calendar years:

Calendar Gross Exps., Maint. Net
Year— Barnings. and Taxes, Barnings.
1914.—\$1.847.875 \$703.015 \$1,144.860
1913.—1,739,311 \$33,650 905,661 Interest Charges, \$483,091 425,633 Balance, Surplus, \$611,769 480,028

1913 ...... 1,739,311 833,650 905,661 420,053 480,028 PROPERTY.—Operates street rallway in Bakersfield. Operates powerhouses with 57,170 h.p. capacity. Operates 2,400 miles of transmission &c., lines. Does gas business in Bakersfield, Merced and Selma.

OFFICERS.—Pres., W. G. Kerckhoff; V. P., A. C. Balch: Sec., L. M. Farnham; Treas. & Comp., A. E. Peat; Gen. Mgc., A. G. Wishon.—V. 96, p. 139, 558, 1093, 1368; V. 97, p. 241, 732; V. 98, p. 603, 1608, 1854; V. 99, p. 174, 411; V. 100, p. 145, 479, 738, 1511, 1673.

### BALTIMORE, MD.

Street ratiways of Baltimore pay a park tax of 9% of gross earnings within City Limits, except on turnpikes and private rights of way, and are required to pave between tracks and two feet on each side.

City Limits, except on turnpixes and private rights of way, and are required to pase between tracks and two feet on each side.

UNITED RAILWAYS & ELECTRIC CO. OF BALTIMORE,—Trolley ORGANIZATION.—Incorporated at Annapolis March 4 1899. Comprises all the passenger railways in Baltimore City and Baltimore County and lines extend into Anne Arundel County and Howard County. Through the present and previous consolidations, embraces the following:

Baltimore Catonsville & Elifectts Control of City and Baltimore City Passenger Ry. Co.
Baltimore Consolidated Ry. Co.
Baltimore & Curtis Bay Ry.
Baltimore & Curtis Bay Ry.
Baltimore & Curtis Bay Ry.
Baltimore & Northern Elec Ry. Co. Walbrook Gwynn-Oale & Powhatan.
Also owns all the stock, and holds a lease of the Baltimore Sparrows Polit & Chesapeake Ry. Co.
Allied Company.—In Aug. 1906 the Maryland Elec. Ry. which had agreed to provide funds for needed improvements and acquisitions of the United Ry. & Elec. Co., was consolidated with the Balt. & Annapolis Short Line. thus forming the Maryland Elec. Rys. See statement of that co bott Line. thus forming the Maryland Elec. Rys. See statement of that co bott Line. The Contract.—Having canceled the contract for supply of two made with McCall Ferry Power Co. in June 1907 (V. 85, p. 163), in Feb. 1911 entered into a 15-year contract with Pennsylvania Water & Power Co. for supplying power in conjunction with United Railways Co. for operation of cars. V. 92, p. 44.

In April 1913 Judge Bond in the City Court at Baltimore decided that the company must pay cost of repaying streets between tracks and 2 fc. on either side. See V. 96, p. 1090. On Aug. 5 1913, the Court of Appeals of Maryland reversed the rulling and unable of the pays and the first of the pays and the company must pay cost of repaying streets between tracks and 2 fc. on either side. See V. 96, p. 1090. On Aug. 5 1913, the Court of Appeals of Maryland reversed the rulling and unable streets are held to be taxed the cost of changing and re-locating tracks in building the

Coll trust notes \$1,000,000 1914 5 J-D 1,000,000 June 1 1916 (\$100, \$500 and \$1,000) \_c (Int. nc Alex. Brown & Sons, Baltimore, Red par & int 30 days' notice (Safe Deposit & Tr. Co., Balto., Trustee.

UNDERLYING SECURITIES.

Baltimore Traction—1st (\$1,-(1889 5 M-N 1,500,000 Nov 1 1929 000) mtse; Trustee Mercan the Tr & Deposit & Co. ont N. B. Divist (\$1,000) 5s. g. Baltimore.

N. B. Divist (\$1,000) 5s. g. Baltimore.

TrusMerTr&DepCo. ont (Int. at National Mechanics Bank, Baltimore. City & Suburban Ry Bonds—1 1892 6 g.J-D 1,750,000 June 1 1942 1st mtge, g. (\$1,000) —...t | Safe for the Suburban Ry Bonds—1 1892 6 g.J-D 3,000 000 June 1 1942 | Int. at National Mechanics Bank, Baltimore. City & Suburban Ry Bonds—1 1892 6 g.J-D 3,000 000 June 1 1942 | Int. at Alex. Brown & Sons, Baltimore. Safe Opoles of the Safe Depoles of Safe Depoles of the Safe Depoles of Safe De

REPORT for the year	ending Dec.	31 1914 in V	100. p. 1430	
Car miles run	30,250,194 185,296,350 77,102,879 \$0,203,839 4,312,439	30,203,185 182,180,767 74,634,030 39,046,403	1912. 29,472,537 172,233,341 69,344,828	28.698,339 161,467,727
Other income.	\$4,891,400 24,721	\$4,900,061 6,945	\$4,702,613 5,515	\$4,344,665 2,640
Total Ingiana	WE STATES	The second second		To the second

952: V. 98, p. 157, 525, 1241, 1610, 1695, 1769, 1847, 1921, 1995; V. 99, p. 50, 982, 1350, 1433.

(1) Baltimore Sparrows Point & Chesapeake Ry.

ORGANIZATION.—In Jan. 1993 was leased for 999 years to the Un. Rys. & Electric Co. of Baltimore, which guarantees the bonds below, both as to principal and interest, and also owns all of the stock. See V. 79, p. 2643. Has 33, 562 m. of slugle track, including a line 22 miles long connecting Baltimore with the Maryland Steel Works at Sparrows' Point, and extending beyond along the shore of Chesapeake Bay, where summer resorts have been established.

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

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

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

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

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

STOCK AND BONDS— Date. Therest. Outstanding. Therest. Outstanding. Stock.

STOCK AND BONDS— Date. Therest. Outstanding. Therest. Outstanding. Therest. Outst

ROAD.—Operates 65.33 miles of track in Bangor and Brewer, Me., and from Bangor to Hampden, to Orono, to Old Town and to Charleston. Rails, 43 to 90-tb, girder and T standard gauge. 53 pass, and 22 freight cars, 3 gravel cars, 7 snow-plows and 1 sprinkler. Power stations have total capacity of 17,700 h. p.

OFFICERS.—Pres., John R. Grabam; V.-P., Frank Silliman Jr.; Clerk & Treas., Howard Corning. Under management of E. W. Clark & Co.—V. 84, p. 333; V. 87, p. 1009; V. 89, p. 777; V. 92, p. 1374; V. 93, p. 468,1724; V. 98, p. 1243, 1458.

BEAUMONT, TEX.

BENTON HARBOR, MICH.
BENTON HARBOR-ST. JOE RAILWAY & LIGHT CO.
ORGANIZATION — Incorporated in Michigan in Jan. 1906 and is a consolidation of the Benton Harbor & St. Joseph Electric Ry. & Light Co. and the St. Joseph River Traction Co.

1913, gross, \$396,936; net. \$140,353.

ROAD.—Operates 10.36 miles of single track in St. Joseph and Benton Harbor, with extensions of 25 miles through Eau Chaire to Dowagiac and 11.33 miles to Watervilet; also operates 4.73 miles second track, 5.7 miles sidings, &c., and 3 miles of leased line, making total mileage operated, 60.12 miles. 60, 70 and 73-lb. girder and T rails. 44 passenger and \$4 other cars, OFFICERS.—Pres., C. K. Minary, Benton Harbor, Mich., V.-P., Henning Chambers, Louisville, Ky.; Sec., L. W. Botts, Louisville; Gen. Mgr., H. O. Mason, Benton Harbor,—V. 82, p. 333.

### BIDDEFORD, ME.

### BINGHAMTON, N. Y.

### BIRMINGHAM, ALA.

BIRMINGHAM, ALA.

BIRMINGHAM RY. LIGHT & POWER.
Controlled by the American Cities Co. (see under "New Orleans"), which owns 39.11% of the common and 79.18% of the preferred stock.

ORGANIZATION.—Consolidation on June 13 1901 of the Birmingham Gas Co., the Consolidated Electric Light Co. and the Birmingham Ry., Light & Power Co. Owns and operates the greater part of the street railways, gas and electric-light and power business of Birmingham and all the principal near-by cities and towns. Franchises covering gas, electric-light and power business and street railway lines are, with some unimportant exceptions, stated to be perpetual. Owns and operates a steam-heating plant in Birmingham. Has a contract with the Alabama Power Co. by which the latter furnishes electricity for operating the railways and also for light and power service in Birmingham. V. 98, p. 1591.

In April 1915 issued \$1.150.000 2-year 6% notes to provide a part of the funds required to retire the \$1.500.000 debenture notes maturing July 1 1915. Also sold \$640.000 ref. & ext. 6s to Bertron, Griscom & Co., this amount being included in the table below.

STOCK AND BONDS—

Common (\$100), \$3.900.000 - - J-D \$3.900.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 (\$1.000) - - J-D \$3.900.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 (\$1.000) - - J-D \$3.900.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 (\$1.000) - - J-D \$3.000.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 (\$1.000) - - J-D \$3.000.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 (\$1.000) - - J-D \$3.000.000 Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmingham Ry & El 1st M g \$1.250.000 Nove Dec. 14, 3% Birmin

1721: V. 96; p. 61; 1020; 1772; 183; V. 97, p. 363; V. 98, p. 1535; 1691; V. 100, p. 395; 1078, 1509, 1591.

BIRMINGHAM ENSLEY & BESSEMER RR.

Receiverwhip.—Int. due Sept. 1 1914 on the \$2,450,000 bonds of 1911 having been defaulted; I. W. Ross, formerly Superintendent of the road, was appointed receiver. Two bondholders' protective committees have been formed, one, with Chas, H. Zehnder as Chalrman, urges the deposit of bonds with the Empire Trust Co., 42 Broadway, N. Y. City (V. 99, p. 814), and the other, with S. H. Cumingham as Chalrman, requests the deposit of bonds with American Tr. Co., Boston, as depositary, under agreement of bonds with American Tr. Co., Boston, as depositary, under agreement of Sept. 15 1914. \$1,811,000 face value of bonds had been deposited with the Zehnder committee in the latter part of December and on Feb. 19 1915 foreclosure proceedings were begun by the trastee.

In Feb. 1915 Augustus Henners was appointed co-receiver, with power to examine into the promotion of this road, and, if the facts warrant, to recommend suit against the promoters for an accounting. V. 100, p. 782.

ORGANIZATION.—Incorp. in Alabama with power to own, lease and operate electric railroads and general railroads for transportation of mail, express, freight and passengers, also to supply current for lighting and power purposes. Operates under 99-year franchise through Greater Birmingham, which covers the transportation of freight, WIII operate in Bessemer under perpetual franchiseand, where there are no franchises, on private right of way. When line is completed to Bessemer and Frat City freight service will be inaugurated. Has arranged for physical connections with all the steam railroads entering Greater Birmingham.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity, Common, \$3,000,000.

1,500,000.

1,500,000.

2,650,000.

3,600,000.

2,650,000.

3,600,000.

3,600,000.

3,600,000.

3,600,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,700,000.

3,

Craue.

OFFICERS.—Pres., J. H. Morris; Sec. & Treas., Richard A. Tausig.—
V. 95, p. 749; V. 96, p. 1156, 1363; V. 97, p. 363; V. 90, p. 673, 747, 814,
894, 1129, 1365, 1526, 1596, 1748, 1908; V. 100, p. 732.

BLUFFTON, IND.

MARION & BLUFFTON TRACTION CO.—A trolley road.
ORGANIZATION.—Incorp. is Indiana June 1914 as a reorganization of the old Marion Bluffton & Eastern Trac. Co., sold under foreclosure in Feb. 1914. The old company was placed in receivership as a result of a head-on collision on July 7 1912 in which four persons were killed and 60 or more injured (V. 95, p. 297).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$216,000 (\$100) 1914 5 g J-J \$215,000

Ist M gold \$594,000 (\$1,000) 1914 5 g J-J \$04,000 July 1 1934

Sink. Id. 1% per annum. Int. at Fletcher Sav.& Tr. Co., Indianap..Tr.

EARNINGS.—For 6 mos. end. Dec. 31 1914, gross, \$65,247; net, \$20,714.

ROAD.—Operates 51 miles of track (including 19 miles from Bluffton to Geneva, leased), between Marion, where connection is made with Union Trac. Co. of Ind., lines and Ind. Rys. & Light Co., and Bluffton, Ind., connecting there with Ft. Wayne & Northern Indiana Trac. and Union Trac.

Co. of Ind. Standard gauge. 70-ib. Trail.

OFFICERS.—Pres., James W Sale; V.-P., Abram Simmon; Soc., W. A. Patten; Treas., Dell Locke; Aud., James S. Clark. V. 98 p. 1920; V. 99, p. 196.

(1) Bluffton Geneva & Celina Traction Co.—A trolley word.

(1) Bluffton Geneva & Celina Traction Co.—A trolley road.

ORGANIZATION, &C.—Organized in Indiana in 1907. Private right of the control of track between Bluffton and Geneva through Vera Cruz and Linn Grove. Pres., H. C. Arnold; V.-P., A. G. Briggs; Sec., G. S. Markley; Treas., W. A. Kunkel; Aud. & Purch. Agt., James S. Clark.

BOISE CITY, IDAHO.

NATIONAL SECURITIES CORPORATION.—A holding company.

ORGANIZATION.—Incorp. in 1914 to acquire control of tine IdahoOregon Light & Power Co. (sold at foreclosure Jam. 18 1915) as per plan in

V. 100, p. 1168. The Idaho Power Co., which was incorp. in Maine on
May 5 1915 with \$10,000,000 of auth. capital stock, will be the successor
company to the Idaho-Oregon Lt. & P. Co., ownership of its securities
resting with the National Securities Corporation. The corporation has also
acquired \$9,000,000 of the reported \$9,025,000 bonds of the Idaho Ry.
Light & Power Co., giving in exchange for each \$1,000 bond deposited \$400
in debentures, \$400 in income bonds and \$300 common stock. This company's property will no doubt be bid in at the foreclosure sale set for June 14
1915; upset price, \$4,542,750, subject to certain underlying divisional
mortgages, taxes, &c. (The property formerly owned by the Boise RR. Co.
is not to be sold, it being held subject to the claim of E. H. Jennings of
\$180,000. See Idaho Ry., Lt. & P. Co. in V. 100, p. 1509.)
Negotiations are pending with the security holders of the Great Shoshone
& Twin Falls Water Power Co. (now in receiver's hands) for acquisition of
that property, and with the Amer. Water-Works & Elec. Co. for control
of the Southern Idaho Water Power Co.

For further particulars see V. 100, p. 1673 and 1168.

Present Capitalization of National Securities Corporation to be as follows:
STOCK AND BONDS—
Date: Interest, Outstanding, Maturity.
Common stock \$15,000,000

Pref. 7% cum after Jan 1
1919 \$5,000,000

Pref. 7% cum after Jan 1
1919 \$5,000,000

Pref. 7% cum after Jan 1
1919 \$5,000,000

Pref. 7% cum after Jan 1
1919 \$6,000,000 Lily 1 1944
6% abb.4,000,000 July 1 1944
6% abb.4

issued at present.

Bonds.—The debenture bonds bear a fixed interest of 6%, of which 3% must be paid in cash in 1015, 4% in 1916, 5% in 1917 and the entire 6% thereafter. The difference between the foregoing rates and 6% to be paid in cash, if carned; otherwise, in certificates of indebtedness, payable in cash on or before Dec. 1 1918. Callable at 101 and int. on any int. day. The income bonds rank next in priority to debx, and, after interest in full on the latter, are entitled to receive as int. the earnings up to 6% on the amount outstanding. Both issues of bonds are convertible into pref. stock.

The collateral (prior lien) notes were subscribed for at 90, with a bonus in common stock. Red. at 101 and int. on any int. day. Immediate issue, it is understood, will not exceed \$3,038,000.—V. 100, p. 1168, 1516, 1673.

### BOSTON, MASS.

BOSTON ELEVATED RAILWAY.—

ORGANIZATION.—Charter granted in 1897 provides for an extensive system of free transfers. The company also, in addition to regular street provides for the control of the cont

Damages by Noise.—In Aug. 1902 Judge Mason, in the Squeetor Court at Boston, held that the company is liable for damages from noise caused by the operation of trains. V. 75, p. 498. This was affirmed April 1903 by Massachusetts Supreme Court. V. 76, p. 809.

Bill for Merger of Boston Electric Railways.—On June 9 1914 a bill was submitted to the committees of the Mass. Legislature on street crillways and netropolitan affairs, sitting as one body. For the merger of the various transportation systems of the metropolitan district of Boston under the title of the Commonwealth Electric Ry. The measure, it was stated, was the result of conferences between the Boston Elevated Ry, and the Bay State Street Ry. Interests. The bill states that the company is authorized to acquire, own or operate the whole or any part of the properties of any or all street railway companies now located within the metropolitan district, the Boston Elevated Ry. and the Boston Revere Beach & Lynn Rk., and to electrify and widen the gauge of the last-named road. On June 18 1914 a sub-committee was appointed which placed the plan for a merger of the three companies named in the hands of the Public Service Commission for investigation, a report to be made to the Legislature in 1915. See V. 98, p. 1844, 1920. The Commission reported that it does not recommend a consolidation at this time and that further study be given to the transportation systems in the metropolitan types of the plan.

Wage Increase Award.—At midnight Jan. 15 194 the board of arbitrators granted the company's car men an increase of wages, retroactive to May 1 113, also shorter bures. C. as surface car men the afrom 36.3 to 34 ts., &c. The award, it is said, will cost the company about \$300,000 the first year, \$400,000 the 2d and \$500,000 the 3d year. V. 98, p. 385. On account of this award the company reduced its dividend rate from 5% annually to 4%.

Consolidation with West End Street Ry.—In July 1911 Massachusetts year, \$400,000 the 2d and \$500,000 the 3d year. V. 98, p. 385.

Dividends.—First div., 24%, was paid Aug. 15 1898. In 1899, 54%: In 1900, 44%: In 1901, 54%; In 1902 to 1913 inclusive, 6% yearly; in 1914 rate was reduced and in Feb. 2% was paid. In July 1914 it was decided to pay dividends at rate of 14% quarterly, thus restoring the old 6% rate (V. 99, p. 341) and in Aug. 146% was paid: Nov., 144%. In 1915, Feb., 14%, in May rate was again reduced and only 1% was paid (V. 100, p. 1509, 1591).

ANNUAL REPORT.—Report of Boston Elevated Ry, for year ending June 30 1914 in V. 99 p. 1447.

June 30 1914 in v. w. p	1914	1913.	1912.	1911.
Revenue miles run	343,181,049	57,784,319 326,352,863	54,790,173 310,310,009	54,647,196 305,098,665
Passenger Mails, rents, adv., &c.	17,112,925 516,692	16,268,607 540,302	15,467,352 436,695	15,199,971 435,994
Total Net earnings Int. on deposits, &c Int. from securs. owned, Int. charged to construc. Miscellaneous.	17,629,617 6,331,755 35,278 63,969 47,833 9,282	16,808,909 5,673,328 50,419 69,460 34,141 5,400	15,904,047 4,927,413 52,508 69,460 496,527	15,635,965 5,516,901 39,070 24,180 281,492
Total	6.488,117	5,832,748	5,545,908	5,861,643
Int. on West End debt. Taxes, West End Taxes, Boston Elev Taxes on earnings and	790,997 891,000	762,610 986,680	$\substack{ 725,593 \\ 613,839 \\ 454,759 }$	716,180 662,261 437,462
U.S. corporation tax. Rental of subway. Divs. on West End stock Divs. on Som. Horse Ry. Rent, Old C. St. Ry. &c. Int.on Hos. El. fund. debt	a149,947 188,913 1,406,808 9,180 57,216 981,000	a141,342 188,068 1,392,969 9,180 56,529 887,807	153.159 185,740 1,387,710 9,180 56,040 706,000	145,109 185,305 1,358,848 9,180 59,054 556,000
Int. on unfunded debt Wash't'n St. tunnel rent East Boston tunnel rent Camb'dge Connect. rent Reconstr'n, &c., res'ves	86,900 354,605 64,263 70,120 180,000	207,700 370,256 60,575 68,409	131,033 340,500 58,782 18,204	324,000 57,783
Total deductions Balance Dividends	5,230,949 1,257,169 (5)1193,970	5,132,125 700,623 (6)1,197,000	4,840,539 705,368 (6)1,197,000	4,511,182 1,350,461 (6)1,197,000
Water and American	20.400	1 2 100 DMM		***********

Balance for year .... sur.63,199 def.496,377 def.491,632 sur.153,461

### a No United States corporation tax included in 1913 or 1914.

### Road June 30 1914.

Total (incl. 26.240 m. "L"). 55.155

Total (incl. 26.240 m. "L"). 514.761

Weight of girder ralls is 70 to 150 lbs. Cars. 3,934; horses, 237; electric motors, 7,979; snow plows, 284; snow stats, 620; misc. vehicles, 462.

OFFICERS.—Pres., William A. Bancroft: V.-Ps., Charles S. Bergean<sup>t</sup> and Matthew C. Brush: Treas., Henry L. Wilson: Sec., Henry S. Lyons; Gen. Aud., J. Henry Neal.—V. 96, p. 61; V. 97, p. 727, 883, 1354; V. 98, p. 385, 761, 1459, 1844; V. 99, p. 341, 747, 894, 1129, 1213, 1365, 1447; V. 100, p. 1509, 1591.

Companies Controlled by Boston Elevated Railway Co.

### (1) West End Street Railway .- A trolley road.

(1) West End Street Railway.—A trolley road.

ORGANIZATION.—Leased to Boston Elevated Ry, until June 10 1922 at 7% on common and 8% on preferred in addition to the payment of rentals, interest and other charges. Elevated assumed possession Jan. 1 1898. See terms in V. 65, p. 1223. Consolidation authorized with the Boston Elevated Ry. See particulars under latter company.

In Dec. 1896 leased the right to use the Tremont Street subway at 4% % of its net cost, stated approximately as \$5,786,000 in Sept. 1898, when the third and last section was opened. Entire length is 12-3 miles, with a trackage of about 5 miles. See V. 63, p. 1065, 1117; V. 67, p. 528. See Bost. Elev. for extension of contract and new construction.

In March 1915 the P. S. Comm. authorized the issuance of \$435,000 additional stock (company having asked for \$650,000) to repay the Boston Elev. for expenditures for additions, impts. &c. V. 100, p. 1169.

STOCK AND BONDS— Date. Interest. Outstanding. Mathematical

Elev. for expenditures for additions, impts., &c. V. 100, p. 1169.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Com stock (\$50) \$13,445,150. ... 7 A-O \$13,445,150 Apr 16, 345. Preferred (\$50) \$6,400,000. ... 8 J-J \$13,445,150 Apr 16, 345. Stock of 1914. ... 914 \$4,45,150 Apr 16, 345. Stock of 1914. ... 914 \$4,500,000 Jan 15, 4% \$50,000 of 1904. ... 914 \$4,500,000 Jan 15, 4% \$60,000 of 1904. ... 914 \$4 g M-N \$15,000 May 1 1916. Old bonds of 1897, \$2,700. 1897 4 g F-A \$2,700,000 Feb 1 1917. Old bonds of 1897, \$2,700. 1897 4 g F-A \$2,700,000 Feb 1 1917. Old bonds of 1897, \$2,700. 1900 4 F-A \$4,743,000 Aug 1 1915. mortgage ... c. ntf 1 Interest at Old Colony Trust Co., Boston. Old \$1,000 ... c. ntf 1902 4 F-A \$7,799,000 Aug 1 1932. Bonds (\$700,000 ... c. ntf 1903 4 4 4 J-J 700,000 Jan 1 1923. Bonds (\$700,000 ... c. ntf 1912 5 M-N \$600,000 Nov 1 1932. Bonds ... With the exception of 1900 Issue (noted above). Interest on all issues is payable at American Trust Co., Boston. OFFICERS.—Pres., Joseph B. Russell: Treas., Parkman Dexter.—V. 96, p. 489, 655; V. 97, p. 1505, 1585, 1735; V. 98, p. 74, 238, 454, 612, 691, 1246, 1317; V. 99, p. 1529, 1675; V. 100, p. 983, 1169.

### (2) Somerville Horse RR.

Owns 8.03 miles of track. Leased to West End Street Ry. for \$9.180 yearly—6% on \$153,000 stock. Dividends are payable M. & N. in Boston.

BOSTON SUBURBAN ELECTRIC COMPANIES .- A trolley system. BOSTON SUBURBAN ELECTRIC COMPANIES.—A trolley system, ORGANIZATION.—This company is a voluntary association formed in Nov. 1901 on the same lines as the Mass. Electric Companies. Controls through stock ownership the Middleser & Boston Street Ry. (Into which the Natick & Cochituate St. Ry., the Westboro & Hopkin St. Ry., the Newton & Bos. St. Ry., the Newton St. Ry. and the Lex. & Boston St. Ry. have been merged. In 1902 purchased Norumbega Park and Lexington Park. In 1908 Massachusetts BR. Comm. sustained action increasing fares on several of the subsidiary lines from 5 to 6 cents. V. 37, p. 245.

Has acquired freight rights in several of the towns along its lines. STOCK.—Shares have no par value, but in case of liquidation the preferred shareholders will be entitled to \$100 persbare, with accused dividende, the common shares participating pro rata in the remaining assets. (See V. 73, p. 1159, 1263.) In 1904 15,635 shares of preferred and 15,635 shares of common were offered to shareholders at \$66.67 for one share of perf. and one share of common jointly. Listed on Boston Stock Exch. in Apr. 1905.

On May 22 1913 the stockholders authorized the cancellation of the 32,387 shares of cum. pref. stock outstanding and the issue of notes in place of same, holders having the option of taking cash or notes for their stock. V. 96, p. 1487.

peranches to Watham and to Concerd. Total types of the 128-254 miles. 204 pass, and 14 work cars; 23 snow piows. 60 to 75-15. T. and 95-15 girder rails.—V. 89, p. 778. 993; V. 37, p. 237; V. 94, p. 207, 351, 1317; V. 94, p. 207, 351, 1317; V. 97, p. 237; V. 99, p. 120, 343; 1365, 1593.

MASSACHUSETTS ELECTRIC COMPANIES.—Street railways. (See Map on page 13)

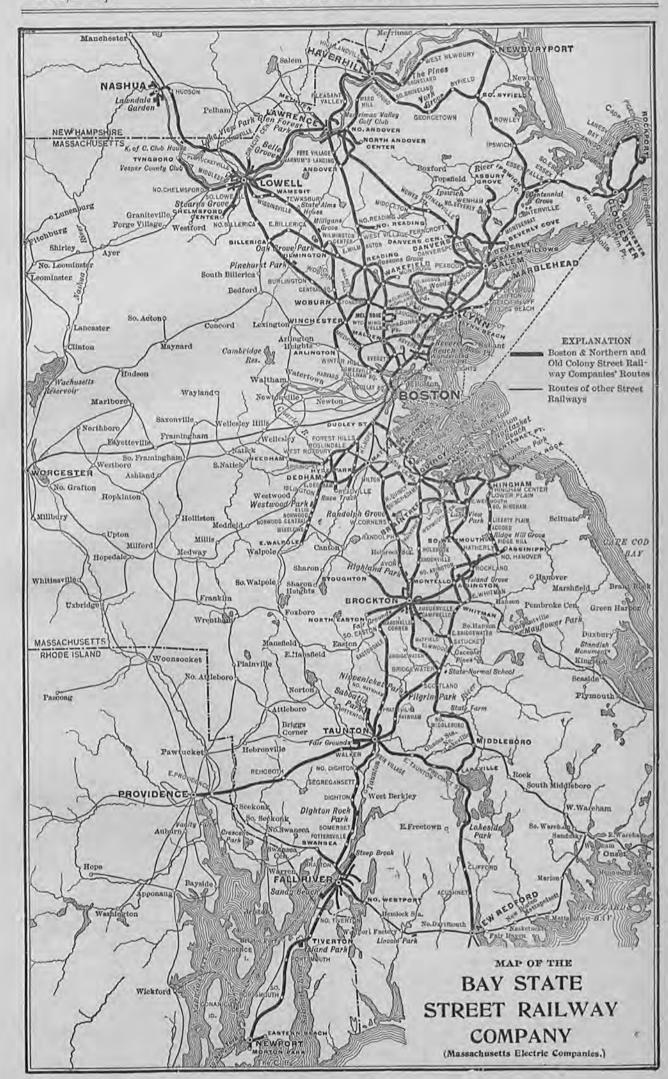
ORGANIZATION.—Formed in May 1899. Is not an incorporated company, but a voluntary association managed by a board of fifteen trustees, who hold the tisle to its assets. The trust runs for 21 years, or until June 29 1920, at which time the affairs of the Association are to be liquidated (the pref. shares having a first claim upon the assets for \$100 per share together with all unpaid accumulations of dividends) unless prior to that time, at a meeting called for that purpose, two-thirds of the shares then outstanding shall vote to continue its existence. V. 97, p. 1823. Messrs, E. Rollins Morse & Br., and Tucker, Anthony & Co. of Boston, who promoted the combination, in June 1899, in offering some of the stock for publication of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast contains strict provisions against the creation of any indebtedness whereast

J905 dividend was passed and none paid until Jan. 1909, when 1% paid; July, 114%. See V. 79, p. 2642, 2456; V. 85, p. 1646; V. 87, p. 1420, and V. 89, p. 1597. In 1910, 34%. In 1911, 4%. In 1912, Jan., 2%; July, 2%. See above for payment of accrued divs. of 174%. In 1913 and 1914, 4%. In 1915, Jan., 2%.

ROAD, &c.—The Bay State St. Ry. owns 863.143 miles and leases 66.896 miles, a total of 930.039 m. of main line; owns and operates 2,113 cars. Power capacity 49 engines, 43.775 h.p., and 52 generators, 29,755 k.w.; 9 turbines, 18,750 h.p. and 12,600 k.w.

OFFICERS.—Pres., Gordon Abbott; V.-P., Charles E. Cottling; Sec., Everett W. Burdett; Treas., J. H. Goodspeed; Gen. Mgc., P. F. Sullivan; Gen. Auditor, H. H. Read. Executive Committee: Philip Dexter, Charlman; Gordon Abbott, Charles Francis Adams 2d, Galen L. Stone, Percy Parker, Philip L. Saltonstali and Charles E. Cottling. Office, 84 State St., Boston. V. 92, p. 118, 1181, 1500; V. 93, p. 105, 1462, 1597, 1787; V. 94, p. 68; V. 95, p. 618, 750, 1123, 1403, 1537; V. 96, p. 230, 653, 716, 198, 1298; V. 97, p. 1662, 1730, 1823; V. 98, p. 1460, 1920; V. 99, p. 989, 1673, 1745, 1832; V. 100, p. 556, 642, 733.

Parker, Phillip L. Saltonstall and Charles F. Cotting. Office, \$4 State St., Boston. V. 92, p. 118, 1181, 1500. V. 93, p. 105, 1462, 1597, 1787; V. 94, p. 68; V. 95, p. 160, 1492; V. 96, p. 230, 655, 716, 1089, p. 68; V. 1002, P. 120, 120; V. 99, p. 199, 1673, 1746, 1822; V. 1002, P. 120, 1823; V. 98, p. 1400, 1920; V. 99, p. 989, 1673, 1746, 1822; V. 1002, P. 120, 1823; V. 98, p. 1400, 1920; V. 99, p. 989, 1673, 1746, 1822; V. 1002, p. 230, 655, 716, 1089, 1746, 1822; V. 1002, p. 230, 655, 716, 1089, 1746, 1822; V. 1002, p. 230, 655, 716, 1089, 1746, 1822; V. 1002, p. 230, 655, 716, 1089, 1746, 1822; V. 1002, p. 230, 1827; V. 98, p. 1400, 1920; V. 99, p. 989, 1673, 1746, 1822; V. 1002, p. 230, 655, 716, 1089, 1824; V. 1002, p. 230, 655, 716, 1089, 1824; V. 1002, p. 230, 655, 716, 1089, 1824; V. 1002, p. 1002,



50% of cost of additions and improvements. These bonds have no sinking fund and are not subject to cali. V. 93, p. 1784. Of the \$5.379,000 1st M bonds of the Lynn & Boston RR., \$1,656,000 have been canceled. The coupon notes of 1912 mature Aug. 15 as follows: 1913 (paid), \$25,000; 1914 (pd.), \$31,000:1915, \$37,000:1916, \$43,000:1917, \$50,000:1918, \$57,000; 1919, \$64,000: 1920, \$72,000:1918, \$87,000: 1924, \$106,000: 1925, \$118,000: 1928, \$180,000: 1929, \$160,000: 1925, \$118,000: 1926, \$128,000: 1927, \$136,000: 1928, \$148,000: 1929, \$160,000: 1930, \$174,000: 1931, \$188,000: 1932, \$202,000. V. 95, D. 618.

DIVIDENDS.—Initial div. on Bay State St. Ry. com.—3%—paid Dec. 30 1911; in 1912, June, 2%; Dec., 3%; in 1913, June, 214%; Dec., 3%. In 1914, June, 214%; Dec., 214%. ROAD.—See description under Mass. Elec. Cos. above. INCOME ACCOUNT OF BAY STATE STREET RY.—For fiscal year anding June 30 (V. 99, p. 1746);

Earnings. \$9,695,249 \$9,462,251 \$9,116,202 \$8,881,521 Expenses 6,363,969 6,109,511 5,806,410 5,557,301 Net earnings \$3,331,280 \$3,352,740 \$3.309,792 \$3,324,217 Charges 2,006,984 1,914,902 1,840,329 1,338,579 Divisible lacome \$1,324,296 \$1,437,838 \$1,469,463 \$1,485,638

Divisible Income \$1,324,296 \$1,437,838 \$1,469,463 Dividends 1,242,069 1,253,762 1,077,681

on six weeks notice.

(c) East Middlesex Street Ry.
ORGANIZATION.—Owns 19.352 miles of main track. Leased May 1
1893 to Lynn & Boston (now Bay State St. Ry.) for 99 years at a rental till
May 1 1896 of \$18,000 yearly in addition to fixed charges; then till May 1
1901 \$24,000 yearly; and for remainder of lease \$30,000 yearly. Eight
per cent divs. had been pald, but on May 1 1901 were increased to 10%.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock (\$100, \$300,000 ... 10 \$297.700 See text
Plain bonds, int. guar. (end.). 1898 5 M-8 120,000 Sept 1 1918
Plain honds, int guar (end.). 1902 4 J-J 100.000 Jan 1 1922
Interest at Old Colony Trust Co., Boston.

The lessee in the lease agreed to stamp both issues of the bonds with a
guarantry of the interest—principal is not guaranteed.—V. 67, p. 482.

(d) Nashua Street Railway.—Trolley.

ettre prior liens and \$123,000 for future additions at 50% of cost. Not edeemable. V. 70, p. 213, 501, 1462.

BOSTON & WORCESTER ELECTRIC COMPANIES.

ORGANIZATION.—This is a voluntary association organized under a trust agreement dated Dec. 29 1002. Its property consists of the entire companies of the material property consists of the entire companies. The property consists of the entire companies of the entire companies of the entire companies. The property consists of the entire companies of the entire companies of the entire companies. The entire companies of the entire companies of the entire companies of the entire companies. The entire companies of the entire companies of the entire companies of the entire companies of the entire companies. The entire companies of the entire companies of the entire companies of the entire companies of the entire companies. The entire companies of the entire companies. The entire companies of the entire companies

terminal of 11000 single fare unit raised from 5c. to 6c.

STOCK AND BONDS— Date. Interest. Outlanding Maturity.

STOCK AND BONDS— Date. Interest. Outlanding Maturity.

Stock, com (\$100)

Pref. \$397.200 (\$100) 6% cum.

Bost & Wer 1st mortgage, \$2. 1903

Bost & Wer 1st mortgage, \$2. 1903

Bost & Wer 1st mortgage, \$2. 1903

Bost & War 1st mortgage, \$2. 1903

Bost &

Notes payable May 1 1915 Interest at American Trust Co., Biss., Trust. All held by B. & W. Electric Cos. 185,000 \*185,000 pointends.—On pref. 3% semi-ann, since issued. On com. paid 3% July 1994; also 3% semi-ann, until Dec. 1908, when 11% % was paid. In 1909, June, 15%; in 1910, Jan., 14%; in 1911, Dec., 1%; in 1912, June, 15%; Dec., 14%; in 1913, June, 14%; Dec., 14%, In 1914, June, 114%; Dec., In 1914, June, Interest Dec., Inte

REPORT.—For year ending June 30 1914 (V. 99, p. 891), gross, \$716, 935; net, \$251,859; int., & taxes, \$167,363; divs. paid, \$79,519; surplus, \$4,977.

ROAD.—Owns and operates \$3.17 miles of track, a considerable portion over private right of way, between Boston and Worcester, including an extension to Natick. Rails, 75-ib. Has 79 cars.

OFFICERS.—Pres., William M. Butler; V.-P., A. E. Childs: Sec and Treas., Geo. A. Butman.—V. 90, p. 625, 770; V. 91, p. 869, 1628; V. 92, p. 394, 525, 659, 724; V. 96, p. 1020, 1421; V. 99, p. 1299.

PUBLIC SERVICE INVESTMENT CO. ORGANIZATION, &c.—Organized in Maine to hold and to deal in tocks, bonds, notes and other securities. On Oct. 30 1913 stockholders oted to increase the stock from \$2,000,000 each of pref, and common to \$3,000,000 each. V. 97, p. 1289

oted to increase the stock from \$2.000,000 each of pref, and common to \$3.000,000 each. V. 97, p. 1289

STOCK.—

Common \$3,000,000 (\$100) ... FA \$2,500,000 Feb '15, 2% Pref,\$3,000,000 each. V. 97, p. 1289

STOCK.—

Common \$3,000,000 (\$100) ... FA \$2,500,000 Feb '15, 2% Pref,\$3,000,000 6% cum.(\$100) ... 6% Q-F 2,500,000 May '16, 13/ Slock.—Preferred stock is redeemable at option of company at 115.

Blackstone Val. G. & El. \*\$465,500 | Tampa Electric Co ... \$205,000 |
Cape Breton Elec. Co ... \*500,000 | Tampa Electric Co ... \$500,000 |
Cape Breton Elec. Co ... \*500,000 | Northern Texas El. Co ... \*500,000 |
Acksonville Traction Co ... \$30,000 | Northern Texas El. Co ... \*500,000 |
Houghton County El. L. Co \*500,000 | Ney West Elect. Co ... \*222,000 |
Houghton County El. L. Co \*500,000 | Ney West Elect. Co ... \*374,100 |
El Paso Elec. Co ... \*100,000 | Key West Elect. Co ... \*374,100 |
El Paso Elec. Co ... \*100,000 | Key West Electric Co ... \*374,100 |
El Paso Elec. Co ... \*200,000 | Sey West Electric Co ... \*374,100 |
See Statements of these companies (except the Blackstone Valley Gas & Electric Co, and the Houghton County Electric Light Co.) on subsequent pages.

Stone & Webster offered the stock in March 1909 in blocks of 10 shares of preferred and 4 shares of common for \$950. V. 89, p. 163. In Dec. 1913 they offered \$500,000 pref, stocks at 97. V. 97, p. 1734.

Disidends.—On pref. 1½% quar, since Aug. 1909 to and including May 1915. On com. 1st div.—1½%—EPb. 1 1910; Aug., 114%. In 1911. 3%. In 1912. 3½%. In 1913 and 1914.4%. In 1915, Feb., 2%.

EARNINGS.—For year end. Dec. 31 1914, total income, 3315,552; net, after taxes, \$315,654; pref. divs. (6%). \$147,246; com. divs. (4%). \$100,000; balance, \$68,408.

DIRECTORS.—Hency G. Bradlee, Russell Robb, Chas. A. Stone, Edwin S. Webster, Eliot Wadsworth (Pres.).—V. 89, p. 163; V. 90, p. 628; V. 92, p. 463; V. 95, p. 111; V. 97, p. 1119, 1289, 1734.

BOWLING GREEN, OHIO.

LAKE ERIE BOWLING GREEN & NAPOLEON RY.—A trolley road. Receivership.—Interest on bonds having been defaulted May 1 1911. Judge Killits in Federal Court at Toledo on May 2 1911 appointed A. E. Royce and B. C. Harding of Bowling Green, receivers. On July 16 1918. C. G. Taylor succeeded A. E. Royce and B. C. Harding are receiver. On July 16 1918. C. G. Taylor succeeded A. E. Royce and B. C. Harding are receiver. V. 92. p. 1243. On Dec. 18 '11 Judge Killits ordered a re-bsue of \$75,000 receivers' ctrs originally put out several mos. previous for improv'ts. V. 93. p. 1786, 796. Since taking possession receivers have paid int. due May 1 and Nov. 1 1911. None paid since to May 1915.

Forelosure—On May 17 1913 the Union Trust Co. of Detroit instituted foreclosure proceedings in the U. S. Dist. Court at Detroit. The amount due on the 1st M. 5s of 1903 was stated as \$452,500. V. 96, p. 1488. Sale had not been consummated up to May 15 1915.

ORGANIZATION.—Incorporated in Ohio in 1902.

STOCK AND BONDS—— Date. Interest. Outstanding. Maturity. Common. \$750,000. (\$100). 6% n.c. 250,000

Pref. \$250,000. (\$100). 6% n.c. 250,000

1st M. \$1,000,000, gold (\$500) 1903. 5 g M-N. 353,500 Nov 1 1933 and \$1,000.—S757,500 bonds are reserved for extensions at \$17,000 per mile and \$76,000 in company's treasury. No sinking fund and bonds are not subject to call. Int. on receivers' cits is payable in Bowling Green. EARNINGS.—For year ending June 30 1914, gross, \$57,000. Dec. 1918. Bonds.—\$570,500 bonds are reserved for extensions at \$17,000 per mile and \$76,000 in company's treasury. No sinking fund and bonds are not subject to call. Int. on receivers' cits is payable in Bowling Green. EARNINGS.—For year ending June 30 1914, gross, \$57,000. Dec. 1918. Bonds.—\$570,500 bonds are reserved for extensions at \$17,000 per mile and \$76,000 in company's treasury. No sinking fund and bonds are not subject to call. Int. on receivers' cits is payable in Bowling Green. EARNINGS.—For year ending June 30 1914, gross, \$57,040.

ROAD—

BRATTLEBORO, VT.

TWIN STATE GAS & ELECTRIC CO.
ORGANIZATION — Incorporated in Connecticut on Aug. 26 1906 and acquired the Brattleboro Street Ry., the Brattleboro Gas Light Co., the Dover Gas Light Co., the Brattleboro Gas Light and power to Dover, N. H., and Brattleboro, Vt., and operates the Brattleboro St. Ry.; also furnishes electric light and power to Rochester, Salmon Falls, Somersworth and Hinsdale, N. H.; North Bennington and Bennington Control, Vt., and Hoosick Falls, N. Y. The properties of the Cascade Lie. Pow. Co., and the Berlin File. Co. will be taken over by means of the new convertible notes. See V. 98, p. 156. Control is held by the National Light, Heat & Power Co., control of which was in turn acquired by the Middle West Utilities Co. in Oct. 1912. V. 95, p. 1750.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Common, \$2,500,000. (\$100) — \$1,250,000 — \$1,220,000

BRISTOL, CONN.

THE BRISTOL & PLAINVILLE TRAMWAY CO.—A trolley road.
Also furnishes electric light and power, gas and steam heat.

ORGANIZATION.—Organized Sept. 21 1893. A gas plant was completed in 1908. Franchises perpetual. In Aug. 1906 a majority of stock was pooled for 5 years.

In Aug. 1911 pool was renewed for 5 years more this was dissolved, it is stated, in Nov. 1913. In Dec. 1913 Richter.

Co. of Hartford, Comp., purchased control of the property. V. 97. p. 1662.

In August 1908 a stock dividend of 50% was declared, increasing outstanding amount to \$375,000. V. 87. p. 98.414.

In Oct. 1914 stock was increased from \$375,000 to \$562,500, new stock being issued May 1 1915.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$1,000,000 (\$100 - 1905 41/2 g M-N 540,000 May '15, 2% Ist mortgage \$600,000, gold | 1905 41/2 g M-N 540,000 Nov 1 1945 (\$500 and \$1,000) - - - | Interest at Bristol National Bank, Bristol. Treasurer of State of Connecticut, Trustee. Bonds.—Are subject to call after 5 years at 102; after 10 years at par. EARNINGS.—For years ending June 30.

Liq., Net. & Taxes.

1914 5108.891 \$35,866 \$38,189 \$31,036 \$37,500 \$5,520 \$1913 - 100,585 35,566 \$26,117 \$30,703 \$30,000 1.170 ROAD.—Operates about 13 ¼ mites of track laid with 56 and 60-lb. Trail from Bristol to Plainville, with branches to Lake Compounce and to Terryville. Standard gauge, 29 cars, 3 snow plows and 1 work car.

OFFICERS.—Chairman of board, Chas. H. Tenney; Pres. A. B. Tenney; V.-P., D. E. Manson; Sec.-Treas., Morris L. Tiffany, Bristol, Conn.; Manager, G. E. Cockings. General Managers, Chas. H. Tenney & Co.—V. 95, p. 1330; V. 97, p. 1602; V. 98, p. 154, 1535.

### BRISTOL, VA.-TENN.

BRISTOL, VA.-TENN.

BRISTOL TRACTION CO.

ORGANIZATION.—Incorp. in Virginia. Was formerly the Bristol Belt Line Ry. Co. but on Sept. 7 1911 filed a certificate changing name to above title, and increased auth. stock from \$100,000 to \$300,000, and par of shares from \$50 to \$100. V. 93, p. 1323. Owns entire stock of Holston Valley Ry.

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

Stock \$300,000 (\$100) \$135,000 \$135,300 Sept. 15 41

callable at 105.—(U. S. Trust Co., Washington, D. C., Trustee ROAD.—Operates 15.3 miles standard-gauge electric line in Bristol and between Bristol and big Creek Park, on the Holston River. 11 passenger, 1 freight and 1 flat car.

OFFICERS.—Pres., B. L. Dulaney; V.-P. & Gen. Mgr., Fred. Dulaney Sec. & Treas., Wm. Eberhart.—V. 93, p. 1323.

OFFICERS.—Pres., B. L. Dulaney: V.-P. & Gen. Mgr., Fred. Dulaney
Sec. & Treas., Wm. Borhart.—V. 93, p. 1323.

BROOKLYN RAPID TRANSIT—(See Maps, pages 16 and 17).
ORGANIZATION—Organized Jan. 18 1896, per plan in "Chronicle,"
V. 60, p. 1145, to succeed to the property of the old Long Island Traction
Company. Foreclosed, syndicate headed by the late ex-Governor Flower
having then bought control. Is not a railroad corporation, but was organized under the Business Corporation law of New York to hold the stocks
and bonds of railroad companies and to aid in the construction and equipment of railroads. Franchizes are peretual.

ASSETS.—The following is a statement of the stocks and bonds owned
by the Brooklyn Rapid Transit system March 31 1915.

Entire capital stock Brooklyn Heights RR. Co. (par) \$200.000
Entire capital stock Bidn. Q'ns Co. & Suburban RR. Co. (par) 2,000.000
Entire capital stock Bidn. Q'ns Co. & Suburban RR. Co. (par) 2,000.000
Entire capital stock Bidn. Q'ns Co. & Suburban RR. Co. (par) 3,939.75

8.4997 shares ont of 85,000 shares of the 4% camulative pref.
810.393.75 shares out of 65,000 shares of the 5% non-cumulative
pref. stock of the New York Consolidated RR. Co., par. 4.785.985

12.308.31 shares out of 19,000 shares of the common stock
of the New York Consolidated RR. Co., par. 350.000
647.32 shares out of 5,000 shares of South Brooklyn Ry., par. 491 shares out of 10,000 of the American Railway Traffic Co.
(owned by Transit Development Co.), par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 shares of the Bridge Operating Co., par. 50,000
9.800 sh

100 shares DeKaib Ave. & No. Bklyn. RR. Co.

\*lst M 5% bonds Bklyn. Queens Co. & Sub. RR. (par)

lst con M Bklyn. Queens Co. & Sub. RR. (par)

lst con M Bklyn. Queens Co. & Sub. (owned by Bklyn. H'ts Co.)

\*let mortgage 5% bonds Brooklyn City RR. (par)

\*Refunding gold mtge. 4%. Brooklyn City RR.

\*Gold 5% bonds Brooklyn Rapid Transit

Ref mtg 4% bonds Brooklyn Rapid Transit Co.

Ref mtg 4% bonds Br. R. T. (owned by Nassau El. RR.)

Consol mtg 4% bonds R. R. T. (owned by Nassau El. RR.)

Consol mtg 4% bonds Sea Beach Ry. (owned by Nassau Elec.

RR. Co. Greotelyn mtge. bonds

N. Y. Minicipal Ry. Corporation

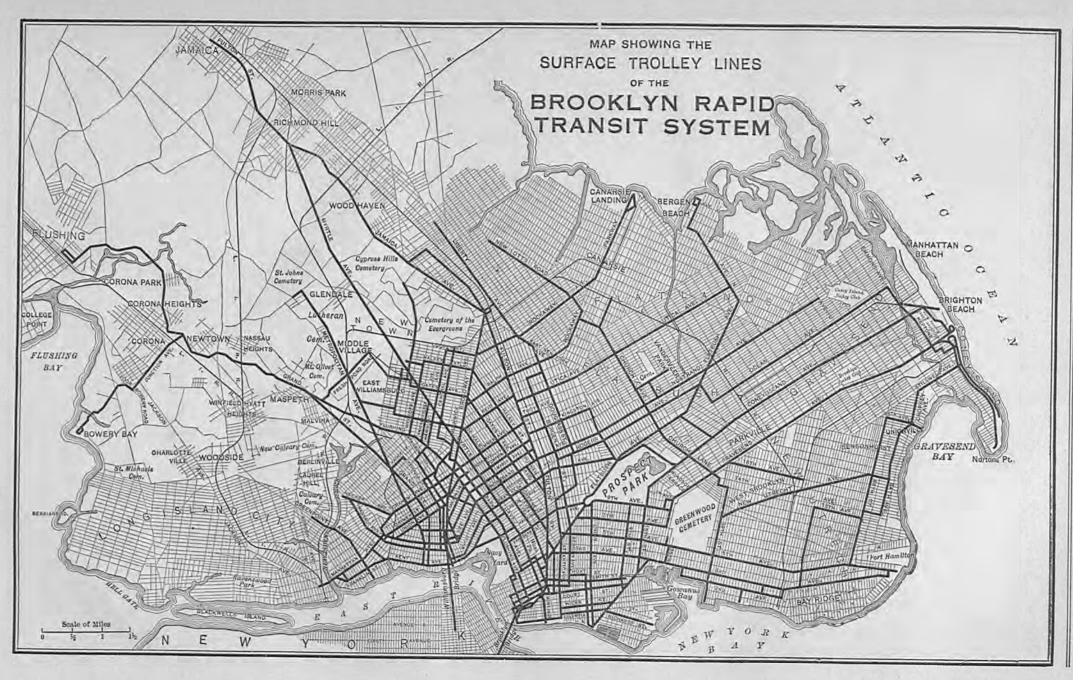
N. Y. Minicipal Ry. Corporation

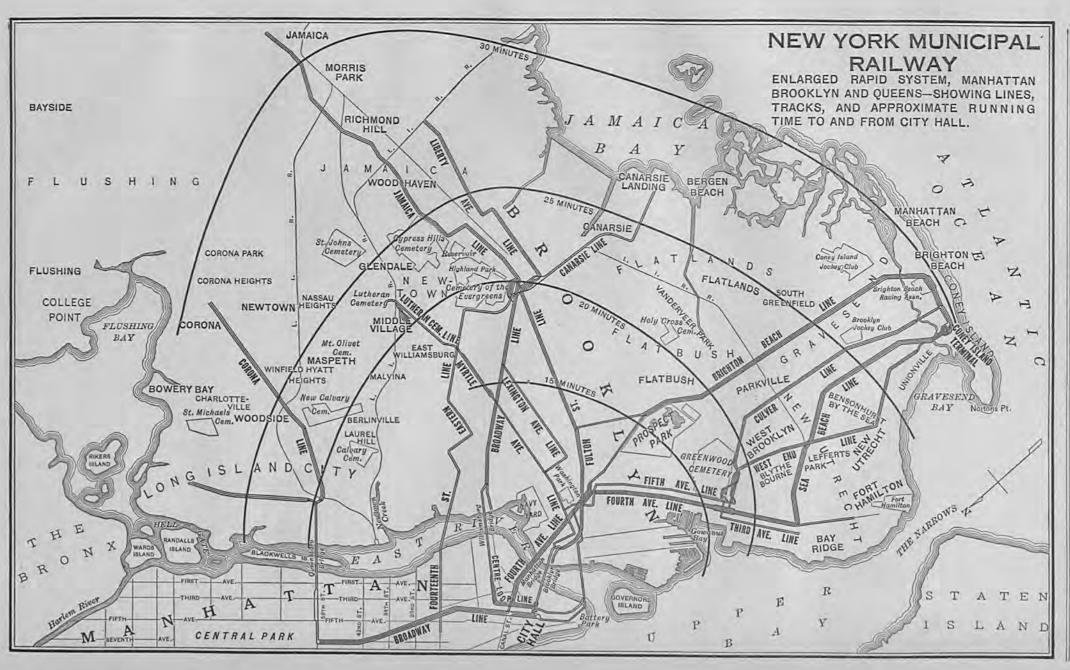
Concy Island & Brooklyn consol, mortgage.

Concy Island & Brooklyn consol, mortgage.

Brooklyn City & Newtown mortgage.  $\begin{array}{r} 22,500\\ 8,000\\ 39,699,000\\ 13,000\\ 732,000\\ 7,000\end{array}$ 

south Brocktyn Ry, which had been acquired by purchase in Fee. 1022 (1985 of all of 209 share of F. H. & S. 1987). The South Brookly Ry out of John share of St. Y. & C. 1985, P. H. S. 1985, P. S. 19





STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Bklyn City & Newtown | 1889 | 5.J.J. h\$2,000.000 July 1 1939
1st M \$2,000.000\_ntf | Mercantile Trust Co., New York, Trustee.
Real estate mortgages.\_\_\_\_\_\_\_5%
288,062

STOCK AND HONDS— Date. Interest. Outstanding. Maturity. BLYR. City & No. covery 1889.

1889. 1819. City & No. covery 1889.

1818. 182, 300,0000. And Macanthe Trust Co., 200,000. Day 191, 1939.

1818. 182,000,000. And Macanthe Trust Co., 200,000. Day 201, 185, 190,000. The Trust Co., 288,002.

1819. 1819. 182,000,000. Hong 201, 185, 190,900. September 181, 1819. 18

Sidings.

5560	40.0	ALLEY A	CAMES	ww		E STEELS		27.00
M	TLE	CAGO	10 -	The	svs	tem 1	nelm	les:

Brooklyn Heights RR Brooklyn City RR Bklyn, Oucens Co. & Suburban RR Nassan Electric RR Coney Island & Gravescad Ry South Brooklyn Rallway Prospect Park & Coney Island RR Coney Island & Bklyn, RR	Track. 2.134 05.688 29.712 67.214 3.950 1.184 9.549 22.897	Track. 1.851 100.728 28.987 65.455 3.188 1.184 8.926 22.208	%c. 0.198 22.713 3.223 10.213 348 3.301 8.460 7.039	m. 4.183 229.129 61,922 142.882 7.486 5.669 26.935 52.144
New York Consolidated RR.— Rapid transit lines.— Surface lines.—	22.807 17.082	22,208 17,082	7.039 21.478	52.144 55.642
Trackage on N. Y. & Brooklyn Bridge- Rapid transit lines Surface lines	1.762 1.802	1.762 1.707	.231	3.755 3.509
Trackage on Williamsburgh Bridge- Rapid transit lines	1.635 1.741 1.214	1.635 1.741 1.211	.218 .409	3.270 3.700 2.834
Total miles operated.	96.813	286.886	83.633	667.332

EQUIPMENT, June 30 1914.—4.558 cars. Closed cars, 1,309; open cars, 1,178; convert., 671; semi-conv., 876; miscell., 524; total, 4,558.

\*\*Latest Earnings.\*\*—For 9 mos, end. March 31 1915, gross, \$19,655,876; net, \$8,493,189; other income, \$327,475; Interest, taxes, &c., \$4,809,792; surplus, \$4,010,872.

REPORT.—The annual report for 1913-14 will be found in V. 99, p. 338 and 348. Operations of Coney Island & Brooklyn included for six months from Jan. 1 to June 30 1914. Passengers carried during the year ended June 30 1914, 659,147,381, against 626,304,156 in 1913.

### INCOME ACCOUNT BROOKLYN RAPID TRANSIT AND STITUENT COMPANIES-YEARS ENDING JUNE 30.

Revenue— 1914. Transportation\$25,246,453 Miscellaneous 311,707	\$23.865.260 287,028	$\substack{\substack{1912.\\\$22,919,021\\277,529}}$	
Total \$25,558.250	\$24,152,288	\$23,226,550	\$21,086,543

1913. \$1,678,124 2,202,208 1,421,123 5,635,457 746,871 264,324 1,112 1,750,083 Expenses—
Maintenance of way—
Maint. of equipment.
Operation of power plant
Operation of cars.
Damages & legal exp—
General expenses
Freight & mail expenses
Amer. Ry. Traf. Co. exp
Taxes 1912. \$1,636,713 2,155,134 1,404,160 5,450,673 978,611 733,294 252,763 711 1911. \$1,423,108 2,125,580 1,339,552 5,298,863 1,043,585 707,368 227,004 1,306 828,742 822,857 325,055 1,465,535 1,752,880 1.775.041 \$14,387,100 \$13,631,901 \$8,839,450 \$8,354,642 317,991 297,524 Total \$15,747,433 \$14,583,539
Not earnings \$9,810,817 \$9,568,749
Other income 451,772 339,047 Total income .....\$10,262,589 Fixed charges (net) .... 4,946,884 \$9,908,696 5,411,768 \$9,157,441 5,446,219 \$8,652,166 5,503,687 - \$5,315,705 \$4,496,928 \$3,711,222 \$3,148,479 \$88,535 Surplus 55,315,705 34,496,925 4011 Special appropriations (6%) 3,660,048(5)4) 2440,770 (5) 2,239,851 (5) 2,242,690 Dividends (6%) 3,660,048(5)4) 2440,770 (5) 2,239,851 (5) 2,242,690

Sec. J. II. Bennington; Comp., Howard Abel.—V. 95, p. 1207, 1274, 1608; V. 96, p. 360, 653.

(a) New York Municipal Railway Corporation. (See Map page 17, ORGANIZATION.—Incorp. in N. Y. on Sept. 27 1912 to operate the callarged transit system (elevated roads and subways) covered by the agreement between the company and the city, and to construct and own such parts of the system callarged for private rather than public ownership. V. 95, p. 818. The lines to be constructed by the city are to be leased to the company for a period of 49 years from Jan. 1 1917 (with provision for re-capture by the city after 10 years), and are to be operated by the company in connection with the existing railroads of the New York Consolidated RR. Co. (as enlarged and extended) as one system, and for a single fare.

In March 1913 the P. S. Commission approved a contract with the Brook-lyn Heights RR. for the use of the Luttheran Cemetery line. This line was elevated and was placed in operation Feb. 22 1915. V. 100, p. 732;

LEASE TO N. Y. CONSOL. RR.—On Mar. 26, 1913 the P. S. Comm. sanctioned the lease and assignment to the N. Y. Consol. RR. of all rights under the contract with the city respecting new rapid transit lines. (See V. 96, p. 360, 947). The company also transferred to the N. Y. Consol. RR. the certificates for extensions and additional tracks, as well as certain real estate in Brooklyn and the above-mentioned contract with the Brooklyn Heights RL. regarding the Lutheran Cemetery line. The lesse calls for 6% dividends on the N. Y. Municipal Ry. Copp. stock.

The Municipal Ry. Corp. agrees to furnish all the money necessary to carry out the terms of the dual system contracts and has the option of doing all the construction work and acquiring all the equipment, or of requiring the Consolidated Co. to do so on reasonable notice. See construction report of the N. Y. Mun, Ry. Corp. under caption of Brooklyn Rapid Tran. Co in V. 99, p. 1213.

On Mar. 20 1913 the Pub. Serv. Comm. approved a mage. to secure of \$40, 000,000 bonds

RR., &c. As stated above, the Rapid Transit Co. owns or controls \$8,-499,700 out of the \$8,500,000 common stock of the Nassau Electric and \$6,393,975 out of the \$6,500,000 preferred stock.

Leuse.—Was formerly leased for 999 years from April 1 1900 to Brooklyn Heights RR., but, coincidently with a decision compelling the Issuance of transfers from one leased line to another (V. 79, p. 102), the lease was terminated on June 30 1904. For order requiring universal transfers, effective June 1 1914, see "Brooklyn Rapid Transit Co." further above.

In June 1907 a 10-year mortgage for \$5,000,000 was anthorized to secure certificates of indebtedness issued from time to time to the Brooklyn Rapid Transit for advances made for improvements, &c., but in July 1908 the Public Service Commission denied application for approval of intge. V. 84, p. 1181, 1246, 1550; V. 87, p. 224.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common stock, 88,500,000

Preferred 4% cum, \$6,500,000

Preferred 4% cum, \$6,500,000

Preferred 4% cum, \$6,500,000

Rea text

Bonds.—For details see Rapid Transit statement above.

ROAD.—Embraces 142.882 miles of single track.

Atlantic Avenue RR. (now part of Nassau Electric) owned the double-track steam road (since converted to electricity) from Jamalca to Flatbush Avenue Station in Brooklyn, 94 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 860,000 yearly. V. 61, p. 828. Litigation has arisen with Long Island RR. regarding the use of Atlantic Avenue. See V.74, p. 1139. In Oct. 1910 N. Y. Court of Appeals decided that the city had the right to tear up rails, but e'ty has taken no action looking to the exercise of the right.

DIVIDEND.—First div. on pref. under lease was paid Dec. 31 1900, 4% in 1910 and 1911, 4%; in 1912, May, 2%; Nov., 2%; reg., and 4% on account of arrears. In 1913, May, 2%; Nov., 4%; in 1914, 4%; i

VAN BRUNT STREET & ERIE BASIN RR.—A trolley road.
ORGANIZATION, &c.—Chartered Feb. 15 1861. Stock, \$200,000, all
Issued; par, \$10. Bonds, \$75,000 lst mige, authorized; \$31,000 out.
Track, 2.78 miles, changed to electricity in 1898. 6 pass, cars. For year
ending June 30 1914, gross, \$41,099; net, after taxes, \$9,707; other income,
\$527; interest, &c., \$1,050; balance, \$8,284.

OFFICERS.—Pres., John F. Murphy; V.-P., D. W. Sullivan; Sec. and Treas., Wyllys Terry. Office, 264 Van Brunt St., Brooklyn, N. Y.

BUFFALO, N. Y.

BUFFALO & LAKE ERIE TRACTION CO.—A trolley road.

Default.—The company having defaulted on the int. due Nov. 1 1912 on the protective committee requested the bondinolders to deposit their bonds with Equitable Trust Co., 37. Wall St., N. Y., as depositary or the Girard Trust Co. of Phila. as sub-depositary.

The aforesaid committee also drow up a plan of reorganization (see V. 97, p. 297, but in Dec. 1913 the plan was abandoned. Negotiations for another plan are under way.

ORGANIZATION.—Incooperated in New York and Pennsylvania in Dec. 1908 and is a consolidation of the Hamburg Ry., the Dunkirk & Frederick Co., of the Company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years, which company leases the Eric Electric Motor Co. for 999 years. V. 88, p. 1001. Also owns all the stock of this company, and guarantees the bonds. Also owns all the stock of this company and an advantage of the Eric Electric Motor Co. for 999 years. V. 88, p. 1001. Also owns all the stock of this company and an advantage of the Eric Electric Motor Co. for 999 years. V. 88, p. 1001. Also owns all the stock of this company has a franchise in Dunkit and has built about 5 miles of track.

The Niagara & Eric Power Co. is controlled by the Buff. & Lake Eric Trac. Co. and the Niagara Lockport & Ontario Power Co. Interests, and its bonds are guar. p. 1. & sk. fd., one-half each, by these two companies.

STOCK AND BONDS—

Data. Interest. Outstanding. Maturity. Common, \$5,000.00.

Pref. 5%, \$2,2600.000. curl Interest at New York Trust Co., Trustee. Fire El M. 1 and the product of the Standard Co. Standard

p. 525; V. 95, p. 1121, 1206; V. 97, p. 297.

(1) Buffalo & Lackawanna Traction Co.

ORGANIZATION.—Incorporated in New York in June 1906 to furnish an entrance into Buffalo for Buffalo & Lake Erie Trac. Co. In April 1909 was leased to Buffalo & Lake Erie Trac. for 999 years. Stock \$100,000 (V. 88, p. 748), all owned by Buffalo k-Lake Erie Trac. Co. Has universal transfers throughout city of Buffalo through contract with Internat. Ry. Co.

BONDS—

Date. Interest. Outstanding. Malurity. 1st mage. \$1,500,000, gold | 1908 | 5 g. J-D | \$1,160,000 Dec 1 1928 (\$1,000), gusranteed...ctf Interest at New York Trust Co., Trustee Bonds are subject to call on or before Dec. 1 1913 at 110 and int. They have no sink, fund. Remaining bonds are reserved for betterments and extensions at \$5% of cost. Bonds guaranteed prin. and int. by Buffalo & Lake Erie Traction Co. V. 90, p. 235.

ROAD.—Is a double-track road about 4.46 miles long. Began operating Dec. 22 1909.

OFFICERS.—Pres., B. E. Griscom: V.-Ps., M. D. Evans and M. W. Dodge; Sec., M. D. Evans; Treas., A. F. Tideswell.—V. 88, p. 293, 748; V. 90, p. 235; V. 95, p. 1471.

BUSEALO. & DEPPEW RY.—A trolley road.

BUFFALO & DEPEW RY .- A trolley road.

BUFFALO & DEPEW RV.—A trolley road.

ORGANIZATION.—Incorporated on April 27 1897. Wm. B. Cutter of Buffalo. N. Y. owns about three-fourths of the stock and the entire \$350,000 bonds.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$350,000 (\$100)

Buff & D 1st M, \$350,000.—1901 5 J-J 350,000 Jan 1 1931 ROAD.—Operates a double-track road from Buffalo to Depew, 13.59 miles of track; 75-lb. rail; 5 cars.

OFFICERS.—Pres., Wm. B. Cutter; Treas., R. A. Pilkington; Sec., Percy Eaton.—V. 79, p. 2695.

BUFFALO SOUTHERN RY, CO.—A trolley road.

Receivership.—N. A. Bundy was appointed receiver Sept. 26 1913.

ORGANIZATION.—Incorporated in New York on Aug. 25 1904 and is a consolidation of the Suffalo Hamburg & Aurora Ry, and the Buffalo Gardenville & Ebenezer Ry. V. 79, p. 2446. Franchises perpetual. Has trackage rights in Buffalo over tracks of the International Traction Co.

STOCK AND BONDS— Dats. Interest. Outstanding. Maturity. Stock, \$2,000,000 (\$100).

Ist mixe, \$2,000,000 (\$100).

Ist mixe, \$2,000,000. gold 1904 5 g A-O 15 600,000 Oct 15 1934 (\$1,000).

- \*\* ntf [Int. at Seaboard Nat. Bank. N. Y., or at Fidelity Trust Co., Buffalo, Trustee.

BONDS.—Nos. f., but from \$50,000 to \$100,000 bonds are subject to call at 110 and int. on any int. date upon 3 months' notice. \$1,400,000 bonds reserved for future extensions and equipment.

BARNINGS.—For cal. year 1914, gross, \$55,470. In 1913, gross, \$79,-902.

902.
ROAD.—Operates from Buffalo to Hamburg, East Hamburg and Orchard Park, 15½ miles; also has a line from Buffalo through Gardenville and Ebenezer to Lien's Park, 5½ miles. An extension to East Aurora, 15 miles, is under construction, 5½ miles completed. 60-ib. T and 80-ib girder rail.

OFFICERS.—Pres., Wm. M. Griffith, New York; V.-P., Geo. F. Wells, East Aurora, N. Y.; Sec., H. M. Gear, Buffalo; Treas, & Gen. Mgr., N. A. Bundy, Buffalo.—V. 86, p. 419.

BUFFALO & WILLIAMSVILLE ELECTRIC RY.

ORGANIZATION.—Incorporated in New York July 1 1891. In May 1904 auth. capital was increased from \$75,000 to \$3,500,000, and in July 1904 a new mgte. for \$3,500,000 was made to provide for extension to Roch-

1904 a new ingite. for \$5,000,000 was made to provide the tracks, rolling stock, ster.

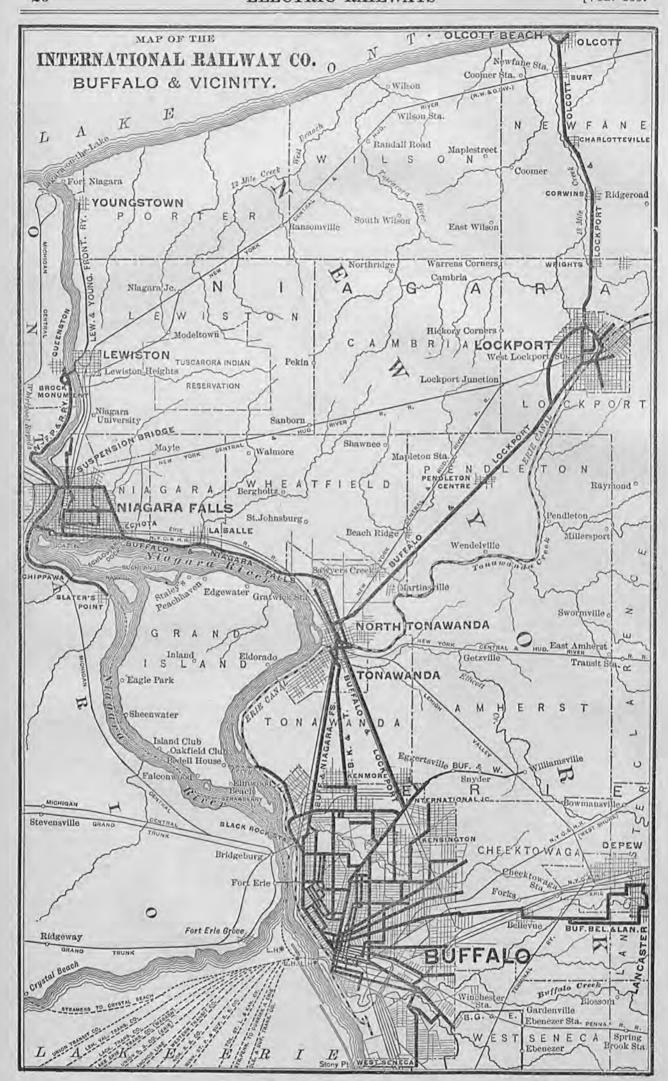
In May 1914 Batavia Traction Co. purchased the tracks, rolling stock, property, &c., of this company in Batavia. V. 99, p. 269.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity. Stock (\$3,500,000 authorized)

1st mtge, \$3,500,000, gold 1904 5 g J-J 127,500 July 1 1944 (\$500 and \$1,000)...c\*&r\* Int. at Com' wealth Tr. Co., Buffalo, Trustee Bonds.—Are subject to call on any interest date at 105.

EARNINGS.—For cal. year 1914 \$37,715. In 1913, \$44,242.

ROAD.—6.35 miles of track, Buffalo to Williamsville. Ralls 85-tb. T. Gauge 4 ft. 8)½ inches.



OFFICERS.—Pres., L. L. Lewis Jr.; V.-P. and Gen. Mgr., L. L. Grove; Sec., Godfrey Morgan; Treas., L. K. Warnick.—V. 84, p. 1306; V. 99, p. 269.

OFFICERS—Pres., L. L. Lewis Jr.; V.-P. and Gen. Mgr., L. L. Grove; Sec., Godfrey Morgan; Treas., L. K. Warnick.—V. 84, p. 1306; V. 99, p. 209.

INTERNATIONAL TRACTION CO.—Trolley (See Map. page 20).

In Pres 1012 the July 1949, and limiting the Issue to \$18,535.

GOO Instead of the \$50,000,000 proposes.

Internat. Trac. Co. due July 1949, and limiting the Issue to \$18,535.

GOO Instead of the \$50,000,000 proposes.

July 11913 thin the July 1949, and limiting the Issue to \$18,535.

GOO Instead of the \$50,000,000 proposes.

ORGANIZATION.—Organized on Jan. 18 and celle for payment on July 11913 thin the July 11913 thin the July 1940.

ORGANIZATION.—Organized on Jan. 18 as Quader N. J. Issue and equipment of the See of the July 1940.

ORGANIZATION.—Organized on Jan. 18 as Quader N. J. Issue and equipment of the See of the July 1940.

ORGANIZATION.—Organized on Jan. 18 as the electric railway connecting the villages of Depew and Lancastee with Buffalo. It also acquired the street railway systems in all of said cities: also the electric railway connecting the villages of Depew and Lancastee with Buffalo. It also acquired the Canadian Electric Railway, travestog the Invited Canadian Electric Railway travestog the Invited Canadian Electric Railway travestog the Invited Canadian Electric Railway (account to the Canadian Electric Railway (account to the Canadian

St. Ry. was also merged, thus leaving the international Raineay Co. and the Frontier Elec. Ry. the sole operating companies and the International Traction Co. the holding company.

Liens of Constituent and Owned Companies Jan. 1 1915.

BONDS—

Date. Interest. Outstanding. Maturity. Internat Ry ref & imp mige. S60,000,000, gold ... c\*&r Bankers Trust Co., New York, Trustee. S60,000,000, gold ... c\*&r Bankers Trust Co., New York, Trustee. IS91 & g. F-A. 5,000,000 Feb. 1 1931. Interest are company's office, Buffa. Co., N. Y. Trustee. IS91. at Co. s office, Buff., E.W. Clark & Co., Phila., or Bankers Tr. Co., N. Y. Trustee. IS92. 6 J-J. 60,000 July 1 1922. Interest at company's office, Buffal. Interest at Co., New York. Isso. 5 g.J. J. 55,000 July 1 1935. Interest at Bankers Trust Co., New York. Isso. 5 g.J. J. 55,000 July 1 1935. Interest at Bankers Trust Co., New York. Isso. 5 g.J. J. 55,000 July 1 1935. Interest at Bankers Trust Co., New York. Isso. St. J. J. St. Solo July 1 1935. Interest at Bankers Trust Co., New York. Isso. 5 g.J. J. 5 g.J.

the outstanding stock and \$4,344,000 ref. & Impt. 5s of the Internat. Ry., \$60,000 Tonawanda St. Ry. 1st 6s, \$40,000 bonds of Tonawanda Elec. RR., \$518,000 bonds of the Niagara Falls & Suspension Bridge and \$22,500 bonds of the Niagara Falls Whirlpool & Northern are pledged as security for the International Traction collateral trust loan.

EARNINGS.—For year ending Dec. 31 1914, gross, \$6,760,581; net. after taxes, \$2,735,148; fixed charges, \$1,823,381; balance, \$911,767.

ROAD.—Mileage Jan. 1 1915; Length of line, 224,153 (owned, 190.31, leased, 18,196, trackage, 6,647); total miles of track, incl. second track, crossovers, sidings, &c., 396,529 miles. Gauge, 4 ft. 816 in. Rall (steel), 45 to 145 lbs

leased, 18,196, trackage, 0.0477; which is a consequent of the lease o

### BURLINGTON, IOWA.

### BURLINGTON, VT.

ROAD.—Operates 35.24 miles of track. 56-60-80-10. F raus. 56 pass. cars. EARNINGS.—Year ending Dec. 31 1914, gross, \$505,577; expenses, \$503,632; deficit, \$58,055. OFFICERS.—Pres., W. A. Clark, Butte; V.-P., J. R. Wharton; Sec. & Treas., J. H. Anderson, 20 Exchange Place, N. Y.—V. 72, p. 190; V. 100, p. 1078, 1591.

CALAIS, ME.

CALAIS STREET RAILWAY.—A trolley road.
ORGANIZATION.—Stock, \$50.000 com. and \$50,000 pref.; first mortgage, 1910 (ntf), 5s, J-J, \$100,000 due July 1 1930.

REPORT.—Year ending June 30 1914, gross, \$37,806; net, \$9,762; interest and taxes, \$5.562; surplus, \$4,200.

ROAD.—Calais Street Ry., lower wharf to upper bridge, Calais, 4 miles; St. Stephen Electric Ry. Millown, N. B., to St. Stephen, N. B., 3 miles; total, 7 miles. The St. Stephen Electric Street Ry. is a separate corporation, but is owned entirely by the Calais company. 9 cars.
OFFICERS.—Free, George A. Currani Sec., Treas, & Gen. Mgr., Benjamin Y. Curran; Sqpt., C. F. Pray; all of Calais, Me.

CANTON, MASS.

BLUE HILL STREET RAILWAY.—A trolley road.
ORGANIZATION.—Franchise perpetual.
STOCK AND BONDS—Date. Interest. Outstanding. Maturity.
Stock, \$300,000 (\$100).

First mortgage, \$500,000, [1003 5 g.A-O 250,000 Oct 1 1923 gold.—Subject to call as a whole at 115 and int. on any Int. day.
Bonds.—Subject to call as a whole at 115 and int. on any Int. day.
EARNINGS.—For 12 mes. ending Dec. 31 10 H. gross, \$94.791; net.
after taxes, \$25,379; interest, \$21,531; balance, \$4,548.

ROAD.—Operates 19.5 miles of track from Matsapan, where connection is made with the Boston Elevated Ry., to Canton and Stoughton, at which latter point it connects with the Brisfol & Norfolk Street Ry. and the Bay State Street Ry. Standard gauge. 26 cars.

OFFICERS.—Pres., C. H. French; V.-Ps., A. S. Pratt and E. J. B. Huntoon; Clerk, William T. Crawford; Treas., Henry B. Sawyer; Gen. Mgrs., Stone & Webster Mgmt. Assn., Boston.—V. 78, p. 1906.

EARNINGS.—For year ending Dec. 31 1912, gross, \$27,322; expenses, \$32,991; def. from oper., \$5,669; taxes, int., &c., \$10,202; total deficit, OFFICERS.—Pres., Nelson Z. Graves, Philadelphia.—V. 72, p. 532; V. 94, p. 826, 982.

OFFICERS.—Pres. and Gen. Man., William G. Dows; V.-P. and Treas., Isaac B. Smith: V.-P., John A. Reed; Sec., C. S. Woodward, all of Cedar Rapids.—V. 95, p. 750.

CEDARBURG, WIS.

MILWAUKEE NORTHERN RY.—An electric road.

ORGANIZATION.—Incorporated in Wisconsin in 1905. Operates interurban system entirely on private right-of-way. Franchise in Milwaukee expires Dec. 31 1934 and provides for 5-cent single fares and that 8 tickets be sold for a quarter within city limits. Port Washington franchise expires Jan. 2 1956. All others perpetual. Enters Sheboygan over tracks of Sheboygan Ry. & Electric Co. under perpetual contract.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, common, \$1,000,000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, common, \$1,000,000.

Stock, common, \$1,000,000.

Stoppen Stoppen Stock, common, \$1,000,000.

Stoppen Stoppe

EARNINGS.—For year ending June 30 1914, gross, \$354,092; net, after xes, \$162,693; int., \$78,581; surplus, \$84,112.

laxes, \$162,693; int., \$78,531; surplus, \$\$4,112.

ROAD.—Will be 120 miles long, running north from Milwaukee to Cedarburg, where it forks, one branch extending to Sheboygan via Port Washington and the other to Fond du Lac. Operates 69 miles of track, including 6½ miles in Milwaukee. between Milwaukee & Cedarburg and Sheboygan, Is double-tracking the line between Milwaukee & Cedarburg, 6.04 miles completed. Gauge, 4 ft. 8½ in. 70-lb. T rail.

OFFICERS.—Pres., Wm. A. Comstock; V.-P. and Gen. Man., F. W Walker; Sec. and Treas., Henry A. Halgh.—V. 85, p. 601; V. 92, p. 725.

CHAMBERSBURG, PA.

CHAMBERSBURG & GETTYSBURG ELECTRIC RY,
ORGANIZATION.—Incorporated in Pennsylvania Dec. 4 1900.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$225,000 (\$50).

1st mige, \$225,000 (\$1,000), 1903 5 M·N 225,000 May 1 1933 not red., no sink, fund.\_e\* int. at Northampton Tr. Co., Easton, Trust.
EARNINGS.—For year ending Dec. 31 1914, gross, \$36,141; net (def.), \$2,044; other income, \$161; charges and taxes, \$11,920; deficit, \$13,803.

ROAD.—Onerates 13.25 miles of track between Chambersburg Stof.

ROAD.—Operates 13:25 miles of track between Chambersburg, Stof-ferstown, Fayetteville, Greenwood and Mt. Union. 60 to 80-lb. T and girder rail. Gauge, 5 ft. 234 in.

OFFICERS.—Pres., T. B. Kennedy; Sec. and Treas., W. L. Ritchey Supt., D. B. Fretz.

### CHAMPAIGN, ILL.

CHAMPAIGN, ILL.

ILLINOIS TRACTION CO.

Amalgamation.—On Nov. 10 1013 increased the auth. common stock from \$10.000,000 to \$15,000.000, in order to acquire control of the allied western Railways & Light Co.

Two shares of Railways & Light Com. were exchanged for one of illinois Trac. com., \$4,508,600 of the \$4,521,800 stock outstanding being so acquired. The pref. stock of the Railways & Light Co. remains outstanding. See V. 97. p. 1426 and 1054.

ORGANIZATION.—Incorporated in Maine on May 13 1904 and controls the following companies:

Bloomington Decatur & Champ. RR | Kansas Ry. & Light Co.
Colinton (III.) Gas & Electric Co.
Colfax Electric Lighting Co. down).
Danville Cham. & Dec. Ry. & Lt.Co.
Danville & Bastern Illinois Ry.
Danville & Northern RR.
Danville & Southeastern Ry. Co.
Des Moines & Cent. Iowa Elec. Co.
Ilinois Central Traction Cr.
Jacksonville Railway & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Dis Moines & Cent. Iowa Elec. Co.
Des Moines Electric Co.
Des Moines Electric Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Champaign Ry.
St. Louis Electric Ferminal Ry.
St. Louis Brietric Ferminal Ry.
St. Louis Rectric Terminal Ry.
Co.
Colfax Electric Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Champaign Railway Co.
Urbana Light, Heat & Power Co.
Urbana & Champaign Ry.
St. Louis Springfield & Poorla RR.
Co.
Colfax Electric Co.
Dis Moines & Cent. Iowa Elec. Co.
Ultona & Colon & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Colon & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Colon & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Ultona & Light Co.
Des Moines & Cent. Iowa Elec. Co.
Urbana Light, Heat & Power Co.
Urbana Light, Heat & Power Co.
Urbana Ligh

5½ hours, or about 32 miles an hour (V. 93, p. 44). In Aug. 1911 the company opened offices in Chicago, with the purpose of securing freight from points between Chicago and 8s. Louis, though company has as yet no direct entrance into Chicago. V. 93, p. 527.

On June 30 1914 the bonded indebtedness of the properties controlled was \$43,468,500.

STOCK AND BONDS— Date, Common, \$15,000,000 (\$100) -Pref 6% cum \$10,000,000(\$100) ---Date, Interest. Outstanding Last Divid. \$12,251,100 May 15,34 % 0) Q-J 7,135,500 Apr 15, 1½

Stock.—Additional preferred stock can only be issued when net earnings are equal to 9% on preferred stock out and the amount preposed to be issued. Preferred stock is listed on Montreal Stock Exchange.

Dividends.—6% per annum is being paid on the preferred stock. First div. on com., 4%, paid May 15 1913; Aug. 1913, 4%; Nov., 4%. In 1914, 3%; in 1915, Feb., 4%; May, 4%.

REPORT.—For calen Gross Earnings— Interurban City lines Gas. Electric light and powers Steem heating.——)	1914. \$3,072,708 2,092,222 520,147	Report for 1913. \$3,055,520 2,129,804 466,450 1,977,349 247,530 71,445	1913 fo V. 9 1912. \$2,964,955 2,030,994 428,977 1,689,477 219,170 82,074	98, p. 1456. (911. \$2,864,793 1,950,880 383,324 1,473,938 197,737 31,548
Total gross earnings. Operating expenses. General & overhead exp. Taxes.	\$8,491,552 \$4,989,276	\$7,948,098 \$4,613,336	\$7,415,647 \$4,021,994 81,205 250,015	\$6,902,220 \$3,867,869 \$3,700 181,071
Total oper. expenses	84,089,276	\$4,613,336	\$4,353.214	\$4,133,604
Net earnings. Interest, &c. Dividends on preferred. Dividends on com. (3%)	\$3,502,276 \$2,371,346 428,130 367,390	\$3,334,762 \$2,072,539 406,372 524,805	\$3,062,433 \$1,975,069 344,547	32,768,580 \$1,885,921 318,276
Suenlos	\$3,166,866	\$2,703,716	\$2,320,516	\$2,203,497

Surpus \$335.410 \$631.046 \$741.017 \$555.083 During 1913 \$1,343.489 was expended for maint., renewals & betterm ts. against \$468.670 in 1912.

against \$468.670 in 1912.

ROAD.—The interurban lines comprise 489.54 miles of track; city lines comprise 169.60 miles of track; total of all lines, 659.14 miles. In 1912 entered into a contract with Wabash RR, for a physical connection and general interchange at Decatur. Has working agreement with all steam roads in its territory that can be of service, except the Pennsylvania and N. Y. Central lines. Interurban lines have 150 passenger, 128 express and 750 freight cars; city lines have 210 motor cars and 140 others; 4 central power stations and 40 sub-stations.

OFFICERS.—Pres., W. B., McKinley, Champaign; V.-P. and Gen. Mgr., H. E. Chubbuck, Peoria; V.-P. and Treas., Geo. M. Mattis, Champaign. Sec., T. B. Macaulay, Montreal.—V. 94, p. 911, 982; V. 95, p. 172, 1542; V. 96, p. 62, 652, 1222, 1365, 1423; V. 97, p. 521, 1426; V. 98, p. 839, 139, 1466, 1528; V. 100, p. 1164.

### LOCAL STREET RAILWAYS.

LOCAL STREET RAILWAYS.

(1) Bloomington & Normal Railway & Light Co.
ORGANIZATION.—Incorporated in Illinois on Feb. 23 1906 as a consolidation of the Bloomington & Normal Ry., Electric & Heating Co. and the Consumers Light & Heating Co. of Bloomington. Does all local street railway and commercial electric light and power business in Bloomington and Normal and operates hot-water and steam-heating system in Bloomington. Principal railway franchise in Bloomington expires in 1929. In this franchise city reserves right to purchase plant at an appraised value plus 10% of same. Railway franchises in Normal that are not perpetual expire in 1922. Principal lighting franchises are perpetual.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Com stock, \$1,200,000 (\$1,000).————\$1,200,000
Pref. stock, \$450,000, 6%.————\$1,200,000
Ist and gon mige, \$3,500,000 1911 5 J-J 968,000 Jan 1 1928 gold (\$1,000).——c\*artf lilinois Trust & Sav. Bk., Chicago, Trustee, B & N R E & H 1st mige, 1902 5 g, J-D 600,000 Jnne 1 1925 \$500,000 (\$1,000) g, sf. c\*ff lint, at Ill. Trust & Sav. Bk., Chicago, Trustee, Bonds.—Of the \$3,500,000 1 st and gen. mige. bonds, \$600,000 are reserved for prior liens and \$1,932,000 for extensions and impts, under care, ful restrictions. Are guar, prin, and int, and s. f. by Ill. Trac. Co. Int. in N. Y. or Chicago. Callable as a whole or in part for s. f. at 102% and int. on any int. date. Sink, fd. 1% of bonds out annually, 1912 to 1912; 2% 1920 to 1928. Of the bonds outstanding, \$29,000 are in sink, fund, 1920 to 1928. Of the bonds outstanding, \$29,000 are subject to call at 110 and int. Sink, fd. 1, \$10,000 annually, began June 1908; \$81,000 are in sink, fund and included in amount outstanding.

ROAD.—Operates 20 miles of track in, around and between Bloomington and Normal. Rails 70 and 72-lb. Has 33 pass, and 6 misc, cars.—V. 93, p. 665.

Bonds.—First M. (temp.) bonds are subject to call at par on any interest day. No sinking fund. They are guar., p. &i., by Illinois Traction Co.

(3) Danville Champaign & Decatur Ry. & Light Co.

ORGANIZATION.—Incorp. in Maine May 14 1013. Is a holding company and controls substantially all the electric, gas, street railway and public-heating systems in Danville, Decatur, Champaign and Urbana. Franchises covering gas, electric and heating, with few exceptions, extend many years beyond 1938. Street railway franchises expire at various dates before 1938, the laws of Ill. not permitting long-time street ry. franchises.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity, Stock. \$3,700.000 (\$100).

Stock. \$3,700.000 (\$100).

Stock. \$3,700.000 (\$100).

Gons & rof coll tr \$15,000.000! 1913 5 g M-S 2,407.000 Mar 1 1938 g c\*&r\*, red at 104 and int. (Int. at Boston Safe Deposit & Trust Co. guae prin and interest.—If Trustee. H. D. Heathfield also Trust ce. Bonds.—Secured by all the stocks and bonds of constituent companies namely \$875,000 Dec. Ry. & Lt. Co. Consol. & Ref. 5s; \$541,000 Urbans & Champ. Consol. & Ref. debs.; \$871,000 Danville St. Ry. & Lt. Co. Consol. & Ref. 5s and \$5,000 Urb. Lt. Ill. & Fow. Cons. & Ref. 5s. There are \$2,568.000 underlying bonds (maturing from 1914 to 1933) for payment of which a like amount of cons. & ref. bonds is reserved. Remainling \$10,025,000 may be issued for additions and impts. to constituent cos. under certain restrictions. They are guar. p. & i. by Ill. Trac. Co., as are also sub. Co. bonds deposited under this mtge. All future issues of stocks and bonds by constit. cos. must be pledged under above coll. trust issue. V. 96, p. 1422. Coupon bonds in denom. of \$1,000; regis. bonds \$1,000. \$5,000, \$10,000 or multiples of \$1,000.

Sinking fund will retire before maturity about 40% of total bonded debt. Incl. underlying bonds.

EARNINGS.—Of constituent cos, for cal, year 1913, gross, \$1,745,480, net., after taxes, \$789,314; bond int., \$248,750; balance, \$540,564.—V. 96, p. 1422, 1488; V. 98, p. 1155.

p. 1422, 1488; V. 98, p. 1100.

(a) Danville Street Railway & Light.
Controlled by Danville Champaign & Decatur Ry, & Light Co.
ORGANIZATION.—Incorporated in Dec. 1890 as a consolidation of all the street railway, electric light, gas and steam-heating interests.

STOCK AND BONDS—Date, Interest, Outstanding, Maturity.
Stock, \$1,500,000 (\$100) Date, Interest, Outstanding, Maturity.
Stock, \$1,500,000 (\$100) 1900 5g J.J. 664,000 Jan 1 16-25 gold (\$1,00) ...c.\* tf/Interest at N. W. Harris & Co.
Consol and ref debs, \$7,500, 1913 5 M-8 912,000 Mar 1 1938 000 ..... tf/Central Trust Co. of Ill., Trustee.

Bonds.—Ref. bonds are due \$8,000 annually Jan. I 1910 to 1924 inclusive and remainder on Jan. I 1925; \$36,000 have been retired. Sinking fund of \$6,000 per year began Jan. I 1910, bonds being drawn (at par and accrued int.) in numerical order, beginning with No. 1. Mortgage trustee is the Illinois Trust & Savings Bank, Chicago. V. 70, p. 125. Of the consol. & ref. debs. of 1913, \$912,000 are deposited under D. C. & D. Ry. & Lt. M. \$670,000 are reserved to replace underlying bonds and \$5,918,000 for cost of new property.

COMPANY'S PROPERTY.—The company owns the following: 1. Gas works operated under special charter and a perpetual franchise. 2. An electric-light plant is operated under a 99-year franchise; also has dynamos for furnishing power to street railway. 3. The entire street railway system of the city, 16.37 miles of track, nearly all laid in brick pavement, running to three parks, the fair grounds, cemetery and railway depots and National Soldiers Home. Equipped with 50,60 and 70-lb. Johnson Trails with 25 motor cars General Electric) and 12 others. Furnished electric current at Westville, Georgetown, Ridgefarm, Indianola, Sidell and Chrisman.

OFFICERS.—Same as those for Danville Urbana & Champaign Railway Co.—V. 76, p. 1142, 1300.

(b) Decatur Railway & Light Co.

Bonds and \$5,331,000 for new construction.

ROAD—Operates about 15 milles standard-gauge road in Decatur and suburbs; 60 and 72-lb, T rails. 23 motor cars and 16 others.—V, 91, p. 38; V. 92, p. 322.

(c) Urbana & Champaign Railway, Gas & Electric Co. Controlled by Danville Champaign & Decatur Ry, & Light Co. Standard Champaign & Decatur Ry, & Light Co. Controlled by Danville Champaign & Decatur Ry, & Light Co. Controlled by Danville Champaign & Decatur Ry, & Light Co. Controlled by Danville Champaign & Decatur Ry, & Light Co. Controlled by Danville Champaign & Decatur Ry, & Light Co. Controlled by Danville Champaign & Urbana & Champaign & Champaign & Urbana & Champaign & Cham

\$125,000 in 1924, \$130,000 in 1925, and the remaining \$750,000 in 1926. They are subject to call on any interest date at 105 and interest. See V. S3. p. 38, 436: V. 89, p. 42; V. 90, p. 560.

Earnings.—For year end. Dec. 31 1914, gross, \$781,614; net. after taxes, \$201,247.

Earnings.—For year olds Dec. 54 miles of standard-gauge track, 98 motor \$291,347.

ROAD.—Owns and operates 54 miles of standard-gauge track, 98 motor cars, 40 other cars. Also owns valuable property near the centre of city and considerable other real estate, including several amusement parks, estimated to be worth \$500,000.—V. 90, p. 560; V. 92, p. 1500; V. 93, p. 1535; V. 100, p. 643, 902, 1079.

to be worth \$500,000.—V. 90, p. 560; V. 92, p. 1500; V. 93, p. 1535; V. 100, p. 643, 902, 1079.

(6) Topeka Railway Co.

ORGANIZATION.—Incorp. under general railway laws of Kansas In 1892; in 1903 absorbed the Vinewood Park Ry., and made a new outge, for \$1,250,000. On June 4 1903 obtained a new 30-year franchise, running from that date, with the provision that \$400,000 be expended within 3 years on the system. Also has secured franchises in perpetitity on county roads now occupied, with privilege of hauling freight. City agrees never to reduce rates to where company will carn less than 10% on stock. The city is to receive 10%, of earnings remaining after 10% has been earned. Upon expiration of franchise city has the right to acquire the property, but not before. V. 76, p. 866, 1302.

Kansas Ry. & Light Co. (holding company) has \$1,436,000 temporary bonds out, due 1935. V. 92, p. 1243.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$1,250,000 (\$100) — \$1,250,000 f.p. First mags, \$1,250,000, gold 1904. 5 g.J.-J. 1,450,000 Jan 1 1930 (\$1,000) — c\*tf lint. at Cent. & Comm. Tr. & S.B., Chic., Trus. Bonds.—Remaining bonds are reserved for 80% of cost of new powerhouse and for betterments and additions. Fifteen bonds per annum, beginning with No. 1, can be called at 105 and interest until Jan. 1 1915, when entire issue is subject to call at that price. \$105,000 have been retired. A staking fund began Jan. 1 1910, which is sufficient to retire \$15,000 per annum at 105 and interest.

ROAD.—Owns 33 m. of trolley; 70, 75 and 80-lb. rail. Operates 30 cars. OFFICERS.—Pres., W. B. McKiniey, Champaign, Ill.: V.-P., Chas. Zilly, Champaign, Sec., E. A. MacNutt, Montreal; Treas., G. M. Mattis.—V. 81, p. 728; V. 82, p. 101; V. 90, p. 915, 978

INTERURBAN ROADS.

miles sidings) extending from Bloomington through Decatur to Champaisn and Urbana. 60 and 70-lb. rails. Standard gauge. 187 cars and 2 locomotives.

(3) Danville Urbana & Champaign Ry.

ORGANIZATION.—Incorporated in Illinois under the railroad law on July 28 1902. Owns the Danville Paxton & Northern Ry. Mostly private right of way.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Stock \$250,000.

First mortgage \$2,000,000 | 1903 5 g M-S | 2,000,000 Mch. 1 1923 gold \$1,000 guaranteed interest at Agency of Bank of Moureal, NY. C\* tf ... Northern Trust Co., Chicago, Trustee.

Second mortgage \$500,000 | 1905 6 g J-J | 242,000 See text. gold \$1,000 seriak. c.\* tf Int. at Agency Merchants Bk. of Can., N. Y. General mortgage bonds. tf 1910 | 8% | 700,000 Nov. 1930 Bonds.—The first 5s have no sink. fd., but are subj. to cail on any int. date inpon 90 days' notice at 105 & int. The bonds are guar., p. & 1., by end. by Danv. St. Ry. & Lt. Co., and Urbana & Champaign Ry., Gas & Elec. Co. V. SI, p. 264. The 2d 8s mature \$50,000 on Jan. 1 1908 and \$50,000 each Jan. 1 thereafter. The \$50,000 due on Jan. 1 1908 and \$50,000 due Jan. 1 1909, as well as \$42,000 of the \$50,000 due Jan. 1 1911, were extended, \$258,000 have been retired. They are subject to call at par on 30 days notice. Are guar., p. & 1., by Ill. Trae. Co. Trustees are Montreal Tr. & Dep. Co., and Thos. Fysile.

ROAD.—Operates 70.1 miles of track over private right of way. connecting the cities of Danville, Urbana and Champaign, with branches from Danville to Georgetown and Ridge Farm; Danville to Callin and Ogden to Homer. 70-lb. rails. Has 23 motor cars, 10 electric locomotives and 164 miscellaneous cars.

OFFICERS.—Pres., W. B. McKinley; Sec., E. A. MacNutt; Treas. Geo. M. Mattis.—V. SI., p. 264; V. 83, p. 435; V. 84, p. 338; V. 88, p. 563.

(9) Illinois Central Traction Co.—A trolley road.

ORGANIZATION.—Incorporated in Illinois in 1903 under general railroad laws. Mostly private right of way.

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

(10) St. Louis Springfield & Peoria RR.
ORGANIZATION.—Incorporated in Illinois Dec. 1 1909 as a consolidation of the St. Louis & Springfield Ry., the St. Louis & Stannton Ry., the Tri-City Trac. Co. and the St. Louis & Northeastern Ry. Operates on private right of way except through cities and towns (about 17 miles), where franchises extend to or beyond 1953. In 1911 acquired the Springfield Refs Ry.

private right of way except actions retained on the Springfield Belt Ry.
In 1912 acquired the Peoria Lincoin & Springf. Ry. Co., the Peoria Bloem. & Champaign Trac. Co., the Terminal Pow. Co. and the Springfield & Northeastern Traction Co. (acquired Nov. 11913).

Has long-time contracts for use of bridge and terminals of St. Louis Electric Bridge Co. and St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Ry., enabling it to operate directly into St. Louis Electric Terminal Pow. Co. 11939 (1900,000,000).

[1906 5 g. J. D. 4653,000,000 and 1939 (1908) 2.00 and 1939 (1908) 2.00 and 1939 and 1939

Bonds.—Of the \$10,347,000 lst & ref. bonds reserved for various purposes, \$145,000 are reserved for Springfield & Northeastern Traction Co. bonds, \$715,000 to redere prior liens, \$2,250,000 to redeem a like amount of general mortsage bonds and \$7,237,000 for 80% of cash cost of additions and extensions. The \$7,237,000 and the \$2,250,000 for redemption of gen. mtge, bonds (total \$9,487,000), excepting \$500,000 (issuable at any time for \$0.70 of cost of add its & impts.) can be issued only when, for the preceding 12 months, gross earnings have equaled five times and net earnings 1½ times the interest charge on all bonds outstanding and those proposed to be issued, Redeemable at 105 on any int. date. Bonds are unconditionally guar., p. & 1, by Illinois Trac. Co. V. 90, p. 304; V. 95, p. 177. Are listed on Any int. date on 60 days notice at 107½ & int. Are guar., p. & 1, by Ill. Trac. Co.; \$105,000 of bonds held in s. f.

Peoria Bloom. & Cham. Tr. 1st M. bonds are guar., p. & 1, by Ill. Trac. Co. They are subject to call on any interest date at 105 on 30 days notice. ROAD.—Extends from Venice, opposite St. Louis, to Peoria and Bloomington, with branches from Staunton to Hillsboro. Trackage, 210.49 miles; main tracks, 10.10 miles bels line, 0.29 miles second tracks, 23.06 miles of sidnings and turnouts and 7.59 miles of industrial tracks; total, 251.53 miles, Standard guage. Owns 411 cars and 4 locomotives and leases 52 cars.—V. 94, p. 1120; V. 95, p. 177, 237; V. 98, p. 691.

OTHER PROPERTIES AND ROADS UNDER CONSTRUCTION.

OTHER PROPERTIES AND ROADS UNDER CONSTRUCTION.

(11) Danville & Eastern Illinois Ry. Stock, \$125,000. Temporary bonds to the amount of \$50,000 (5%) are testanding, due 1927.

outstanding, due 1927.

(12) Danville & Southeastern Ry, Co.
ORGANIZATION.—Incorporated in Illinois on Jan. 14 1909.
STOCK AND BONDS— Date Interest. Outstanding. Maturity
Stock——Stock—

Creek coal district. 70-b. ralls.

OFFICERS.—Same as those for Illinois Central Traction Co.

(13) Des Moines & Central Iowa Electric Co.—A holding company.

ORGANIZATION.—Controls the Iowa subsidiary properties of the Illinois Traction Co., which include the electric-light and power companies, serving Des Moines, Oskaloosa, Colfax, New Valley Junction, New Sharon, Prairie City and Montezuma and the street railways in Oskaloosa. Controls the Des Moines Electric Co. and the Oskaloosa Traction & Light Co. The bonds of this co. are secured by piedge of \$226,000 gen. matge. 6% bonds of the Des Moines Elect. Co. (total out) and all the common and pref. tock of the same co. Also \$17,000 gen. matge. bonds and all the stock of he Oskaloosa Traction & Light Co.

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

Stock, \$1,000,000 (\$100) ——All owned or controlled by Ill. Trac, Co.—All owned or controlled by Ill. Trac, Co.—Stock of the Unit of St. 1000,000 (\$100) ——All owned or controlled by Ill. Trac, Co.—elbert St. M. \$1,180,000 Sept 11937 (\$3500 & \$1,000) red at 105 Interest at First National Bank, New York, & hit guar p & 1 and s f by or the Central Trust Co. of Illinois, Trustee.

Des Moines Elec Ist M. \$5. 1008 5 M-N. 1,969,000 Nov 11938 (\$1,000) gold sink fund. el Int. at U.S. Mage. & Trust Co., Noston. Osk T. & Li Co but \$3300,000 | 1003 5 g J-J. 239,000 Jan 1 1923 (\$1,000) gold sink fund. el Int. at U.S. Mage. & Trust Co., Nov. 1, 194 at 105. Sinking fund of 114% of bonds ont begins Sept. 1914 at 105. Sinking fund of 114% of bonds ont begins Sept. 1914 at 105. Sinking fund of 114% of bonds nove sinking fund of \$5,000 to be delivered to trustee annually. V. 98, p. 839, 1536.

(14) Madison County Light & Power Co.

Is a consolidation in 1906 of the Edwardsville Light & Power Co. and the Granite City-Venice Electric Co. Supplies light and power to Edwardsville, Granite City-Venice Electric Co. Supplies light and power to Edwardsville, Granite City-Venice Electric Co. Supplies light and power to Edwardsville, G

four weeks notice on any int. day at 105. No sinking fund.

(15) St. Louis Electric Bridge Co.
ORGANIZATION.—Incorporated in Jan. 1007. Owns a bridge from Sallsbury Street, St. Louis, to Venice, Ill. In April 1909 company increased capital stock from \$2,500 to \$1,000,000. V. SS, p. 946. Stock all owned by Illinois Traction. For franchise provisions, see V. S5, p. 100. Construction was started in Oct. 1907 and bridge was formally opened on Nov. 10 1910. V. S5, p. 100: V. SS, p. 946; V. 91, p. 1328.

First mage, gold (5%), auth., \$3,500,000 (\$1,000)tf; outstanding, \$2,592.000; date 1913. E. Bentley Hamilton. Peoria, trustee. This mage, replaces the old (temporary) mage, of 1909. V. 9S, p. 74.

(16) Topeka Edison Co.
ORGANIZATION.—On Mar. 1 1910 Illinois Trac. Co. purchased property. Operates electric-light and steam-heat plant in Topeka, Kan. Bonds auth., \$1,250,000; out., \$305,000; dated 1905, due-Spet. 1 1930; int. (5%) tf.
J.-J. at Cons. & Comm. Tr. & Sav. Bank, Chicago, trustee. Sinking fund \$15,000 per annum, payable Dec. 15. \$75,000 have been retired.

WESTERN RAILWAYS & LIGHT CO.

Dividends have been paid on pref. since organization.

REPORT — Of controlled companies for calendar years. Report for 1913 in V. 98, p. 1457.

Earnings — 1914. 1913. 1912. 1911. Interurban . \$553,928 \$548,746 \$430,679 \$373,920 \$120,000 \$100,000 1913. \$548,746 942,432 350,462 659,364 40,680 1912. \$430,679 919,569 354,703 528,942 33,367 1911. \$373,920 925,105 340,659 362,052 27,619 Gas. Electric light and power. Steam heat, water, &c... \$2.541,684 \$956,148 31,316 \$2,267,260 \$873,001 \$2,020,355 \$773,913 Total net income \$1,006.648 Interest on bonds, &c. \$722.314 Preferred dividends 190.140 \$987.464 \$620,561 190,140 \$873,001 \$536,399 160,035

other cars. On Dec. 31 1911 companies were supplying 798 arc and 119,367 incandescent lights. 9,725 gas meters were in use. 8 power houses, with 33 generators, total capacity 12,340 k. w.

OFFICERS.—Pres., W. B. McKinley, Champaign; V.-Pres., Geo. F. Duncan, Portland, Me.; V.-P. and Gen. Mgr., H. E. Chubbuck, Peorla, Ill.; Sec., E. A. MacNutt, Monercal; Treas., W. H. Carnahan, Champaign. —V. 87, p. 814; V. 90, p. 238; V. 94, p. 280; V. 95, p. 233; V. 96, p. 1223; V. 97, p. 730, 1428, 1505, 1605; V. 98, p. 1894, 1467.

(1) Atchison Railway, Light & Power Co.

ORGANIZATION.—Successor in 1895 of the Atchison Ry. Elec. L. & P. Co. Controls electric railway, lighting and gas properties of Atchison. In April 1912, the rates for lighting having been satisfactorily adjusted between the city and the company, the proposed bond election for the erection of a municipal plant was rescinded. V. 94, p. 982.

STOCK AND BONDS— Date. Interest, Outstanding, Maturity. Stock, \$1,500,000 (\$100).—— H 1910 5% 750,000 Nov 1935 ROAD.—Operates 9.84 miles of track. 23 cars. Supplies city with 104 arc lights and 135 incandescent lamps; also 14 arcs for commercial lighting; 2.557 natural gas meters in use.—V. 91, p. 1024, 1094, 1628; V. 94, p. 982.

Cairo Railway & Light Co .- A trolley road,

ORGANIZATION.—Incorporated on Oct. 5 1908 in Maine to take over the properties of the Cairo Elec. & Trac. Co. and the Cairo City Gas Co. Y. 83, p. 293, 374. The Cairo Elec. & Trac. was a consolidation of the Egypt Electric Co. and the Cairo Elec. Light & Power Co.

(3) Cairo & St. Louis Ry.
ORGANIZATION.—Incorporated in Illinois Oct. 1908 to construct a line from Cairo to East St. Louis. Has a 50-year franchise in Cairo, Mound City and Mounds.

City and Mounds.

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

Stock, 3300,000.

First mtge, \$250,000.g.c&rtf | 1908. 5 g.M.N. 250,000 Nov 1 1938.

Bonds.—Coupon bonds are in \$1,000 pieces and registered in any desired amount. Int. at Fortland (Me.) Tr. Co. No s. f. and not subject to call.

ROAD.—11.37 miles of track completed and in operation; 8 cars.—V.

SS. p. 293.

ROAD.—11.37 miles of track completed and in operation; 8 cars.—V. 88, p. 293.

(4) Galesburg Railway, Lightling & Power Co.

ORGANIZATION.—Incorp. in Ill. Sept. 101913 and took over the Galesburg Ry. & Lt. Co., the Galesburg Gas & Elec. Lt. Co., the Knoxville Elec. Lt. & Pow. Co.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. 8tock, \$3,500,000 (\$100).

1st & ref mixe, \$3,500,000 (\$100).

1st & ref mixe, \$3,500,000 (\$103).

2st & ref mixe, \$3,500,000 (\$103).

3st & ref mixe, \$1,500,000 (\$100).

3st & ref mixe, \$1,500,000 (\$100).

3st & ref mixe, \$1,500,00

(3) Northern Illinois Light & Traction Co.—A trolley road.

ORGANIZATION.—Incorporated in Illinois and was successor in July 1903 to the Ottawa Ry., Light & Power Co., sold under foreclosure. Franchise perpetual for lighting and until March 1924 for rallway. Has contract for city lighting. Western Rys. & Light Co. owns all the stock.

In Sept. 1913 Increased cap. stock from \$250,000 to \$750,000. V. 97, p. 729.

In Sept. 1913 increased cap. stock from \$250,000 to \$750,000. V. 97, p. 729.

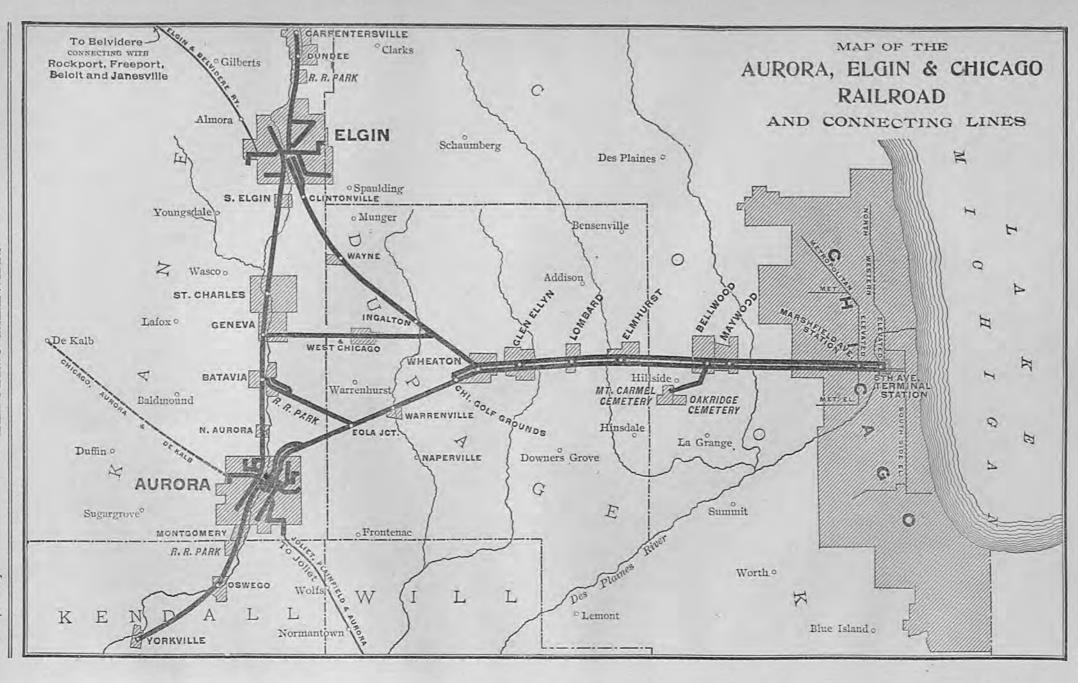
STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$750,000 (\$1500).

First mage, \$1,200,000, gold [1903 5 g J-J 608,000 July 1 1923 (\$550 and \$1,000)...e. tf [Int. at American Tr. Co., Boston, Trustee, All but \$265,000 of these bonds are guar.. p. & i., by endorsement, by Western Rys. & Light Co.

Bonds.—No sinking fund and bonds cannot be called. Remaining bonds are for additions, extensions and new properties.

ROAD AND PLANT.—Operates 6.5 miles of line, covering the principal. streets of Ottawa, and also runs out of the city to Ellis Park, a pleasure resort on the Illnois River. Also has extensions from Ottawa to Chautau-qua Park. Equipment, 3 motor and 3 other cars. Has both steam and water-power plants for generating power, which can be operated independently if necessary. Is supplying 167 enclosed are lights under city contract and 107 for commercial lighting.

EARNINGS.—Included in Western Rys. & Light figures.—V. 97, p.729.



(9) Central Lighting Co.

ORGANIZATION, &C.—Stock auth. and out, \$250,000 (\$100); all owned by Western Rys. & Light Co. Coll. trust bonds auth. and out, \$250,000 gold (\$1,000) ntf. Date 1902, due July 1 1922. Int. (5 g J.-J.) payable at Portland Trust Co., Portland, Me., trustee,

ROAD.—Operates 1245 miles of track from Gatesours to Abingdon. Standard gauge. 60-4b. T rail.—V. 96, p. 1425; V. 98, p. 74, 156.

### CHARLESTON, S. C.

CHARLESTON CONSOLIDATED RAILWAY & LIGHTING CO.

CHARLESTON-ISLE OF PALMS TRACTION CO.
ORGANIZATION.—Incorp. in S. C. Jan. 9 1913 with auth. capital of \$1,000,000, to build railroads, steam or electric, street railways, &c., operate steamboats, and to take over what was formerly the Seashore division of the Charleston Consol. Ry., Gas & El. Co. Also does electric-lighting business.

ROAD, &c.—Owns 10 miles from Mt, Pleasant (connecting by ferry with Charleston) to Sullivan's Island and itse of Palms, a pleasure resort on the Atlantic Coast, incl. tand at Isle of Palms, ferry, power house on Sullivan's Island and sub-station at Mount Pleasant, &c. Owns and operates 19 pass, and 3 freight cars and 2 ferry boats.

OFFICERS.—Pres., James Sottile: Chief Eng., W. W. Fuller; Charleston.—V. 96, p. 201, 862.

### CHARLOTTE, N. C.

CHARLOTTE, N. C.

PIEDMONT & NORTHERN RY.

ORGANIZATION.—Incorp. on Feb. 24 1911 in South Carolina, and on or about July 1 1914 took over the properties of the Piedmont Traction Co, and the Greenville Spartanburg & Anderson Ry. Co. The system will ultimately extend from Durham, N. C., to Greenwood, S. C. 320 miles. In May 1914, before the consolidation actually took place, the road was operated in two sections (1) 2345 miles extending from Charlotte to Gastonia, which division was known as the Piedmont Trac. Co., and (2) 93.5 miles extending from Spartanburg to Greenwood, S. C., with a 10.5-mile branch from Belton to Anderson, which was known as the Greenville Spartanburg & Anderson Ry. The section from Charlotte to Gastonia was opened from Belton to Anderson, which was known as the Greenville was completed and opened for traffic a month later, and the extension from Greenville opened for traffic a month later, and the extension from Greenville spartanburg was opened up March 23 1914. Power is obtained from the Southern Power Co., which is controlled by the same interests.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Com stk \$15,000,000 (\$100).

First mortgage \$55,000,000 (\$100).

First mortgage \$55,000,000 (\$101).

St. Oct And Bonds—C\* ntf Int. at Farmers' Loan & Tr. Co., N. Y., trus. Bonds.—Of the \$50,000,000 (\$114.5 g.J.J. See text. July 1 1954 (\$1,000 & \$100) not inter. Int. at Farmers' Loan & Tr. Co., N. Y., trus. Bonds.—Of the \$50,000,000 authorized, \$10,000,000 are issued and pledged as security for the \$8,500,000 notes. Red. at option of co., in whole or part, any int. date after July 1 1914 at 105 and int. Of the notes, it is reported that a majority of them have been taken privately by the subscribers to the road. The remainder will be held in the treasury until disposed of in a like manner.

ROAD.—Owns and operates 23½ miles from Charlotte to Gastonia, 93.5 miles Spartanburg to Greenwood, S. C. (320 miles), are contemined from Durham, N. C., to Greenwood, S. C. (320 miles), are contemined

plated, and, while no definite plans have been announced, it is reported that the completion of these lines is "manifestly inevitable." Equipment as of May 1914 consists of 23 motor-driven trolley cars, speed capacity 60 miles per hour; 10 new all-steel pass, cars and 2 steel parior cars are in process of delivery; 12 freight-carrying elec. locomotives; S box-type locomotives and a freight-car equipment of all-steel standard type cars, 6 new ocomotives have been recently put in use, weighing 63½ tons each.

OFFICERS.—Pres., J. B. Duke. N. Y.; V.-P., W. S. Lee; Treas. and Gen. Mgr., E. Thomason; Sec., W. A. Cocke; Aud., T. L. Black, all of Charlotte.—V. 99, p. 199, 748.

CHARLOTTE ELECTRIC RAILWAY CO.—A trolley road.

In 1913 was consolidated with the Southern Public Utilities Co., a company controlled by or allied with the Southern Power Co.

ORGANIZATION.—On Jan. 1 1911 the Southern Power Co. took possession of the Charlotte Elec. Ry., Lt. & Pow. Co. V. 91, p. 1511. The latter company changed its name to the above title and the gas business was transferred to the Charlotte Gas & Elec. Co. and the electric light and power business to the Charlotte Power Co. The bonds in the table below were issued by the Charlotte Elec. Ry., Lt. & Pow. Co., and therefore cover the railway, electric and gas properties. The Charlotte Elec. Ry., Lt. & Pow. Co. was a consolidation in Jan. 1896 of all the electric lighting and street railway interests of Charlotte. Afterward merged the Charlotte Gas Light Co. Street railway, gas, electric lighting and power franchises are unlimited as to time.

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

as to time.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity, Stock (par \$50).

Char Elec Ry, L & P Ist M 1899 5 g J-J 355,000 July 1 1929 \$500,000 g(\$1,000), sfc\*ntf [Int. at Merc, Tr. & Dep. Co., Balt., Trustee, Char Elec Ry, L & P raf & est 1906 5 A-O 486,000 April 1 1936 M \$2,000,000 g(\$1,000)\*tf Int. at Merc, Tr. & Dep. Co., Balt., Trustee,

M 32,000,000 g(\$1,000)c\*tf Int. at Merc. Tr. & Dep. Co., Balt., Tenstee, Bonds.—On the 1st M, bonds a sink, fund is provided, operative July 1 1900, of 1% of bonds out, to be invested in bonds drawn by lot at 107½ and int., if not obtainable at lower figure in open market; \$45,000 have been canceled. Of the ref. and ext. mtgs. bonds, \$380,000 are to retire prior liens, \$1,115,000 for additions and impts. under carefully guarded restrictions. Sink fund operative April 1907 of 1% of bonds issued, for purchase of bonds at 197½ and int., if obtainable; otherwise, such investments as trustee deems proper. V. 88, p. 1262. \$19,000 have been retired.

ROAD.—Operates 19.31 miles of track and 46 cars.

INDEX.—V. 83, p. 890; V. 88, p. 252; V. 91, p. 1511.

### CHICAGO, ILL.

CHICAGO, ILL.

AURORA ELGIN & CHICAGO RR,—Third rail electric (see Map on page 25)

AURORA ELGIN & CHICAGO RR,—Third rail electric (see Map on page 25)

ORGANIZATION.—Is a consolidation in April 1908 of the Aurora Elgin & Chicago Railway, the Elgin Aurora & Southern Traction Co. and the Cook County & Southern RR. V. 82, p. 270, 691, 1155. Chartered in Illinois under law applying to steam railroads. Pres: L. J. Wolf, in a letter dated May 20 1900 (V. 88, p. 1618), stated that system is "in the main on private right of way or protected by 50-year franchises or grants without limit. Does freight and express as well as passoner business. V. 85, p. 100 (1908). The property of the protect of the Market Protect Protect of the Market Protect Protect of the Market Protect Prot

\$30,443,900 \$1,074.000

Total
\* Entire issue.
a Under provisions of the trust mortgage these respective issues of bonds each as an entirety may be converted into capital stock of the respective companies to an equal amount.

Dietlends.—On pref. part, ctfs. \$2,25 per sh. has been paid semi-an, since June 1910 to and inci. July 1914. In Jan. 1915 rate was reduced and \$1 25 was paid. On com. part. ctfs. \$1 per sh. was paid semi-ann. from June 1910 to and inci. July 1912. None paid since.

REPORT.—For calendar years; V. 100, p. 473.

Cal.

Income
Bond
Gen. Tax. Dies, on Surp, Yr. Dies. Int. Gross. Interest. Exp. ex. Part Shs. Inc.
\$\$1914.1.964.771 87.255 2.052.026 1.100.000 45.081 16.032 875.000 15.012 1913.2.228.050 73.776 2.301.826 1.099.488 46.739 12.419 1.125.000 18.180
Committee.—Chabrman. Harrison B. Riley S. M. Felton. James B. For-

Gommittee, — Chairman, Harrison B. Riley, S. M. Felton, James B. Forgan, John J. Mitchell, Samuel Insull, John A. Spoor, B. E. Sunny, E. K. Bolsot and L. A. Busby.
 OFFICERS.—Sec. & Treas., W. W. Crawford.—V. 93, p. 345; V. 94, p. 349, 1118, 1683, 1744; V. 96, p. 419, 1555; 1772; V. 98, p. 452, 610; V. 99, p. 1213, 1831, 1908; V. 100, p. 473.

OFFICERS.—Sec. & Treas., W. W. Crawford.—V. 93, p. 345; V. 94, p. 349, 1118, 1083, 1744; V. 96, p. 419, 1555; 1772; V. 98, p. 452, 610; V. 99, p. 1213, 1831, 1908; V. 100, p. 473.

(1) Chicago City Railway.—An electric road.

Unified Operation of Surface Lines.—See Chicago Railways statement for details of unification ordinance under which the lines of this company are operated jointly with those of the Chicago Railways Co. as a single system under the control of a joint Board of Operation.

ORGANIZATION.—Incorporated in Feb. 1859, and has extensive surface road privileges in the south division of Chicago. In June 1908 entered into a contract with the Commonwealth-Edison Co., by which the Chicago City Ry, agrees to buy all of its electric power from that company until June 1918. The railway has abandoned its producing plants but retains its distributing plants. V. 87, p. 1010.

New Ordinances and Franchises.—On Feb. 4 1907 the City Council passed ordinances providing for a settlement of the franchise question. These ordinances were approved at the city election on April 2 1907 and formally accepted by the company's board of directors on April 15 1907. Sait to set aside franchise was dismissed in April 1912. V. 94, p. 1118. An extended outline of these ordinances, one to the Chicago City Railway Co., and covering the lines operated by that company, and the other to the Chicago Rys. Co., and covering the lines of the former Chicago Union Traction Co. (now the Chicago Railways Co.), was given in V. 84, p. 1123. The value of the tangible and intangible property of the Chicago City Ry, at date of the ordinances was fixed at \$21,000,000. The city or any company authorized by it is given the right on Feb. 1 or Aug. I of any year, on six months notice, to purchase the entire property of the two systems, or either of them, at their value at date of ordinance, plus "the cost of rehabilitation and extensions, including fair allowances for construction, profit and brokerage". But if the properties are acquired for operatio

In the interest of the Hammond Whiting & East Chicago Ry,

Wages,—See under Chicago Rallways.

STOCK AND BONDS— Date. Interest. Outstanding LastDiv., &c.

Stock, \$19,000,000 (\$100) — Text Q-M30 \$18,000,000 Mar'15, 2%,

1st mtge (\$1,000) g. c\*x\* tff 1907 5 g F-A 31,200,000 Feb 1 1927

First Trust & Sav. Bk., Chicago, Trustoe.

Bonds.—There is no limit to the amount of bonds that may be issued
under the above mortgage. Under the Chicago city ordinance, in case of
purchase by the city or its licensee, and only in such case, the bonds may be
called as a whole, for payment at par and int., on any int. date before macurity. V. \$4, p. 1488, 1550. Bonds are listed on Chicago Stock Exchange

(V. 98, p. 386).

(V. 98, p. 386).

DIVIDENDS.—In 1893, 24%; 1894-1900, 12%; in 1901, 10½%; in 1902-00, 9%; in 1910, 16%; in 1911, 11½%; in 1912, 11½; in 1913, 10½%. In 1902-00, 9%; in 1910, 16%; in 1911, 11½%; in 1912, 11½; in 1913, 10½%. In 1914, March, 2½%; June, 2½%; Sept., 2½%. In Dec. rate was decreased and only 1½% was paid. In 1915, March, 2½.

ROAD, &c. (incl. Southern St. Ry.).—Company owns 330.44 miles of single track, all now operated by electricity. System covers the South Side of Chicago, extending from the centre of the business district south to 79th Street and between the South Branch of the Chicago River and the Lake. 1,497 double-truck cars and miscell., 203; total, 1,700.

REPORT.—For 12 months ending Jan. 31 1915. See V. 100, p. 1164. The combined results of the "Chicago Surface Lines" moder the Unification Ordinance, which went into effect Feb. 1 1914, were: gross, \$31,966,-048; operating expenses, \$19.889,275; residue receipts, \$12,076,773.

			ricago City Raitu	ay	2011
Pass, receipts, including So, StreetHy	ed sepa'ly	1914. 11,289,037	Com's proportion (45%) Int. on cap_r.	1915 8 602,365 2,416,914	1914. \$11,675 2,305,151
rec'ts (41%) _ Joint acct. exp. int. on cap.	4.951,477	Unificat'n ordinance went into	Other income.	$\substack{3,019,279\\279,548}$	$3,116,826 \\ 220,799$
inv. & So. St. Ry.net earns.	3,612,889	effect	Net income Int. on bonds Dividends (9%	1,529,410	3,337 625
Net earns City's propor- tion (55%)	1,338,588 736,223	1,803,722 992,047	Bal., surp	149,417	128,076

\* The "interest on capital investment" is that certified by board of supervising engineers, as provided by the ordinance of Feb. 11 1907.

OFFICERS.—Chairman Ex. Com., L. A. Busby; Press., Leonard A. Busby; V.-P., H. B. Fleming; Sec. and Treas., F. D. Hoffman; Aud., John J. Duck.—V. 94, p. 349, 629, 826, 978, 1118; V. 95, p. 1683, 1744; V. 96, p. 62, 1015, 1364, 1555, 1627; V. 97, p. 1732; V. 98, p. 155, 386, 905, 911, 1244, 1692, 1919; V. 99, p. 1527, 1831; V. 100, p. 981, 1164.

(2) Calumet & South Chicago Ry.—Electric Unified Operation of Surface Lines.—See Chicago Railways' statement for details of Unification Ordinance of 1914, under which the lines of this com-pany are operated jointly with those of the Chicago Railways Co. as a sin-gle system under the control of a joint board of operation.

ORGANIZATION.—Is a consolidation formed in 1908 of the Calumet Electric Street Ry, and South Chicago City Ry, in accordance with the terms of ordinance passed by the City Council Mar. 30 1908. Lines are located in the south division of the City of Chicago. The ordinance

grants franchises until Feb. 1 1927 and provides that the city is to receive 55% of net receipts after allowing for operating expenses, taxes and depreciation and 5% on present value, together with amounts expended for improvements and extensions. Unification ordinance of 1914 establishes a 5-cent fare and universal transfers. City may purchase property on Feb. 1 or Aug. 1 of any year upon six months' notice for present value, which is fixed at \$5.000,000, plus amounts expended for improvements, additions and extensions, but only for municipal operation, where purchase is made prior to feb. 1 1927. With an addition of 20% in price, city may also purchase for the purpose of turning property over to other parties (if purchased for Chicago City Ry, only 12% additional need be paid), but this additional sum need not be paid where these other parties agree to pay over to the city all of the profits above 5% on the purchase price. V. 86, p. 1223. On Jan. 31 1914 certified value of property and additions thereto was \$1,820,365.

F. D. Hoffmann; Aud., Jno. J. Duck.—V. 11, p. 1631, 1712.

(4) Hammond Whiting & East Chicago Railway Co.—A trolley road All securities are owned by the Chicago City & Connecting Rys.

ORGANIZATION.—Incorporated in Indiana in Jan. 1910 as successor to Hammond Whiting & East Chicago Electric Ry. Franchise expires in 1954. Power is furnished by the Calumet & South Chicago Ry.

STOCK.—Stock of Stock of Stock of Stock 1,000,000 (\$100).

Date. Interest, Outstanding. Dictionals. Stock \$1,000,000 (\$100).

Stock \$1,000,000 (\$100).

OKATH Int. at First Trust & Sav. Bank, Chic., Trust. Bonds.—Subject to call at 105 and int. E. K. Boisot is also trustee.

ROAD.—Owns 30,23 miles of track, extending from Btate line between Illinois and Indiana at 108th St., Chicago, to Whiting, East Chicago and Hammond in Indiana, and operates in connection with Calumet & South Chicago Ry, to 63d St. and Madison Ave., in Chicago. Is double-truck motor cars: 1 single-truck and 11 service cars: total, 30 cars. Standard gauge; 89.0 lb. Trail.

OFFICERS.—Pres., O. G. Talmadge, V.-P., W. W. Crawford; Sec. & Treas., F. D. Hoffmann; Aud., W. W. Hill; Gen. Mgrs., A. L. Drum & Co., 76 West Monroe St., Chicago.—V. 79, p. 103.

CHICAGO & INTERURBAN TRACTION CO.
ORGANIZATION.—Incorp, in Illinois Feb. 14 1912 to take over the property of the Chicago & Southern Trac. Co. (sold at foreclosure) outside the city limits, the lines within the city having been acquired by Chic. City Ry. V. 94, p. 697.
STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$1,000,000 (\$100, \$500, 1912 5 g J-J 1,350,000 Jan 1 1932 \$1,000, no sf. ... o\*tf Int. at First Tr. & Sav. Bk., Chic., Trustee, Bonds.—The auth. amount of 1st M. bonds is not limited. Bonds are subject to call in whole or in part, beginning with lowest number, at 102 on any interest day. There are also \$290,000 bonds in treasury.
EARNINGS.—For year ending Feb. 28 1915, gross, \$290,372; net, \$151,-478; int. & taxes, \$82,257; surplus, \$69,320.
ROAD.—Consists of 50 miles of line between 119th St. and Vincennes Road, Chicago, to Kankakee, Ill. Standard gauge. 70-lb. T rails, OFFICERS.—Pres. & Mgr., O. G. Talmadge; V.-F., Chas. R. Moore: Sec. & Treas., W. W. Crawford.—V. 94, p. 697; V. 95, p. 968; V. 100, p.1167.

CHICAGO & MILWAUKEE ELECTRIC RR.—A trolley road.

Receivership and Sale.—Receivers were appointed Jan. 28 1908. At the foreclosure sales on Sept. 25 1912 the properties were bid in by Jacob Newman of the reorganization committee at \$1,600,000 for the Wisc. Div. and \$1,550,000 for the Illinois Div. The sale of the latter, however, was set aside by Judge Landis in the U.S. Dist. Court on Jan. 2 1913, on the ground that bidding had been suppressed and that the price obtained was much below the true valuation. V. 95, p. 817; V. 96, p. 52, 135. He also criticized the plan of reorganization, saying it would create "a great mass of securities which represent no investments whatever by anybody at any time." V. 96, p. 135. On June 6 1913 the U. S. Circuit Court of Appeals affirmed the order of Judge Landis setting aside the sale of the Illinois Div. V. 96, p. 1700. On Feb. 27 1914 Judge Geiger in the U. S. Dist. Court ordered the order of Judge Landis setting aside the sale of the Illinois Div. V. 96, p. 1700. On Feb. 27 1914 Judge Geiger in the U. S. Dist. Court ordered the re-sale of the Wisconsin Div. and denied the petition of a stockholder to Intervene to become a party to the suit to prevent the reorganization committee from being permitted to bid at the next sale. On May 29 1914 the U. S. Circuit Court of Appeals affirmed the decision of Judge Geiger ordered the re-sale of the Wisconsin Div. V. 98, p. 1692. On Aug. 17 1914 Judge Geiger ordered the re-sale postponed for six months on account of prevailing financial conditions (V. 99, p. 894, 537). Judge Landis sandunced that he will set a date for the sale of the Illinois Div. which will coincide with that which may be named by Judge Geiger for the sale of the Wisconsin Div. V. 98, p. 762. Up to May 1915 no date had been set. The new reorganization committee (V. 94, p. 206) composed of representatives of both the Wisconsin and Illinois Div. bondheiders in Jan. 1912 proposed a plan of reorganization calling for the formation of a new company with \$6,000,000 soles,

CHICAGO RAILWAYS CO.—An electric road (See Map on page 33).
Proposition to Unite Surface and Elevated Lines.—See remarks under

perre G. Reach. Trass., W. O. Killman.—V. 14, p. 67, 208, 349, 487, 259, 489, 170, 170, 1807, V. 98, p. 737, 782, 1155, 1092; V. 98, p. 537, 894, 1709; V. 97, p. 1807; V. 98, p. 737, 782, 1155, 1092; V. 98, p. 537, 894, 1709; V. 97, p. 1807; V. 98, p. 737, 782, 1155, 1092; V. 98, p. 537, 894, 1709; V. 97, p. 1807; V. 98, p. 737, 782, 1155, 1092; V. 98, p. 537, 894, 1709; V. 97, p. 1807; V. 98, p. 737, 782, 1155, 1092; V. 98, p. 737, 782, p. 737, 7

which may be permitted by law until all of the consolidated moregage bonds of the company shall be fully paid and discharged, the directors of the fit. Hulburd, Albert A. Speague and Charles G. Dawes of Chicaco, and provision is made in the trust deed securing the lat mugo, bonds for the appoint of the provision is made in the trust deed securing the lat mugo, bonds for the appoint of the provision is made in the trust deed securing the lat mugo, bonds for the appoint of the provision is made in the trust deed securing the lat mugo, bonds for the appoint of the provision of Chicago Consolidated Traction Properties,—On Dec. 27 191 Jugos Grossogne confirmed the sale of the Chicago Consolidated Traction Properties,—On Dec. 27 191 Jugos Grossogne confirmed the sale by the latter of all properties within the city limits to the Chicago Railways Co. (V. 91, p. 945, 1233, 1511), pursuant to an ordinance passed and supplemental to ordinance of Feb. 11 1007 (V. 91, p. 1025, 1150) and provision of Feb. 11 1007 (V. 91, p. 1025, 1150). On Nov. 11910 a deposit agreement was entered into by the holders of the contract of the Chicago Consolidated Traction and its substituties, provided the contract of the Chicago Consolidated Traction and its substituties, provided the contract of the Chicago Consolidated Traction and its substituties, provided the contract of the Chicago Consolidated Traction and its substituties, provided the contract of the Chicago Consolidated Traction and its substituties, provided the Chicago Consolidated Traction and its substitution and the contract of the Chicago Consolidated Traction and the Chicago Consolidated Traction and the Chicago Consolidated Traction and the Chicago Consoli

with grouped rails weighing 129 lbs. to the yard.

EQUIPMENT.—Operates 1,696 double-truck "pay-as-you-enter" cars.

REPORT.—The annual report for year ending Jan. 31 1915 will be found in V. 100, p. 1343. No comparison of operating results can be made because of the Unification Ordinance effective Feb. 1 1914. Relow we show, however, the application of the amount available under the ordinance for the year 1914-15, as compared with net income in the previous year. The combined results of the "Chicago Surface Lines" for the year were, gross, \$31,966,048; operating expenses, \$19,889,275; residue receipts, \$12,076,773.

\*\*Income Account for Years ending Jan. 23.

Income Account for Years ending Jan. 31. Income Account for Years ending Jan. 31.

Gross Available Int., 5% Bollance Of Which to Income. Income. On Ine. Divisible, City, 55%, Co., 45%, 1914-15. Not stated \*7, 180, 402 4, 116, 762 3, 063, 640 1, 685, 002 1, 378, 638 1913-14... 19, 674, 715 7, 302, 911 3, 928, 580 3, 374, 331 1, 855, 882 1, 518, 449 Includes \$55, 106 arising from transactions affecting accounts prior to Feb. 1 1914.

Income Statement (Non-Partnership Account) for Years ending Jan. 31, 1915. 1914.

Chie. Rys. 45%, 1, 378, 638 1, 518, 449 Miscellaneous 1, 121

Chie. Rys. 45%, 1,378,638 1,518,449 Miscellaneous 5 1,121 5 6 on investm t 4,116,762 3,928,679 Sk. ld. res, acet 250,000 250,000 Misc. interest 210,765 430,213 Fed. income tax. a16,430 Corp. exp. & adj. 123,446 157,297 

CHICAGO & WEST TOWNS RAILWAYCO.
ORGANIZATION.—Incorp. in illine is in 1913 as a conselldation of the
County Traction Co. and the Suburban RR.

OFFICERS.—Pres., Willard M. McEwen; Sec. & Treas., Charles N Hebner; Gen. Mgr., F. L. Butler. V. 97, p. 443, 666.

EVANSTON RAILWAY CO.
ORGANIZATION.—Incorp. Sept. 20 1913 in Illinois to take over the lines in Evanston, Ill., formerly owned by the County Traction Co. (now the Chicago & West Towns Ry.)
Franchise.—The company was granted a new 20-year franchise.
STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$500,000 (\$100)... \$500,000
First intge bonds, gold...c\* 1913 6 g F-A 270,600 1933
Redeem at 103 and int. Int. at Merch. Loan & Tr. Co., Chie., Trus. General mort gage bonds.
General mort gage bonds.
General mort gage bonds.

\*\*Ronds.\*\*—Sinking fund of 3% of outstanding bonds from 1917.

Honds.—Sinking fund of 3% of outstanding bonds from 1917.

EARNINGS.—For 10 months and 24 days ending June 30 1914, gross, \$126,363; net, after taxes, \$37,324; interest, \$7,696; surplus, \$29,628.

ROAD.—The entire system is under re-construction. Length of single track, 9.76 miles. \$5-lb. rail. Gauge 4 ft. 3½ in.

OFFICERS.—Pres., Clement C. Smith, Milwaukee; Vice-Pres., & Gen. Mgr., Charles F. Speed, Evanston; V.-P., H. S. Rice, Milwaukee; Sec., George Allison, Milwaukee; Treas., J. J. Lowis, Evanston.

And D.—The entire system is under re-construction. Longth of single grack, 9.76 miles, 8.5-10. and, Cange 4 ft, 8.5 in.

OPPICERS.—Pres. Clement C. Smith, Milwaukee; Vice-Pres., & Gen., Mar., Charles F. Speed, Evanston; V.-F. H. S. Rice, Milwaukee; Sec., George Allison, Milwaukee; Tress., J. J. Lewis, Evanston.

CHICAGO ELEVATED RAILWAYS.—A voluntary association similar to Massachusetts Electric Companies.

CHICAGO ELEVATED RAILWAYS.—A voluntary association similar to Massachusetts Electric Companies.

CHICAGO ELEVATED William G. Beste, representing the Blait interests, presented to the Transportation Committee of the Obleago City Council and the construction and the property of the State of Council and the Construction and Construction and the Construction and the Construction and the Construction and the Construction and Construction

OFFICERS.—Pres. of constituent cos., Britton I. Budd; Sec., W. V. Griffin; Comp., Edward A. Brion.
TRUSTEES.—Henry A. Blair, Samuel Insull and Sam'l McRoberts.
EXECUTIVE COMMITTEE —Samuel Insull, W. A. Fox and Henry A. Blair.

GOVERNING COMMITTEE.—Samuel Insull, Henry A. Blair, B. I. Budd, J. II. Gullck and W. A. Fox.—V. 95, p. 47, 110, 749, 889, 1607; V. 96, p. 359, 651, 715, 1156, 1296, 1364, 1772; V. 97, p. 728, 1363, 1425; V. 98, p. 1536, 1692, 1919, 1992; V. 99, p. 195, 608, 747, 1527, 1672; V. 100, p. 53, 228.

(1) Metropolitan West Side Elev. Ry,-An electric road. (See map,

V. 100, p. 53, 228.

(1) Metropolitan West Side Elev. Ry,—An electric road. (See map, page 35).

ORGANIZATION.—Organized in Illinois Jan. 16 1899. Successor on Feb. 3 1899 (per plan in V. 67, p. 120) to the Railroad Co. sold under foreclosure on Jan. 4 1899. Franchise expires April 7 1942.

STOCK AND BONDS.— Date. Interest. Outstand q. Maturity, &c. Common, \$7,500,000.

Pref, 5% non-c, \$9,000,000.

Pref, 5% non-c, \$9,000,000.

First morgage. \$10,000,000.

Strong Sillonois Sillonois Sillonois Sillonois See text. Strike morgage. \$5,000,000.

Strong Sillonois Sil

OFFIGERS.—Free. B. I. Bud. Sec. & Frees. W. V. Griffin, And.
T. B. MacKae; Gen. Msr., B. C. Noe. Office, 160 West Jackson Boul.,
Chicago.—V. 91, p. 336; V. 92, p. 396, 456, 1436; V. 93, p. 469.

(2) Northwestern Elevated RR. (See map on page 35.)

ORGANIZATION.—Incorp. in Illinois. Road was formally opened for business on May 31 1900. V. 70, p. 1049. Franchises extend beyond the maturity of the Union Elevated RR. was acquired. The Chicago Elevated Rys. provided the cash to take up the \$18,000,000 Northwestern Elevated is 48 which matured Sept. 1 1911.

On Aug. 21 1911 stockholders authorized \$25,000,000 lst M. 5s (V. 93, p. 527). None of these bonds sold at the time, but in July 1914 \$12,500,000 were sold (V. 98, p. 1920) to a syndicate of bankers and subsequently disposed of by them.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$5,000,000.

Stock, \$5,000,000.

\*\*A. 944,4400.\*\*

\*\*Prograt, \$5, nec. \$25,000,000.\*\*

\*\*Ms. 4,944,400.\*\*

\*\*Prograt, \$5, nec. \$25,000,000.\*\*

\*\*Ms. 4,944,400.\*\*

\*\*Prograt, \$5, nec. \$25,000,000.\*\*

\*\*Ms. 4,944,400.\*\*

\*\*Prograt, \$5, nec. \$25,000,000.\*\*

\*\*A. 94. 12,500,000.\*\*

\*\*See 1. 1941.\*\*

\*\*Whole at 102 & int on 30.111. Tr. & Sav. Bit., trustee, under mage. days' notice (\$1,000).cs/cff Central Tr. Co., N. Y., trustee under mage. Arg. and the structure certificates of 1914—See under Chicago Elevated Railways. The 1st M. bonds are an absolute first lien, subj. only to the Union Elev RR. ist M. 5s; also secured by deposit of \$525,000 Union El. 5s. The remaining \$12,500,000 Northwestern bds. may be issued only for cash cost of betterments, extensions and add'ns scaptical arrer July 1 1914 under certain conditions. Sinking fund of 1% outstanding bonds payable annually beginning Sept. 1 1919.

\*\*Notes — Equipment totes payable in installments of \$16,000 Nov. 1 each year from 1915 to 1918. Amount was originally \$160,000, but \$96,000 pair. Nov. 1 each year from 1915 to 1918. Amount was originally \$160,000, but \$96,000 pair. Instance of the subsidiary companies.

\*\*Disi

OfFICIGRS.—Pres., Britton I. Budd; Sec. & Treas., W. V. Griffin; Gen. gr., E. C. Noe; And., T. B. MacRae. V. 92, p. 262, 1436, 1701; V. 93, 408, 527, 667, 796, 1018; V. 95, p. 818; V. 98, p. 1920; V. 99, p. 1131, 100, p. 230, 399, 1079, 1359.

(a) Union Elevated Railroad, In used by all the Chicago elevated roads and is owned by Northwestern Elev. RR; receives \(\frac{1}{2}\)e. for each passenger carried, besides all expenses for operating, repairs and taxes. Fran-hise expires in 1945.

operating, repairs and taxes. Franchise express in 1940.

BONDS— Date. Interest, Outstanding, Maturity, 1stM.\$5,000,000,g(\$1,000)cpt 1895 5g A-O \$1,472,000 Oct 1 1945. Interest at Chase Nat. Bank, N. Y., and Ill. Trust & Sav. Bank, Chicago. Bonds.—Of the \$5,000,000 bonds issued, \$528,000 are deposited as security for the \$12,500,000 Northwestern Elev. 5s.

ROAD.—The loop, to Northwestern Eleva 5s.

ROAD.—The loop is 1.62 miles in length, double-tracked (80-lb. rai and runs on Lake St. to Wabash Ave., to Van Buren St., to Firth Ave., Lake St. Road opened Oct. 10 1897. Trains of the Chicago & Oak Pa Metropolitan West Side, Northwestern Elevated RR. and South S operate over the loop. Northwestern Eleva also owns .15 mile of doutrack from connection with loop at Van Buren & State streets to connect with South Side El. RR., which is leased to the latter. V. 97, p. 522.

p. 164). In 1912, March, 1½%; June, 2½%; Sept., 1½%; Dec., 1½%. In 1913, Mar., 1½%; June, 1½%; Sept., 1½%, In Dec. rate was increased and 1½% paid. In 1914, Mar., 1½%; June, 1½%. Dividends not now made public, over 99% of the stock being wined by Chic. Elec. Rys.
REPORT.—See joint statement under Chicago Elev. Rys. No separate reports now made for subsidiary cos.
ROAD.—Owns elevated road in operation in Chicago upon a purchased right-of-way from Congress St. to Jackson Park and to Englewood. Electicity was introduced as motive power late in April 1898. Operates 369 motor, 30 trail and 15 misc. cars. S4 steel cars in course of construction. On 16.24 miles of structure has a total of 36.50 miles of single track main line, incl. 322 m. leased. Also has 10.56 miles of side-track, making total track 47.06 miles.

OFFICERS.—Pres., Britton I. Budd. Sept. A. Trace. W. V. Caiffield.

OFFICERS.—Pres., Britton I, Budd; Sec. & Treas., W. V. Griffin; Aud., T. B. MacRae; Gen. Mgr., E. O. Noe. Office, 1001 Royal Insur-Bldg., Chicago.—V. 88, p. 296, 371, V. 90, p. 304, 367, 373, 978, 1426; V. 92, p. 264, 320, 597, 1437; V. 93, p. 164, 528.

V. 92, p. 264, 320, 597, 1437; V. 93, p. 164, 528.

(a) Chicago Junction RR.—(See Map, page 35).

ORGANIZATION.—Organized in the interest of the South Side Elevated RR, to build lines to connect that company's track with the Stock Yards. Only a nominal amount of stock has been issued (\$50,000), which is held in truss for the South Side Elevated in case that company should at any time wish to absorb it. Is leased to the South Side Elevated for 50 years (with right to purchase at cost within 20 years), rental being interest on bonds, taxes, &c. Franchises are without limit.

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

Stock

ROAD.—Consists of an elevated road (from junction with South Side." at 40th Street) to the Stock Yards, and a loop around the same, 3.75 tes. Was completed in May 1908.

OFFICERS.—Pres., John A. Spoor; V.-P. & Sec., H. E. Poronto; Treas., R. B. Thomson; Asst. Treas. & Sec., J. W. Austin; Aud., C. C. Chace.—V, 87, p. 346.

R. B. Thomson; Asst. Treas. & Sec., J. W. Austin; Aud., C. C. Chace.—
V. 87, p. 346.

CHICAGO & OAK PARK ELEVATED RR.—(See map page 35.)

Receivership.—On Nov. 13 1911 Judge Kohlsaat appointed Samuel Insuli receiver for the Railroad. V. 93, p. 1386. On Dec. 29 1911 receiver was authorized to issue \$2,000,000 receiver vas authorized to issue \$2,000,000 receiver vas certificates for improvements. V. 93, p. 1785. In Jan. 1912 Brancis V. Dobbins of Rahway, N. J., was appointed receiver for the Railray Co. V. 94, p. 123.

Foreclosure.—Judge Kohlsaat in the U. S. District Court at Chicago, on July 17 1913, ordered the foreclosure sale of the railroad. The amount found to be due is \$5,080,084. Up to May 15 1915 road had not been soid. Sale of Securities.—On June 20 1912 Geo. H. Church bid in for \$256,000 the following securities formerly owned by the Chic. & Oak Park Elev. Ry, \$459,000 Lako St. Elev. RR. 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds: demand notes of Chic. & Oak Park Elev. RR, 5% inc. bonds and notes of the Railroad Co., and in certificates for 91,651 17-40-shares of Chic. & Oak Park Elev. RR, 5% inc. bonds and notes of the Railroad Co., and in certificates for 91,651 17-40-shares of Chic. & Oak Park Elev. RR, 5% inc. bonds and park Elev

Receiver's certis, \$2,000,000. 504,000

Bonds.—First mortgage bonds assenting to reorganization were stamped subject to call at 105 and int. on any interest date. The old income bonds, with the exception of \$128,600, are held in treasury of the railway company.

ROAD.—Owns a double track elevated railway from Fifth Avenue and Lake Street to 52d St. and Lake St., with spur down Market St. to Madison St. Trains began running around the loop in Oct. 1897. Chicago & Harlem forms an extension competing 4 miles more of double track. Total single track, 22. 51 miles. 182 passenger cars.

REPORT.—For years ending June 30 for Railroad Co.

Passenger earnings	1914.	1013.	1912,	1911:
	\$834,385	3816,950	\$835,505	\$ 812,955
	44,420	45,787	39,916	33,885
Total earnings	\$878,805	\$862,737	8875,421	\$846,846
Operating expenses	629,581	633,409	611,074	639,234
Net earnings	\$249,224	\$229,328	\$264,347	\$207,606
Other income	3,714	4,313	3,515	3,367
Total income	\$252,938	\$233.641	\$267,862	\$210,973
	430,749	399,956	444,555	*506,396

Deficit \$177.811 \$166.315 \$176.603 \$295.423 being paid.

RECEIVER.—Samuel Insult.—V. 92, p. 1435; V. 93, p. 407, 666, 939, 1386, 1785; V. 94, p. 123, 206, 278, 1763; V. 97, p. 175; V. 99, p. 969, 1213,

UNION CONSOLIDATED ELEVATED RY.

ORGANIZATION.—Formed in 1895 and built from Union Elevated at 5th Ave. west to Market St. thence to Metropolitan W. S. El.; total. 1-5 mile of track; is operated by the Metropolitan West Side El. Franchise expires Oct. 7 1945.

On July 7 1914 Judge Windes in the Circuit Court held that State Attorney Hoyne should be prevented from proceeding against the company on the ground of overcapitalization. See item under caption of "Chicago Elevated Rys." in V. 97, p. 1425, and also see V. 99, p. 199.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000,000
Series "A" 1st mage, gold, 1895 5 g M-N \$1.000
Series "A" 1st mage, gold, 1

OFFICERS,—Pres., Samuel Insult; V.-P., Gilbert E. Porter: Sec. and Treas., W. V. Griffin.—V. 99, p. 199.

### CINCINNATI, OHIO.

CINCINNATI & COLUMBUS TRACTION CO.—A trolley road.

Receisership.—The Union Sav. Bank & Trust Co. of Cincinnati, trustee
of both mortgages, was on April 12 1913 appointed receiver of company,
floods and inability to meet maturing bond issues being assigned as the
cause. V. 96, p. 1156. Int. on 2d M. bonds is in default.

cause. V. 96, p. 1156. Int. on 2d M. bonds is in default.
ORGANIZATION.—Incorp. Jan. 21 1903. Franchises expire in 1930.
For decision of U. S. Supreme Court handed down on Nov. 11 1912, holding that the B. & O. Southwestern and the Norfolk & Western (steam) roads cannot be compelled to grant physical connection with the company, see V. 95, p. 1402.

ROAD.—Operates 54 miles of track between Cincinnati and Hillsboro, put in complete operation in Feb. 1906. Standard gauge, 70-lb. T rali.

OFFICERS.—Pres., H. H. Hoffman; V.-P., Lewis Seasongood; 2d V.-P., Harry J. Gibson; Sec., William Topic; Treas., C. J. Goldberg.—V. 94. p. 278; V. 95, p. 1402; V. 96, p. 1156.

## CINCINNATI GEORGETOWN & PORTSMOUTH RR.—Steam and electric.

CINCINNATI LAURENCEBURG & AURORA ELECTRIC STREET RR.—A trolley road,
Receivership.—On June 23 1913 Judge Warner at Cincinnati appointed F. B. Shutts of Florida receiver on application of Pres. J. C. Hooven, who, is is stated, loaned the company \$125,000. On Dec. 28 1914 E. E. Hooven was appointed receiver upon the resignation of F. B. Shutts. The company suffered damage from the 1913 flood. V. 96, p. 1839.

ORGANIZATION—Incorporated in Nov. 1938. Franchises emples in

ORGANIZATION.—Incorporated in Nov. 1898. Franchises expire in 1924 and 1925.

1924 and 1925.

STOCK AND BONDS— Date. Interest, Outstanding, Maturity, Common, \$750,000.

Perf. 6% cum, \$250,000.

First mortgage, \$750,000.

First mortgage, \$750,000.

Interest at Dn. Sav. Bk. & Tr. Co., Clm., Fr. STOCK,—Pref. stock was issued for money assessed on capital stock. No interest has been paid.

EARNINGS.—For year ending June 30 1914, gross, \$109,981; net. \$33,482; fixed charges, \$43,789; def., \$5,287.

ROAD.—Operates 37.89 miles of track from Anderson's Ferry, at Clacings in Aurora, Harrison and Lawrenceburg.

OFFICERS.—Receiver, E. E. Hooven; Pres., J. C. Hooven, Hamilton, O.; Aud., E. M. Gumpf.—V. 78, p. 2011, 2383; V. 96, p. 1839.

CINCINNATI MILFORD & LOVELAND TRACTION CO.

Change in Control.—In Dec. 1914 a syndicate of New York capitalists purchased control of the road. (V. 100, p. 53.) It is reported that the new interests (whose identity has not been disclosed) contemplate an extension of the line to Columbus.

ORGANIZATION.—Incorporated in Ohio in Sept. 1902 and purchased franchises and rights of the Chelman Milford & Eastern Traction Co.

STOCK AND BONDS— Dats. Interest, Outstanding. Maturity.
Common, \$1,000,000 (\$100).

STOCK AND BONDS— Dats. Interest, Outstanding. Maturity.
First mortgage, \$500,000, g[ 1905 5 g J-J 44,000 July 1 1925 (\$500).

C\*[Int. at Prov. Sav. Bik. & Tr. Co., Cin., Trust. Bonds.—Are subject to call at any time at 110, See V. \$1, p. 264.

ROAD.—Operates 37 miles of track from Clacimati to Bianchester.
Gauss., 5 ft. 2 in.; 70-ib. rails. Enters Cincinnati over the tracks of the Cincinnati Traction Co.

OFFICERS.—Pres., Chas. C. Harris; Aud., A. C. Wenzel.—V. 81, p. 264; V. 100, p. 53.

INTERURBANRY, & TERMINAL CO.—A trailer cond.

### OHIO TRACTION CO.

OHIO TRACTION CO.

ORGANIZATION.—Incorporated in Ohlo on May 22 1905 and owns practically the entire capital stock of the Cincinnati Trac. Co., the Cincinnati Zoological Co. and Cincinnati Car Co., besides a large interest in the com. and pref. stock of the Cincinnati Dayton & Toledo Trac. Co. On July 8 1905 lease of the Cin. & Hamilton Trac. Co. was assigned to this company by the Cin. Interurban Co. and the latter company placed in liquidation. This company also acquired the property of the Traction Building Co., which went into liquidation.—Tax Decision.—On Oct. 24 1912 Judge Kinkead in the Court of Common Pleas held that the company must pay an excise tax upon the earnings decived from subsidiary companies, although these subsidiary companies.

themselves paid the State excise tax. V. 95, p. 1473. An appeal has been taken to the Court of Appeals.

In Jan. 1915 the Ohio P. U. Comm. auth. the issuance of \$1,500,000 6% notes maturing in from 2 to 5 years, to pay for exts., impts. and add/ns. V. 100, p. 1259.

notes maturing in from 2 to 5 years, to pay for exts., impts, and add as. V. 100, p. 1259.

STOCK—
Common, \$10,000.000 (\$100) —— QJ \$8.855.000 See text. Pecf, \$10,000.000, 5% eum. —— Q-F \$,500.000 May '15, 144 First mtre, \$2.500.000, gold, [1911 5 g 2.500.000 May '15, 144 First mtre, \$2.500.000 (\$1.000) —— [1nt. at Fidelity Trust Co., Phila., Trustee Notes \$1.500.000 (\$1.000) —— [1nt. at Fidelity Trust Co., Phila., Trustee Notes \$1.500.000 (\$1.000) —— [1nt. at Fidelity Trust Co., Phila., Trustee Stock,—Further issues of stock can only be made for acquirement of other properties and additions to the present properties.

Bonds.—First mtre, covers holdings of stock of the Cincinnati Traction Co., and Cincinnati Car Co., owned and controlled by Ohlo Trac, and all other property and franchises exception Traction cos, ownership of stock in 1912 or any int. date thereafter at 103 and int. Sinking fund on Mar. I 1912 or any int. date thereafter at 103 and int. Sinking fund on Mar. I 1912 or any int. date thereafter at 103 and int. Sinking fund or Mar. I 1912 or any int. date thereafter at 103 and int. Sinking fund provides for retirement of bonds at maturity. V. 92, p. 728, Amount in sinking fund Dec. 31 1914, \$232,750. The notes mature Sept. I yearly as follows: 1916, \$200.000: 1917 and 1918, \$300.000: 1919 and 1920, \$350.000: the proportion of maturities and accrued int. to be provided before divs. are paid. Int. payable at Penn. Co. for ins. on Lives & Granting Annuities, trustee. V. 100, p. 1250.

Disidends.—First div. on pref. stock—14%—was paid Aug. 1 1905. 14% has been paid quar. since to and incl. May 1915. On com. first div. —1%—paid Nov. 1 1909. In 1910, oct., 1%. In 1911, July, 1%; Oct., 1%. In 1912, Jan., 1.%; April, 1%; July, 1%; Oct., 1%; Dec., 1%. In 1913, April, 1%; None since.

OFFICERS.—Pres., W. Kesley Schoepf; 1st V.-P., Chas. P. Taft: 2nd V.-P., Dana Seevesnas 3rd V.-P. and Sec., Walter A. Draper; Asst. Sec., D. J. Downing; Treas., W. H. Mac Allster; Aud., H. L. Sanders; Gen. Mgr., T. Fitzgerald.—V

(2) Cincinnati & Hamilton Traction .- A trolley road.

(2) Cincinnati & Hamilton Traction.—A trolley road.

ORGANIZATION.—This company was organized in Aug. 1 902 as a consolidation of the Mill Creek Valley Street Ry, and the Hamilton Glendale & Cincinnati Traction. V. 75, p. 497. On Sept. 30 1902 was leased to the Clincinnati Interurban Co. (V. 75, p. 906), but on July 6 1905 lease was assigned to the Othor Traction Co. and the Cincinnati Interurban Co. placed in liquidation. Rental, year beginning Oct. 1 1902-03, \$55,000; 1903-04, \$60,500; 1903-06, \$60,500; 1904-05, \$66,500; 1905-06, \$71,500; 1908-07 and 1907-08, \$77,000; 1908-09 and 1909-10, \$82,500; 1910-11, \$88,000; 1911-12, \$93,500; 1912-13 to 1914-15, \$99,000; thereafter, \$100,000.

On Apr. 27 1914 the company filed a suit in the U. S. Dist. Court to have declared filegal the ordinance passed by the City Council and signed by Mayor Spiegel on the same day, which provided for a 5-cent instead of a 10-cent fare from Cincinnati to Cartinge and Hartwell. See V. 98, p. 1392. On July 9 1914 Judge Sater in the U. S. District Court at Columbus held the ordinance invalid and granted an injunction against its enforcement. V. 99, p. 196.

8TOCK AND BONDS— Date. Interest, Outstanding, Last Dis. Stock, com, \$1,100,000 (\$100) — Q-J \$1,100,000 Apr. '15,1% Stock, preferred, \$1,100,000 (\$100) — Q-J \$1,100,000 Apr. '15,1% Stock, com, \$1,100,000 (\$100) — Q-J \$1,100,000 Apr. '15,1% Obsticlends.—5% per annum is being paid on the pref, stock. The first filty, on the com. of '8% was paid Jan. 1 1904 and 64% was again paid on April 1, July 1 and Oct. 11904. In 1905, 1%; in 1906, 12% in 1912, 3%; in 1907, 2%; in 1908, 2%; in 1909, 224%; in 1909, 224%; in 1909, 224%; in 1907, 245; in 1908, 446; in 1918, Jan., 1%; Apr., 1%.

ROAD.—Owns and operates 31.32 miles of track from the "Zoo" in Cinnati to Hamilton and 15 miles from Cincinnati to Lockland, Gauge, 5 ft., 2½ in. Operates over tracks of Cincinnati Traction Co. from "Zoo" to Fountain Square in Cincinnati.—V. 75, p. 290, 497, 906; V.98, p.1392; V. 99, p. 196.

CLEVELAND, OHIO.

CLEVELAND RAILWAY CO.

Company Resumes Possession.—The receivers of the Municipal Traction
Co. having been discharged and the debts of that company provided for,
the Cleveland Railway Co. on Mar. 1 1910 resumed possession of its lines
under ordinance (see below) of Dec. 1909. V. 90. p. 626. The lease to the
Municipal Traction Co. was canceled of record.

New Franchise Ordinance, executity Tranchise ordinance granted
April 27 1908 not being ratified (V. 87, p. 1089) and the Schmidt ordinance

being defeated at a referendum election Aug. 3 1909 (V. 89, p. 248), a pew franchise ordinance (V. 89, p. 1667) was passed in Dec. 1909 by the City Commel, and accepted by the relivary co. passed upon the valuation of the operation of the property. In case the city has been due to the right of the city of operate on existing roads to Mary I, 1634, subject to the right of the city of operate on existing roads to Mary I, 1634, subject to the right of the city of operate on existing roads to Mary I, 1634, subject to the right of the city of the same the capital value of said property, as fixed by Sec. 16, plus of the same the capital value of said property, as fixed by Sec. 16, plus of said company, and all less other than bonded indebedness upon its of said company, and all less other than bonded indebedness upon its fine of any such purchase, provide for by assumption if the law sauthorising such purchase permits, or by payment if the law sa authorises at the time of any such purchase, provide for by assumption if the law sauthorises and property subject thereto if that be the mode provided by law for desling articles of the property subject thereto if that be the mode provided by law for desling articles of the property subject thereto if that be the mode provided by law for desling articles of the property subject thereto if that be the mode provided by law for desling articles of the city on payment of same amount. On Reb. 17 1910 at a referendum electron of the city of the city

CLEVELAND SOUTHWESTERN & COLUMBUS RY.—A trolley road. In May 1913 stockholders and Ohio P. U. Comm, approved a plan which up to May 1 1915 was still under consideration, providing for: (1) authorizing \$2,00,000 6% cumulative preferred stock to be known as 1st preferred, present issue to be \$1,500,000; divs. Q.-J. (No. 1, July 1 1913). Red. on any div. date, or upon involuntary liquidation, at 110 and divs., or in case of merger at 105 and div. (2) The classification of the present pref. stock as 2d pref. (present pref. to be exchanged for new 2d pref., share for share, the holders of present stock waiving accumulated divs.) and fixing the divs. to accumulate thereon at 4% for 1914, 5% for 1915 and 6% for 1916 and thereafter. (3) Authorizing a mige. to Clitzens' Sav. & Trust Co., as trustee, to seeme an issue of \$25,000,000 5% bonds dated Feb. 1 1913, due Feb. 1 1943, int. F. & A., and authorize the issue of \$5,103,000 bonds thereunder for the payment of certain of the bonded and floating debt and to retire underlying bonds. See V. 95, p. 1607; V. 96, p. 947, 1296, 1556.

ORGANIZATION.—Incorporated in Ohio on March 4 1907 and is a consolidation of the Cleveland & Southwestern Traction Co., the Cleveland Ashland & Mansfield Traction Co. and the Ohio Central Traction Co. For terms of exchange see V. 83, p. 1590. Also owns the Norwalk Gas & Electric Co. In 1907 acquired \$505,000 of the \$650,000 common stock of the Mansfield Railway, Light & Power Co., and in Nov. 1912, it is stated, bad negotiations under way for the purchase of additional stock when the appointment of a receiver for that company was ordered. See below.

In Jan. 1913 the Elyria Grafton & Southern Ry, reduced its capital stock from \$100,000 to \$1,000, and the Norwalk Gas & Elec. Co. from \$125,000 to \$1,250. In March 1913 the Cleveland Southw. & Col. reduced the authorized amount of common stock from \$7,500,000 to \$4,235,000.

In May 1915 the Ohio P. S. Comm. authorized the company to issue \$119.875 1st consol. M. 5s at 85, and, pending sale, to hypothecate them at 55. The proceeds are to be used to relimburse treasury for expenditures in 1913 and 1914. These bonds are not included in amount reported out.

\$119.875 1st consol: M. 5s at 85, and, pending sale, to hypothecate them at 65. The proceeds are to be used to relimburse treasury for expenditures in 1913 and 1914. These bonds are not included in amount reported out.

STOCK AND BONDS—
Common \$4,236,000 (\$100)
Pref \$2,500,000 5% cum (\$100)
Pref \$2,500,000 5% cum (\$100)
Pref \$2,500,000 \$5% cum (\$100)
Pref \$2,500,000 \$2,000 per \$4,223,000
Pref \$2,500,000 per \$4,223,000
Pref \$2,500,00

EARNINGS.—For calendar years: Year— Gross. Net. Other Inc. Int. & Taxes. Surplus. 914 ... \$1,255,284 \$498,263 \$167 \$386,892 \$111,538 913 ... 1,252,235 \$495,848 ... 381,930 113,918

1913 ... 1,255,235 495,848 ... 381,930 113,918

ROAD,—Operates 209 miles of track (of which 132 miles are on private right of way) in and from Cleveland to Berea, Elyria, Oberlia, Norwalk, Medina, Wellington, North Amherst, Lorain, Creston, Chippewa Lake, Medina, Wellington, North Amherst, Lorain, Creston, Chippewa Lake, Medina, Wellington, North Amherst, Lorain, Creston, Chippewa Lake, Beville, Wooster, Linndale, Puritas Springs, Gallon, Bucyrus, Mansfield and Ashland. 60 and 70-1b, rails. Standard gauge. Operates 70 cars, Also does freight and express business. Company owns Puritas Springs and Secalium Park and reaches Chippewa Lake. Also owns and operates electric-lighting plant in Norwalk.

OFFICERS.—Pres., F. E. Myers; 1st V.-P., F. H. Ginn; 2d V.-P., L. J. Wolf, Gen. Mgr., E. F. Schneider; Sec. & Treas., J. O. Wilson; Auditor, H. B. Cavanangh. General office, Cleveland.—V. 88, p. 294, 504; V. 90, p. 913; V. 92, p. 260; V. 94, p. 982; V. 95, p. 1607; V. 98, p. 947, 1296, 1556, V. 98, p. 452, 911; V. 100, p. 473, 1167, 1348, 1437.

(1) Mansfield Railway, Light & Power Co.-A trolley road.

(1) Mansfield Railway, Light & Power Co.—A trong road. In 1907 control passed to the Clev. Southwestern & Columbus Ry. Co. Receivership.—On Nov. 25 1912 Judge Edwin Mansfield of the Common Pleas Court ordered the dissolution of the company, the appointment of a receiver and the sale of the property. S. N. Ford was appointed receiver On Dec. 30 1912. Application was made by several holders of pref. stock who objected to further purch. of com. stock by C. S. W. & C. Ry. and who alloged that the property was being handled in the interests of that company. No divs. on pref. stock have been paid since 1907. V. 95. p. 1542; V. 96, p. 63

ORGANIZATION.—Successor in April 1903 to the Citizens' Electric Railway, Light & Power Co., which in turn was successor to the Mansfield Electric Street Ry. Owns entire street railway and electric-light systems in the city. City franchise runs till 1925.

in the city. City franchise runs till 1925.

STOCK AND BONDS— Date. Interest, Outstanding, Maturity. Common, \$650,000 (\$100) — \$650,000 (\$100) — \$650,000 (\$100) — \$650,000 (\$100) — \$650,000 (\$100) 6.00 cum \$100 (\$100) 0.00

CLEVELAND PAINESVILLE & EASTERN RR .-

ORGANIZATION, &c.—Incorporated in Ohio on April 25 1895. Road completed in July 1908. Franchises expire from 1920 to 1935. In June 1906 acquired control of the Clev. Painesy. & Ash. RR. V.82, p.1322, 1379. In 1913 purchased the United Light & Power Co. (stock, \$100,000; bonds, \$100,000).

Bonds.—\$500,000 consols are reserved to retire underlying liens. It is provided in new refunding and extension mortgage that remaining consols as \$2,000,000 mage, but the balance was canceled. Of the refunding and extension bonds, \$1,631,000 are reserved to retire prior liens, and \$2,523,000 are reserved for future extensions and improvements, to be issued only when net earnings for preceding 12 months have been not less than 25% in excess of interest charges on outstanding bonds including those to be issued. Subject to call May 1 1938 or on any interest date thereafter at par and interest on 30 days notice.

ROAD—Owns road from Euclid, Ohio, to Painesville and Extraort.

ROAD.—Owns road from Euclid, Ohio, to Painesville and Fairport, 24.02 miles ("Main Line"), and uses Cleveland Electric Ry. from Euclid

to Public Square, Cleveland, 10 miles; also owns "Shore Line," extending from Willoughby to Glenville, Ohio, 14.89 miles, and uses the Cleveland Electric Railway Co.'s track from Glenville to the Public Square, Cleveland, 5 miles. Total track operated (including 4½ miles of double), 46½ miles. With the Cleve, Painesy. & Ashtabula forms a continuous line from Cleveland to Ashtabula, 46 motor cars and 8 other cars. Power-house is at Painesville. Car-houses at Willoughby, Painesville and Nottingham.

| REPORT. — For years ending Dec. 31 (excl. United Light & Power Co. Calendar Gross Net Other Interest Balance Year Earnings Earnings Income, and Taxes. Surplus 1914 \$104.492 \$209,608 \$4.000 \$158.041 \$55.567 1913 425,924 216,188 152,246 63,942 The results of the United Light & Power Co. for 1914 were, gross. \$19,103; net, after taxes, \$6,941.

OFFICERS,—Pres., E. W. Moore; V.-P., H. A. Everett; V.-P. & Gen. Mgr., J. Jordan; Treas., E. V. Hale; Sec., Fred. S. Borton; Asst. Sec. and Treas., John P. Witt, Cleveland, Ohlo.—V. 88, p. 374, 1313, 1615; V. 90, p. 621; V. 92, p. 260, 391; V. 93, p. 1785; V. 94, p. 692; V. 96, p. 359, 553; V. 98, p. 522, 1315, 1684; V. 100, p. 473.

(1) Cleveland Painesville & Ashtabula RR.—A trolley road. Entirely over private right of way, except through some of the villages, where franchises expire in 1927.

ORGANIZATION .- Incorporated in Ohlo in 1902.

1913......143,106 42,559 67,012 25,353

ROAD.—Operates abt, 30 miles track between Painesville and Ashtabula.
Put in full operation on July 30 1904. 70-ib, T and girder rail used. Track standard gauge. Connects at Painesville with the Cleveland Painesville & Eastern RR. and at Ashtabula with the Pennsyivania & Ohio Ry.—V. 82, p. 1332, 1370; V. 86, p. 337; V. 88, p. 374; V. 92, p. 322; V. 98, p. 386.

CLEVELAND & EASTERN TRACTION CO.—A trolley road.

ORGANIZATION.—Incorporated in Ohio on May 18 1910 to succeed the Cleveland & Eastern division (V. 90, p. 1613) of the Eastern Ohio Traction Co. per plan in V. 89, p. 1541, 1596.

In 1913 applied to Ohio State Utilities Comm. for permission to issue \$54,-000 ist M. bonds, \$32,400 perf, and \$27,000 com. stock for impls. (V. 98, p. 1286) bonds to be sold at 80 and to be accompanied by \$60% in pref. stock and 50% in common. Permission was not granted.

On May 3 1915 stockholders voted to amend the charter so as to permit company to engage in electric light and power business. V. 100, p. 1509.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common, \$600,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common, \$600,000 (\$0, p. 1500).

(SIND A Guardian Say. & Tr. Co., Clev., Trus., Bonds.—Remaining bonds reserved for extensions. &c. Bonds subject to call, any or all, on any int. day, at 103 and int.; began to draw int. from and after Jan. 1 1912. V. 91, p. 336.

EARNINGS.—For cal. year 1914, gross, \$211,559; net, after taxes, \$71,76; charges, \$38,160; balance \$33,016. In 1913 gross, \$203,316; net, after taxes, \$75,004; int., \$38,160; surplus, \$36,844

ROAD.—Operates 40 miles of track from Cleveland to Chardon, Burton and Middlefield, Ohio. Standard gauge. 60-4b. Trails. Has abandoned power plant and purchases power from Cleveland Electric Illum. Co. (but see above).

OFFICERS.—Pres., H. P. McIntosh; V.-P., Clark Ford; Sec. and Gen. May. Roab. D. Beatty. Teacs.

see anove).

OFFICERS.—Pres., H. P. McIntosh; V.-P., Clark Ford; Sec. and Gen. Mgr., Robt. D. Bestty; Treas., C. A. Taylor. Office, 701 Electric Bldg., Cleveland, O.—V. 91, p. 154, 336; V. 100, p. 1509.

CLEVELAND YOUNGSTOWN & EASTERN RY. CO.

CLEVELAND YOUNGSTOWN & EASTERN RV. CO.

Receiver for Chagrin Falls-Garrettsrille Division.—On Dec. 16 1914 Judge
Estep in the Common Pleas Court of Chyahoga County at Cleveland, appointed Robt. D. Beatty (Sec. & Gen. Man. of the Cleve. Y. & East. Ry.)
receiver for the line of track lying between the Cuyahoga County line and
Garrettsville, O., in a suit to foreclose the \$52,000 mtgs. of 1910, having a
first lien thereon. The operation of this portion of the road was discontinued after Dec. 28 1914 upon Court order and the receiver was ordered
to sell the property. The fine from Chagrin Falls to Cleveland is in no
way effected (V. 99, p. 1909).

ORGANIZATION.—Incorporated in Ohio on June 1 1908 On Mar. 1
1910 acquired the Cleve. & Chagrin Falls Ry. (Incorporated Feb. 18 1910
to take over the Clev. & Chag. Div. of the East. Outstanding. Maturity

to take over the Clev. & Chag. Div. of the East. Ohio Trac., sold Feb. 5-10).

8TOCK AND BONDS— Date. Interest. Outstanding. Maturity
Stock, \$152,500 (\$1,00).

S152,500 (\$1,00).

S152,500 (\$1,00).

S162,500 (\$1,00).

S162,500 (\$1,00).

S162,500 (\$1,00).

S162,500 (\$1,00).

S162,500 (\$1,00).

S162,000 (\$1,00).

S162,

ROAD.—Operates 37 miles of line between Cleveland, Chagrin Falls and Garrettsville Standard gauge. 60 and 70-lb, T rail. OFFICERS.—Pres., H. P. McIntosh; V.-P., H. Clark Ford; Sec. & Mgr., Robt. D. Beatty; Treas., C. A. Taylor.—V. 99, p. 1909.

LAKE SHORE ELECTRIC RY.—(See Map on page 39.)

ORGANIZATION.—The Lake Shore Electric Ry. was incorporated on Sept. 25 1901 under laws of Ohio as a consolidation of the Lorain & Cleveland Ry., the Sandusky & Interurban Ry., the Sandusky Norwalk & Southern Ry. and the Toledo Fremont & Norwalk RR. V. 73, p. 784. About half the road is built on private right-of-way: franchises for the remaining hald were in 1908 stated to have an average life of 15 years. Company has traffic agreement by which it enters the cities of Cleveland and Toledo over the tracks of the local street railway systems. In June 1911, through service was inaugurated between Cleveland and Lima via Sandusky and Fremont, a distance of 165 miles. Also through service between Cleveland and Detroit, 180 miles.

Controls the Lorain Street RR, and the Sandusky Fremont & Southern Ry., which see below. Also controls the People's Light & Power Co. and the Bellevuc Illuminating & Power Co. In 1907 made contract to supply power to the Toledo Findlay & Fostoria and several other roads. V. 83-p1646

In 1910 charter was amended so as to transform the then existing 5% cum. pref. stock of \$3,000,000 into \$1,000,000 6% cum. lat pref. and \$2,-000,000 5% non-cum. 2d pref. stock; V. 90, p. 698. At the same time accumulated dividends on the old pref. stock (part of which had been issued later than the rest) were adjusted. V. 90, p. 1917, 1296; V. 91, p.790, in Jan. 1915 the articles of incorporation were amended to enable the company to sell and distribute electricity for light, heat and other purposes in certain localities.

During 1912 a contract was made for the purchase of the entire output of the Sandusky River Power Co., which is installing near the Fremont plant a hydro-electric plant of 4,950 k. w., capacity.

The Ohio Utilities Comm. has from time to time authorized the company to sell additional gen. mige. bonds, aggregating \$330,000, which have been issued and are leid in treasury. On Feb. 10 1015 increased authorized amount of 1st pref. stock from \$1,000,00

sinking fund.

Lien.—The T. F. & N. bonds are a first lien on the division between Toledo and Norwaik; the L. & C. bonds are a first lien on the road between Cleveland and Lorain; and the 1st consol. bonds a first lien on all other lines and also a second mage. on the divisions noted above.

Dividends.—Initial div. on 1st pref., 1½%, paid Oct, 1 1910; same amount quarterly since to and including April 1915.

amount quarterly since to and including April 1915.

REPORT.—For years ending Dec. 31, excluding Lorain Street RR., Sandusky Fremont & Southern Ry. and light and power companies.

Net (after Other Dies. or Dies. or 1914.——\$1,120,328 \$416,677 \$25,000 \$329,832 \$60,000 \$51,845 \$1913.——\$1,119,312 \$448,707 \$25,000 \$329,832 \$60,000 \$9,011 Earnings for 1914 of the People's Lt. & Pow. Co. were: Gross, \$8,831; net, after taxes, \$4,154; and of the Bellevue III. & Pow. Co., gross, \$22,207; net, after taxes, \$9,394.

ROAD —Describes 172 miles extending from Cleveland to Toledo and

net, after taxes, \$9,394.

ROAD.—Operates 172 miles, extending from Cleveland to Toledo and Sandiusky, and from Sandiusky to Norwall; also city lines in Sandiusky; standard gauge; 70 to 100-lb. ralls. Through line from Clev. to Toledo was opened for business about Aug. 26 1992. In addition owns the Sandiusky Fremont & Southern. 20 miles, and the Lorain Street RR., 24.77 miles, raiding a total of 216.77 miles. 72 passenger, 5 baggage, 17 work and 47 freight cars. Total, 141.

OFFICERS.—Pres. E. W. Moore, Cleveland and N. Y.; V.-P'a., H. A. Everett and W. H. Price, Cleveland; V.-P. and Gen. Mgr., F. W. Coen. Sandusky, O.; Sec. & Treas., Jno. P. Witt, Oleveland.—V. 91, p. 790; V. 92, p. 262, 487; V. 94, p. 413; V. 95, p. 297; V. 96, p. 360, 550; V. 98, p. 387, 504; V. 99, p. 1910; V. 100, p. 474, 733, 1592.

REPORT.—For calendar years:

Calendar Gross Expenses and Net Interest Balance,
Year— Income. Taxes. Earnings. Paid. Sur. or Def.
1914. \$173.086 \$116.465 \$56.621 \$64.500 def. \$7.879 \$1013. \$196.948 \$118.217 \$78.731 \$64.600 sur.14.231 \$ROAD.—Operates 24.77 miles of track between Elyria. Lorain and Beach Park. Standard gauge. 24 cars. V. 99, p. 1598, 1673.

(2) The Sandusky Fremont & Southern Ry.

(2) The Sandusky Fremont & Southern Ry.

ORGANIZATION.—Incorporated in Ohlo in April 1906. Is operated as part of main line of Lake Shore Electric Ry. between Cleveland and Toledo. Lake Shore Elect. Ry. owns entire stock. Private right of way.

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

Stock, \$2,000,000.—Owned by the Lake Shore Electric Ry.—First mortgage, \$2,000,000, 1906 5 g.J-J. \$645,000 July 1 1936 gold (\$1,000), gnar.\_c\*tf Int. at Cirizens Sav. & Trust Co., Cleve., Trustee, or at Agency in New York.

Bonds.—Are guaranteed, prin. and int., by endorsament, by the Lake Shore Elec. Ry.; not subject to call. See V. S3, p. 1099.

REPORT.—For calendar years:

Calendar Gross Expenses and Net Interest Balance, Year—Income. Taxes. Earnings. Paid. Defict.

1914.—\$78.505 \$53.207 \$25.298 \$32.250 \$6.952 \$1913.—75.724 \$48.676 \$7.048 \$2.250 \$5.202 \$1.000.—Operates a line from Sandusky to Fremont, 20 miles.

ROAD.—Operates a line from Sandusky to Fremont, 20 miles. 14 cars.

-V. 83, p. 97, 1009.

CLINTON, IOWA.

CLINTON STREET RY.—Operates 1814 m. of track in city of Clinton. Main line franchise perpetual; others finited to 25 years from Mar. 1913, 72 to 80-lb. T rall. Stock \$1.000.000 (\$100), of which \$599,800 is outstanding. Funded debt consists of \$400.000 (\$1,000) auth, and out. 5% 1st M. bonds (c&r), dated 1906, due Mar. 31 1926, int. A. & O. at Ill. Tr. & Sav. Bank. Chicago, Trustee. Subject to call at 105. Earnings for 1914, gross, \$172,681; net. \$79,843. In 1913, gross, \$164,814; net. \$72,880.

OFFICERS.—Pres., C. H. Young; V.—P., R. C. Langan; Sec., A. L. Schuyler; Treas., C. G. Coan; Gen. Mgr., Bernard Bohnsen.

### COFFEYVILLE, KAN.

COFFEYVILLE, KAN.

THE UNION TRACTION CO.

ORGANIZATION.—Incorporated Sept. 28 1906 in Kansas. Franchises expire 1957. Road is on private right of way except in Coffeyville, Independence, Cherryvale and Parsons.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock, \$500,000. See text. \$3500,000. See text. \$3500,000. See text. \$1900.000 see text. \$1900.0

COLORADO SPRINGS, COL.

COLORADO SPRINGS & INTERURBAN RY.

ORGANIZATION.—Incorporated in Aug. 1902 as a consolidation of the Colorado Springs Rapid Transit Ry. and the Colorado Springs & Suburban Ry. The consolidated company has issued \$1,500,000 stock, of which \$500,000 pref. Bonds (\$1,000,5, M.-S., dne Sept. 1932, Central Trust Co., N. Y., trustee) auth., \$1,500,000; issued, \$1,000,000; issued, 0,000 reserved for underlying bonds. Other information refused—"is a close corporation and has neither stocks nor bonds on the mariete." Facts below relate solely to the old Colorado Springs Rapid Transit Ry.

Colorado Springs Rapid Transit Ry.

old Colorado Springs Rapid Transit Ry.

Colorado Springs Rapid Transit Ry.

STOCIK & BONDS— Miles. Date. Interest. Outstanding. Maturity.

Stock (par \$100).

\$500.000 f.s.

\$500.000 f.s.

\$500.000 f.s.

\$500.000 f.s.

\$600.000 f.s.

### COLUMBUS, GA.

COLUMBUS, GA.

COLUMBUS ELECTRIC CO.

ORGANIZATION.—Incorporated in Mains on Feb. 6 1903 and owns al the securities of the Gas Light Co. of Columbus; the entire common stock and \$121,300 of the peef, stock (one of \$350,000) of the Columbus Power Co., and all the stock and \$370,000 of the 1st M. bonds (out of \$423,000 of the Columbus Power Co., and all the stock and \$370,000 of the 1st M. bonds (out of \$423,000 of the Columbus Raliroad Co.; also \$1,184,685 notes of these companies, which do the entire street rallway and lighting, gas and power business of Columbus and the adjoining towns of Phoenix and Girard. Franchises perpetual. This freight lines are leased to the Seaboard Air Line Ry. for 50 years from Oct. 17 1901 at a rental of \$7,500 per annum. \$100,000 pref. stock is held by the Public Service Investment Co.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Com. 31,500,000 (\$100).

Peef, 6% cum after Jan 1 ... J.J 1,200,000 Jan. 15,3% 1915, \$1,200,000 (\$100).

1915, \$1,200,000 (\$100)... \$1,500,000

Peef, 6% cum after Jan 1 ... J.J 1,200,000 Jan. 15,3% (\$100)... ... ... ... ... ... ... ... ... ("Int. at Commonwealth Tr. Co., Boston, Trustee. 3-yr notes \$2,000,000 gold | 1913 6 g.J-1 2,000,000 July 1 1917 (\$100, \$500 & \$21,000)... ... ... ("Int. at Commonwealth Tr. Co., Boston, trust Columbus RR 1st mortgage. | 1898 5.A-C Trust Co., Phila., Trustee. Bonds.—The \$1,500,000 new bonds of the Columbus RR. Let Co. are subject to call as a whole at 10.5 & lnt. \$53,000 are reserved to retire a like amount of Columbus RR, bonds. The remaining \$370,000 Columbus RR. Ist M. bonds are owned by the Columbus Rice. Co. An "improvement fund" of 2% per annum of outstanding bonds commenced in 1905. The 3-yr, notes are callable as a whole on any int. day on 60 days' notice at 101 and int. V. 99, p. 119.

Dieidends.—First div. on pref. stock, 3%, was paid Jan. 1915.

ROAD.—Operates 25.9 miles of track, of which 5 miles leased to Sea. L. Ry.). Standard gauge. Controls hydro-electric developments with a present capacity

(1) Columbus Power Co.
ORGANIZATION.—Is a consolidation in March 1905 of the Columbus Power Co., the Coweta Power Co. and the Chattahoochee Falls Co. Entire com. stock and part of the perf. is owned by the Columbus Electric Co.

BTOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common. \$1,500,000 (\$100). 6%
non-cum, red at 105.
18t mtge, \$4,000,000, gold, gold, guar (see text)......c tf | Int. at Commonw.Tr. Co., Boston, Trustee

Bonds.—Of the \$4,000,000 authorized, \$1,500,000 are reserved for future purposes. A sinking fund of 1% of bonds out began Apr. 1 1912. \$71,000 purchased for sk. fd. and canceled. Bonds subj. to call as a whole (or in part for sk. fd.) at 110 and int. on any int. date. Bonds are guar. p. & i. and s. f. by Columbus Electric Co.

PLANT.—Controls by ownership or lease developed water power of Chattahorchee River aggregating 7,500 h. p. Also owns steam plant of 3,000 h. p. in City of Columbus. Proposes to have an ultimate hydraulic development of \$5,000 h. p.—V. \$2. p. 512.

### COLUMBUS, IND.

INDIANAPOLIS COLUMBUS & SOUTHERN TRACTION CO.

INDIANAPOLIS COLUMBUS & SOUTHERN TRACTION CO.

Lease—In Dec. 1912 was leased for 999 years to the Inter-State Public Service Co., a subsidiary of the Middle West Utilities Co., at a rental of 5% on the capital stock, or \$92,000 a year above all taxes. V. 95, p. 680. See Inter-State Public Service Co. In V. 95, p. 1745; V. 90, p. 1157.

ORGANIZATION,—Formerly the Indianapolis Greenwood & Franklin RR., which company was incorporated in Indiana in 1895. Name changed as above in Jan. 1903. In Sept. 1912 increased its auth. stock to \$1,840,000.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock, \$1,840,000.

\*\*TOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock, \$1,840,000.

\*\*C\*\*If Int. at Commercial Trust Co., Phila., Trust Bonds.—Cannot be called., \$68,000 are reserved for exten, and impts at not exceeding \$16,000 per mile. See V. 76, p. 654; V. 82, p. 1212.

ROAD.—Operates 63,38 miles of track between Indianapolis, Franklin and Columbus and Saymour, of which 3.86 miles belong to Ind. Trac. & Ter. Co., Standard gauge. 60-1b, T rail. Mostly private right-of-way. It connects with Indianapolis & Louisville Elec. Ry., thus forming a through lins from Indianapolis & Louisville Elec. Ry., thus forming a through Miller; all of Columbus, Ind.—V. 77, p. 823; V. 78, p. 1446; V. 82, p. 928, 1212; V. 86, p. 421; V. 95, p. 680.

### COLUMBUS, OHIO.

COLUMBUS, OHIO.

COLUMBUS RAILWAY, POWER & LIGHT CO.

ORGANIZATION.—Incorporated in Ohio Nov. 1913 to succeed the Columbus Traction Co. (incorp. Dec. 26 1906 as successor to the Central Market. St. Ry., sold under creditor's bill in Feb. 1906, subject to the \$500,000 bonds) and to take over the Columbus Ry. Co. and the Columbus Edison Co. as per plan in V. 96, p. 1839. The leases between these two companies and the Columbus Ry. & Lt. Co. were then canceled. The Columbus Light. Heat & Power Co. was not acquired until Feb. 1915. See "Electric Hallway Section" for Jan. 1915.

Owns and operates the city street rallway system of Columbus and suburban lines to Arlington and Westerville, and the commercial electric light and power systems of the city and vicinity. Franchise for street rallway expires in 1926 and provides for 8 telects for 25 cents and universal transfers. Two of the light and power franchises are perpetual; others expire 1926 to 1928.

irban lines to Arlington and Westerville, and the commercial electric light and power systems of the city and vicinity. Franchies for street railway Two of the light and power franchises are perpetual; others expire 1926 to 1928.

Two of the light and power franchises are perpetual; others expire 1926 to 1928.

New Securities, &c.—On Oct. 16 1914 the Ohio P. U. Commission auththe company to issue certain new securities in exchange for existing bonds as follows: (a) \$2,145.000 48; perf. & exten. M. 89; for an equal amt. of 1st consol. 4s of Col. Ry. Co. (b) \$150,000 1st seed as follows: (a) \$2,145.000 1st perf. & exten. M. 89; for an equal amt. of 1st consol. 4s of Col. Ry. Co. (b) \$150,000 1st seed as follows: (a) \$2,145.000 1st perf. & exten. M. 6s; for \$3,000,000 1st consol. 40-year 5s of Colum. St. Ry.; \$572,000 1st consol. 40-year 5s of Colum. St. Ry.; \$572,000 1st for \$4,000,000 1st for \$4,000 1st follows: (a) \$1,000 1st follows: (b) \$1,000 1st follows: (b) \$1,000 1st follows: (c) \$1,000 1st fo

OHIO ELECTRIC RAILWAY CO.

ORGANIZATION.—Incorp. May 18 1907 in Ohio. On Aug. 31 1907 purchased the Lima & Toledo Traction Co., which owned the line from Lima to Toledo, and leased the Lima Elec. Ry. & Lt. Co. (this co. being purchased on Dec. 31 1909), which operates in the city of Lima, and the Ft. Wayne Van Wert & Lima Trac., with a line from Lima, O., to Ft. Wayne, Ind. Also acquired by lease the Indiana Col. & East. Trac., which company assigned to it the leases of Col. Newark & Zancaville Elec. Ry. and Dayton & Western Trac. On Feb. 1 1908 purchased the Cinc. Northern Trac. (subsequently dissolved) and acquired from that company its lease of Cinc. Day. & Toledo Traction.

RAILWAYS

[Vol. 100.]

Including city lines in Zanesville, Newark, Lima, Hamilton and other points operating mileage is 613.45 miles extending from Zanesville on points operating mileage is 613.45 miles extending from Zanesville on points operating mileage is 613.45 miles extending from Zanesville on points operating mileage is 613.45 miles extending from Zanesville on and Buleceye Lake and Nowark to Granville branches; thence Liferuish Springfield to Dayton, and from Dayton to Richmond, Ind., where connection is made with Indiana Union True. For Muncle, Anderson and Indianapolis, Ind., and from Dayton to Richmond, Ind., where connection is made with Indiana Union True. In the E. True. to Indianapolis, Extending north from Epringfield through Urbana and Belletontaine to Lima, and from Lima to Deliance; to Germantown, Aft. Healthy and College Hill branches. Electric lithet and power business is conducted in clites of Zanesville, Lima and West Alexandria and steam-heating plant in Lima.

In May 1913 was granted authority to issue \$3.500,000 2d mage, bonds, provided \$5,000,000 of outstanding stock was retired. This was accordingly done. V. 95, p. 1365, 1340; V. 97, p. 293.

STOCK AND BONDS— Date. Interest. Quistanding. Dividend. Common, \$5,000,000 (\$100).

Precureri, \$5,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Quistanding. Dividend. Common, \$5,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Quistanding. Dividend. Common, \$5,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Quistanding. Dividend. Common, \$5,000,000 (\$100).

In at Precureri, \$5,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Quistanding. Dividend. Common, \$5,000,000 (\$100).

STOCK ON DELIVERY OF THE ACT OF THE ACT OF THIS. Trustee, Equip notes Series 'A' \$100, 110 in a Fidelity Trust Co., Phila., Trustee, Equip notes Series 'A' \$100, 110 in a Fidelity Trust Co., Phila., Trustee, Equip notes Series 'B' \$100, 110 in a Fidelity Trust Co., Phila., Trustee, Equip notes Series 'D' \$100, 110 in a Fidelity Trust Co., Phila., Trustee, Equip note

OFFICERS.—Pres., Dana Stevens; V.-P., J. H. Sundmaker; Secretary & Treas., F. A. Healy.—V. 92, p. 1564; V. 93, p. 1532, 1599.

OFFICERS.—Pres., Dana Stevens; V.-P., J. H. Sundmaker; Secretary & Treas., F. A. Healy.—V. 92, p. 1564; V. 93, p. 1532, 1599.

(2) The Indiana Columbus & Eastern Traction Co.—A trolley road. Leased to the Ohlo Electric Ry. Aug. 31 1907. Latter company guarantees interest on bonds and 5% divs. on pref. stock and owns entire com. stk. ORGANIZATION.—Incorporated in Ohlo on April 14 1908 and has acquired the Dayton Springfield & Urbana Elec. Ry., the Columbus London & Springfield Ry., the Columbus Grove City & Southwestern Ry., the Urbana Bellefontaine & Northern Ry., the Springfield Ry., the Potential Ry., the Ry., the Potential Ry., the Ry

231 cars.

OFFICERS.—Pres., Dana Stevens; V.-P., J. H. Sundmaker, Sec. and Treas., F. A. Healy; Asst. Sec. & Asst. Treas., J. M. Pogue.—V. 85. p. 600; V. 86, p. 721; V. 87, p. 37.

OFFICERS.—Pres., Dana Stevens; V.-P., J. H. Sundmaker; Sec. and Treas., F. A. Healy.—V. 87, p. 37; V. 95, p. 47, 890, 1039.

OFFICERS—Pres., Dana Stevens, V.-P., J. H. Sundmaker, Sec. and Treas., F. A. Healy.—V. 87, p. 37; V. 95, p. 47, 890, 1039.

(3) Lima Electric Railway & Light.—A trolley road.
Acquired by purchase by Ohlo Electric Ry. Dec. 31 1909.
ORGANIZATION.—The company is a consolidation completed Aug. 1 1900 of the Lima Ry. (incorporated Nov. 5 1896) and the Lima Electric Light & Power Co. Was leased July 1 1905 to the Lima & Toledo Traction, which lease was assigned to Ohlo Electric Ry. Aug. 31 1907.
STOCK AND BONDS—Dats. Interest. Outstanding. Maturity.
StOCK AND BONDS—Dats. Interest. Outstanding. Maturity.
Stock, \$5,000 (\$100)
Lima Hallway, first migge. 1893 5 g.J-D 90,000 Dec 1 1916
\$200,000, gold (\$500).—.\*
Lima Elec Lt & Power, gold. 1900 5 g.J-D 90,000 Dec 1 1916
Ist M. \$\$55,000 (\$100).c\*
Lima Electric Ry & Light, gold. 1900 5 g.J-D 15,000 June 1 1917
Ist M. \$\$55,000 (\$100).c\*
Lima Electric Ry & Light, gold. 1900 5 g.J-D 1000 July 1 1916
gold. first consol mortgage. 1900 5 g.J-D 1000 July 1 1916
gold. \$500,000 cold. 1900 July 1 1916
gold. \$500,000 cold. 1900 July 1 1916
gold. \$1000 July 1 1916
gold. \$1000 July 1 1916
July

Trems., F. A. Heaty.—V. S2, p. 691, 804; V. S3, p. 37.

(5) Cincinnati Dayton & Toledo Traction Co.—Trolley road Leased to the Ohio Electric Ry. Co.; see terms below.

ORGANIZATION.—Incorporated in Ohio on May 19 1902, and is a consolidation of the Southern Ohio Traction Co., the Cincinnati & Northwestern Ry., the Miamisburg & Germantown Traction Co. and the Hamilton & Lindenwald Elec. Trans. Co. V. 74, p. 884, 1037. Franchises are for 25 to 50 years.

Lease.—Was leased to the Cincinnati Northern Traction Co. May I 1905 for length of franchise and renowals thereof. Lease transferred to Ohio Electric Ry. Co. Feb. I 1908. After the Ohio Gloods in 1913 a lease was on June 23 1913, by agreement with Ohio Electric Ry., modified (see V. 96, p. 1556, 1839) to provide for payments as follows: (a) June 24 1913, 892,000; (b) for years ending June 30, respectively: 1913-14, \$266,500; 1914-15, \$266,500; 1915-16, \$276,500; 1916-17, \$286,500; 1917-18, \$296,500; 1918-19, \$306,500; 1919-20, \$316,500; 1920-21, \$326,500; 1917-12, \$346,500; 1918-19, \$306,500; 1919-20, \$316,500; 1920-21, \$326,500; 1917-18, \$296,500; 1918-19, \$306,500; 1919-20, \$316,500; 1920-21, \$328,500; 1917-19, \$306,500; 1918-10, \$306,500; 1

OFFICERS.—Pres., Theobald Feiss; V.-P., C. H. Rembold; V.-P. W. A. Draper; Sec. & Treas., F. A. Healy; Asst. Sec. & Asst. Treas., D. J. Downing, all of Cincinnati.—V. 81, p. 154; V. 96, p. 1556, 1839; V. 98, p. 838; V. 99, p. 1597.

W. A. Draper. Soc. & Treas., F. A. Healy. Asst. Sec. & Asst. Treas., D. J. Downing, all of Cincinnati.—V. 31, p. 154; V. 96, p. 1556, 1839; V. 98, p. 838; V. 99, p. 1597.

COLUMBUS DELAWARE & MARION RV.—A holding company. Receivership.—Appointment of Eli M. West as receiver was affirmed by the Circuit Court at Columbus in all respects.

On Feb. 4 1913 Judge Sater in the U. S. District Court dismissed the potition of Robert W. Bingham (V. 99, p. 480, 297) for the appointment of a new receiver and the foreclosure of the mage, by the Federal Court, holding that the matter was one of which the State Courts had jurisdiction. Visit that the matter was one of which the State Courts had jurisdiction. Visit that the matter was one of which the State Courts had jurisdiction. Visit that the matter was one of which the State Courts had jurisdiction. Visit that the matter was one of which the State Courts had jurisdiction. Visit that the state of the property of the Property of the Visit of V

OFFICERS.—And. for Receiver, W. H. Davidson; Pres., H. G. Catrow; Sec., E. H. Turner; Supt. for Receiver, J. H. Lahrmer.—V. 95, p. 297, 480, 1331, 1472; V. 96, p. 652, 1296, 1700; V. 99, p. 537, 1832; V. 100, p. 1078, 1437.

(1) Columbus Delaware & Marion Electric RR.

ROAD.—Operates an electric railway over private right of way from Columbus to Marion, passing through Franklin, Delaware and Marion counties. Also 4 miles in the City of Delaware, a total of 57 miles. V, 80, 0, 117; V, 91, p, 945; V, 93, p, 1190.

(2) Columbus Northern Ry. Power & Equipment Co.
ORGANIZATION.—Incorporated in Ohlo on Oct. 24 1904 to erect a
Dower house at Delaware and sub-stations to supply electricity for power
and heat. Receiver of Col. Del. & Marion Ry. was authorised to borrow
money to pay interest due Sept. 1 1909. V. 89, p. 592. Interest since
then has been paid to Sept. 1918. The March 1914 coupon was paid June 1
1914. Sept. int. was paid Dec. 1 1914. March int. will probably be paid
June I 1915.

MARION & WESTERN RAILWAY, LIGHT & POWER CO.

Default.—Interest has been in default since Sept. 1906. Suit has been
brought in Federal Court at Cincinnati against the directors of the company for an accounting of the proceeds of bonds.

ORGANIZATION.—Incorporated in Ohio on Sept. 25 1906 to purchase the Prospect Electric Light Co. and to build from Prospect to Richwood Ohio, 7 miles.

COLUMBUS NEW ALBANY & JOHNSTOWN TRACTION CO.-A

Passengers carried in 1913-14, 1,380,405.

ROAD.—Operates 72 miles of track from Columbus to Lancaster and from Columbus to Chillicothe. Is operated by third-rail system. Standard gauge, 70-ib. T rail. Within city limits of Columbus, company operates over tracks of Columbus Ry., Pow. & Lt. Co. under oper. agreement.

OFFICERS.—Pres. and Mgr., Frank A. Davis; V.-Pres. and Treas., Edwin R. Sharp; Sec., A. C. Moorhaus; Supt., C. Skinner,—V. 81, p. 32, 778, 1551, 1661; V. 82, p. 101, 1158, 1440; V. 87, p. 481, 615, 679; V. 91, p. 871.

CONCORD, N. H.

CONCORD STREET RAILWAY.—A trolley road extending from the central wards of Concord to Penacook. Comprises 12.71 miles of track.
In June 1901 control passed to the Boston & Maine RR., and in 1903 the New Hampshire Legislature suitherized the Concord & Montreal RR., which is leased to the Boston & Maine, to purchase the property and to issue stock and bonds to pay therefor.

### CORTLAND, N. Y.

CORTLAND COUNTY TRACTION.—Trolley.
ORGANIZATION.—Is a reorganization on June 22 1901 of the Cortland & Homer Traction, sold at foreclosure on Apr. 23 1901. In June 1905 absorbed the Cortland & Homer Electric Co., previously controlled. In May 1914 was furnishing 242 are lights to the cities of Homer and Cortland and also light to the public. Carries coal and freight as well as passengers.

also light to the public. Carries coal and freight as well as passengers.

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

Stock, com, \$320,000 (\$100) 1901 4 g A-O 180,000 April 1 1921

First mtgo, \$180,000 (\$500), County Sav. Bk. & Tr. Co., Scranton. Pa., gold 1905 5 g F-A 320,000 (\$100) 1905 5 g F-A 320,000 Aug 1 1935 (\$500 and \$1,000 ... c! Interest as Empire Tr. Co., N. Y., Trustee. Ist & ref mtgo, \$2,000,000 ... 1907 5 J-D 150,000 June 1 1957 (Int. at Equitable Tr. Co., N. Y., Trustee. prior liens. They are subject to call at 105.

ROAD.—Operates 16.18 miles of track (not including sidings and turnouts) between Cortland, Homer, Little York and Preble, and between Cortland Amder, after taxes, \$13,735; other income, \$22,044; bond, &c., int., \$29,232; surplus, \$6,547.

Operated Amder and Medical Press. D. W. Van Hoesen: V. P. Edw. H. D.

OFFICERS.—Pres., D. W. Van Hoesen; V.-P., Edw. H. Brewer; Sec., G. H. Garrison; Treas, and Gen. Mgr., Edwin Duffey.—V. 81, p. 507.

COVINGTON, KY.
CINCINNATI NEWPORT & COVINGTON LIGHT & TRACTION
CO.—A trolley road.

CO.—A trolley road.

ORGANIZATION.—Incorporated under the laws of New Jersey on March 11 1902 and purchased all the stock of the Union Light, Heat & Power Co. of Covington and of the Cincinnati Newport & Covington Railway. V.74, p. 576. The latter was organized in 1892 to buy up and consolidate all the roads on the Kentucky side of the river opposite Cincinnati.

Lease.—The Union Lt., Ht. & Power Co. and the Cinc. Newp. & Cov. Ry. (both controlled through stock ownership by the Cinc. Newp. & Cov. Lt. & Tr.) were leased from Apr. 1 1907 to Columbia Gas & Electric Co.

(incorporated in Ohio) for 45 years. The lessee guarantees interest on bonds and 4½% per annum on preferred stock. On common, dividends are to be 3% for first year, increasing ½% each year until 6% is reached, which is to be the rate thereafter. See V. 8½, p. 449, 930; also terms in V. 84, p. 1489, under Columbia Gas & Electric.

The controlled Cincinnati Covington & Erlanger St. Ry., which was norp. Sept. 1899 with \$250,000 stock (shares \$50), to build an extension to Erlanger, 7¾ miles (about 3 miles completed) has also been leased to the Columbia Gas & Electric.

On June 25 1914 company auth. \$200,000 1st M. bonds to cover cost of the 11th 8t. bridge between Covington and Newport, which is now under construction. V. 99, p. 608.

Franchise Assessment Sustained,—Motion by South Covington & Cincinnati 8t. Ry. to enjoin increase in franchise assessment in 1912 from \$710.373 to \$4.195.850 was denied in Feb. 1914, See V. 98, p. \$38.

Franchise Decisions.—On Oct. 19 1914 Judge Cochran in the U. 8. Dist. Court held that the franchise granted by the City of Covington in 1882 to the South Covington & Cincinnati 8treet Ry. was in effect perpetual. See V. 99, p. 1214. On Jan. 5 1915 the U. 8. Supreme Court declared void, as an unlawful interference with inter-State commerce, the section of the Covington street railway ordinance relating to overcrowding. See details in 1915 the voters of Cincinnati rejected by a majority of 8,903 out of a total vote of 55,423 the new 25-year franchise granted by the Cincinnati City Council on Jan. 9 1915.

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

Guaranteed Bonds— Licking River Br Co 1st M 1914 5 M-S \$185,000 guar (see text) s f 185,000

\$185.000 guar (see text) s f}

\*\*Rends.—Of the first consolidated bonds of 1892 of the C. N. & C. Ry.,

\$250.000 are deposited with the trustee to retire all the underlying mortgage
bonds. The perpetual charters of constituent companies are kept allve,
and their capital stocks are deposited with the trustee as collateral for the
first consols. Interest on those bonds is payable at the National Bank of
Commerce, New York, First National Bank, Clotinnati, and German Nat.
Bank, Covington. The Union Light, Heat & Power Co. bonds can be
called at 110 and interest. Of these, \$392.000 are available for improvements, additions or purchase of other companies at par for actual cost.

Licking River bonds are guaranteed by Columbia Gas & Elec. Co. and the
South Covington & Cincinnati St. Ry.

DIVIDENDS.—On preferred 414% is being paid. On common stock first dividend of 44% was paid July 15 1907 and 14% Oct. 15 1907. In 1908. 314%; in 1909. 314%; in 1910. 414%; in 1911. 414%; in 1912. 514%. In 1913. 534%; in 1914. 6%. In 1913. Jan., 114%; April, 114%.

ROAD.—Connects Cincinnati, Newport, Covington, Dayton, Bellevue Ludlow, Bromley and Fort Thomas. Total in operation, 60 miles; laid with 80-lb, Johnston girder and 72-lb. "T" rails.

OFFICERS.—Pres., James C. Ernst; V.-P., James M. Hutton; Sec., and Treas., George M. Abbott.—V. 83, p. 1228; V. 84, p. 449, 930, 1396, 1485; V. 88, p. 824; V. 92, p. 1313; V. 94, p. 350; V. 98, p. 838; V. 99, p. 608, 1214; V. 100, p. 139, 397

TEXAS TRACTION CO,—A trolley road.

ORGANIZATION.—Incorporated in Texas on Sept. 25 1906. Franchises expire in 1956 on streets and highways; rest of road built on private right of way.

On April 16 1911 the Texas Traction Co. acquired all the properties of the Denison & Sherman Ry. Co., consisting of an interurban railway between Sherman and Denison and city lines in both those cities. V. 92, p. 463.

In Dec. 1914 entered into a 30-year contract with the Texas Power & I.t. Co., under which electrical energy will be supplied for the operation of the interurban railway lines. V. 99, p. 1915.

nonu since.

EAR NINGS.—For year ending Dec. 31 1914, gross, \$676,096; net. \$223, 351; int. and taxes, \$184,570; surplus, \$38,781. In 1913, gross, \$720,926; net, \$297,432; int., taxes, &c., \$181,819; surplus, \$115,613.

ROAD.—Operates an interurban line between Dallas and Denison, 76,39 miles, of which 3.45 miles are over tracks of Dallas Consolidated St. Ry. 2d main track, sidings and turnouts, 6.38 miles, and local street car lines in Sherman, Denison and McKinney, Tex., incl., sidings, &c., 9.69 miles total mileage, 92.46. Gauge 4 ft. 8½ in. 70-80-ib. Tr rail. 59 cars. OFFICERS.—Pres., J. F. Strickland; V.-Ps., Osce Goodwin, R. B. Stichter, J. S. Heard, W. R. Brents; Treas., H. I. Gahagen; Sec., Jas. P. Griffin.—V. 84, p. 627; V. 87, p. 98; V. 88, p. 824; V. 92, p. 463, 1567; V. 93, p. 1192, 1535; V. 99, p. 1911.

declared Nov. 1903, paid Jan. 1 1904; in 1904, 6%; in 1905, 614%; 1906 to 1910, incl., 7% per annum; in Feb. 1907 paid a special dividend of 5% (V. 83, p. 1590); in 1911, Jan., 114%; April, 14% and special dividend of 5% (V. 83, p. 1590); in 1911, Jan., 114%; April, 14% and special div. of 99.09 1-11 (see above); July, 114%; Oct., 114%; In 1912, Jan., 114%. In Mar., 1912 began paying divs. Q.-M. instead of Q.-J. and on Mar. 31 paid 114%; June, 2%; Sept., 2%; Dec., 2%, In 1913, 8%. In 1914, Mar., 29%; June, 2%; Sept., 2%; Dec., 114%; (V. 100, p. 53). In Mar. 1915, 114%.

EARNINGS.—For calendar year 1914, gross. \$669.823; in 1915, \$651, 504; in 1912, gross. \$669.824; in 1911, gross. \$652.125.

ROAD.—Controls and operates in all 36.85 miles of track, namely; Third Street Line, Fifth Street Line, Green Line, Kammer Ave, Line and Dayton & Soldier's Home Line. Gauge 4 ft. 815; in.; rails 70 and 80-lb. T and 70 and 90-lb. girder; operating 42 G. E. 67 and 50 G. E. 800 motor equipments; 100 motor cars, 10 tradier cars and 3 sprinklers.

OFFICERS.—Pres., E. D. Grimes; Ist V.-P., C. B. Clegg; 2d V.-P., & J. Barney; 3d V.-P., G. O. Shaw; Sec., M. Hall; Gen. Supt. & Purch. Agt., T. E. Howell. Office, Western and Auburn Aves., Dayton.—V. 83, p. 1590; V. 92, p. 1178, 1564; V. 99, p. 1909; V. 100, p. 53, 1236.)

DAYTON COVINGTON & PIQUA TRACTION.—A trolley road.

ORGANIZATION.—This was formerly known as the Dayton & Troy
Traction, but name changed to the above in Aug. 1901. The D. & T.
Traction was incorporated in Ohio in Jan. 1900 to build a street rallway
from Dayton to Troy, but route was changed, and road constructed from
Dayton to Covington and Piqua, about 38 miles. Company acquired the
right to use the tracks of the People's Ry. in entering city of Dayton.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock auth, \$600,000 (\$100) \$600,000
Pref, 5% n-c, \$550,000 (\$100) \$50,000
Pref, 5% n-c, \$550,000, g | 1902 5 g A-O 490,000 April 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 and \$600,000 april 1 1922
(31,000) \$600,000 april 1 192

provements; 2d mtge, bonds are subject to call on any lat. date as 100.

EARNINGS.—For year ending June 30 1914, gross, \$153,870; net, \$53,370; interest and taxes, \$40,639; surplus, \$12,731.

ROAD.—Total track 38 miles. Standard gauge. 70-lb. T. 30 and 90-lb. girder rails. 10 passenger cars, 2 express cars and 5 other cars.

OFFICIERS.—Pres., D. Dwyer; V.-P. & Gen. Mgr., Thos. T. Robinson Supt., T. J. Brennan.—V. 77, p. 146.

DAYTON & TROY ELECTRIC RY.—A trolley road.

ORGANIZATION.—Incorp. 1900. Is built on both public and private right of way. Completed in Dec. 1901. Rails, 70-lb. T. Power house located at Tippecanoc City, Ohio. Stock, \$500,000 (\$100) com. auth. and issued and \$500,000 (\$100) 5% cum. pref. auth.; \$647,200 issued. Ohio Public Service Commission has granted permission to issue \$300,000 5% cum. pref. stock (\$147,200 issued) to pay outstanding bills for impts. aircady made; V. 95, p. 1744. No bonds contemplated. In May 1902 took over Miami Valley Ry, under 99-year lease at a rental of \$9,600 per ann., which is applicable to stock of \$300,000, mortgage having been canceled.

Dividends.—On the pref. stock 5% per annum is being paid. On com., Jan. I 1904, 2%; in 1905, 6%; in 1906, 6%; in 1907, 2%; in 1908, none; in 1909, 5%; in 1910, 6%; in 1911, 5%, in 1912, Mar., 1¼%. In 1913, Sept., 1¼%; Dec., 1¼%. In 1914, June, 1¼%. None trereafter to May 1915.

EARNINGS.—For calendar year, 1914, process. \$200, 280, page 180.

1915.

EARNINGS.—For calendar year 1914, gross, \$296.289; net. \$86.004; deductions, \$34,182; divs., \$38,525; surplus, \$13,207. In 1913, gross, \$298.514; net. \$96,433; deductions, \$11,729; divs., \$50,918; surp., \$3,786.

ROAD.—Owns and operates 36,29 miles of track (10,03 m. double, 11.19 miles single, 5.04 miles sidings) between Dayton and Troy. Leases the Miami Valley Ry., extending from Troy to Piqua, including the local line in Piqua, comprising 14.03 m. of track (4.59 m. single, 2.71 m. double, 0.71 m. sidings and 3.31 m. local in Piqua). Total in single track, 50.32 m. OFFICERS.—Pres., H. P. Clegg; V.-P., Chas. B. Clegg; Sec., L. C. Clegg; Treas, & Gen. Mgr., R. A. Crume; And., F. Sprasue. General office, Tippecanoe City, Ohio.—V. 94, p. 123; V. 95, p. 1744.

DAYTON SPRINGFIELD & XENIA SOUTHERN RY.—Trolley.
ORGANIZATION.—Incorporated in 1909 as successor to the Dayton &
Xenia Transit Co., sold at foreclosure. Stock, auth. and outstanding,
\$200,000 com. and \$300,000 pref. Par \$100. 1st M. auth. and issued,
\$500,000. Earnings for year ending June 30 1911, gross, \$149,383; net,
\$37,877; Interest and taxes, \$33,334; surplus, \$4,543.

ROAD.—Owns and operates 40.47 miles of track from Dayton to Xenia
and from Dayton to Spring Valley. Pres., C. J. Ferneding; V.-P., T. A.
Ferneding; Sec. & Treas., H. L. Ferneding, all of Dayton.—V. 89, p. 285,

OAKWOOD STREET RAILWAY CO.—A trolley road.

In April 1915 it was reported that Col. Charles B. Clegy had acquired control. V. 100. p. 1438.

ORGANIZATION.—Incorporated July 22 1870 in Ohio. Franchise expires 1941. In Oct. 1809 the Ohio Supreme Court held the franchise valid over the objections of the City Solicitor. Stock auth. and outstanding, \$500,000 (par \$100). No bonds. Operates 8 miles of track in Dayton and suburbs. Standard gauge. Pres. & Treas., Charles B. Clegg; V.-P., H. P. Clegg; Sec. & Gen. Mgr., Henry Gebhart, all of Dayton. V. 100, p. 1438.

DECATUR, INDIANA.

FORT WAYNE & SPRINGFIELD RAILWAY CO.—A trolley road.

Sale.—The property was sold at foreclosure on May 4 1915 to Messrs.
Charles Dickson and John H. Koenig for \$85,000.

ORGANIZATION.—Incorporated July 2 1903 in Indiana. V. 85, p. 1012. Private right of way between Ft. Wayne. & Decatur. Franchise for 50 years in Decatur, 28 years in Ft. Wayne. See V. 89, p. 162.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$1,000,000 (\$100)... 1910. 5 g A-O. 209,000 April 1 1930 gold (\$500)... \*Int. at Cleveland Trust Co., Clove., Trustee.
Bonds.—Are subject to call at 105 on any interest day.

Bends.—Are subject to call at 105 on any interest day.

Dividends.—In 1907, 2%: in 1908. 4%: in 1909. 4%: none since.

EARNINGS.—For year ending Dec. 31 1914, gross, \$52,282; net, after taxes, \$4,270.

ROAD.—Operates 21.6 miles between Decatur and Ft. Wayne. Total track, 23.7 miles. 70-lb. T rail; gauge, 4 ft. 835 in. An extension from Decatur to Berne (12 miles) is being constructed.

OFFICERS.—Pres. & Mgr., W. H. Fledder-Johann; V.-P., B. A. Fledder-Johann; See., John H. Koenig; Troas., Chas. Dirison.—V. 88, p. 1042; V. 89, p. 162; V. 90, p. 1101; V. 98, p. 622; V. 100, p. 1108.

DELAWARE, OHIO. COLUMBUS MAGNETIC SPRINGS & NORTHERN RY.

OFFICERS.—Pres., W. M. Galbraith, Pitts.; V.-P. and Treas., C. Magee Jr., Pitts.; Sec., Chas. J. Fifer, Richwood, O.—V. 83, p. 1228, 1469.

DENVER, COL.

DENVER TRAMWAY CO.

ORGANIZATION — Incorporated in Colorade in Jan. 1899 for 50 years and on March 31 1914 acquired by purchase all the callway properties and the Denver Transvay Fower Co.) and the Denver Transvay Terminals Co., and has assumed all the funded debt and other obligations of these companies, as per plan under caption of "Denver & Northwestern Ry." in V. 98, p. 1515. Owns all the \$500 (00) stock of the unbonded Consolidated Stock of the Denver & Inter-Mountain RR., which company see below. The Denver & Northwestern Ry. owns \$9,000,000 of the common stock of this (the Denver & Inter-Mountain RR., which company see below. The Denver & Northwestern Ry. owns \$9,000,000 of the common stock of this (the Denver & Inter-Mountain RR., which company see below. The Denver & Northwestern Ry. owns \$9,000,000 of the common stock of this (the Denver Transway) company. V. 98, p. 1071, 1156. Comprises the online street callway system of Denver. Is owner, by purchase Denver. The Denver Earlway Steam of Denver. Is owner, by purchase South Denver Cable Ry, the Denver Transway Co., the South Denver Cable Ry, the Denver Transway Co., the South Denver Cable Ry, the Denver Transway Co., the Motoropillan Ry, the Denver Cliy Cable Ry, the Denver Transway Tower Co., situated on the Platte River at Fourteenth St. in Denver, has a normal capacity of 9,500 k. w. Own Rive substantions, two of 1,500 k. w. each, two of 1,000 k. w. and one of 900 k. w. was the seen that the company of the

Dec. 31:

| Sink.Fund \*Fixed | Fixed | Sink.Fund | Sink.Fund | Fixed | Sink.Fund | Fixed | Sink.Fund | Fixed | Sink.Fund | Sink.Fu

ROAD AND EQUIPMENT.—Owns 231.52 miles of electric track, of which there are 203.07 miles of city lines and 28.45 miles of interurban lines; gauge 3 ft. 6 in.; 65 and 72-lb. rail. 245 motor passenger cars. 141 trailers, 65 miles. cars, total 451 cars. Also owns 103 freight cars. All freight equipment leased to Denver & Inter-Mountain RR. Co. V. 98, p. 1993.

equipment leased to Denver & Inter-Mountain RR. Co. V. 98, p. 1993.

(1) Denver & Inter-Mountain RR.
Controlled by the Consolidated Securities & Investing Co.
ORGANIZATION.—Incorporated in Colorado about Oct. 29 1907 as Inter-Mountain Ry., but on April 2 1909 changed name to present title, Private right of way. Franchissa in Denver and Golden are perpetual. Has passenger arrangements with Denver Tramway Co. for interchange of transfers on Denver City lines; also has contract for use of tramway co.'s tracks in entering Denver. Has freight traffic agreements with Denver Tramway Co.

STOCK AND RONDS— Data Interest Outstanties Marietae

Tramway Co.

STOCK AND BONDS—

Biock, \$1,000,000 (\$100)

Inter-Mountain Ry, 1st mort
1908

Sgage, gold, \$750,000 (\$100)

C\*tfl

Trustee, or Bankers Trust Co., New York,

Bonds are caliable at 105 on any interest day after 1913.

ROAD.—Operates from Denver to Golden and from Barnum Junction to and around Barnum Loop. Main track, 15.25 miles; total track, incl. 2d and leased track and sidings, 24.13 miles.

OFFICERS.—Pres. & Gen. Mgr., Wm. G. Smith; V.-P. & Asst. Sec.,

A. C. Montgomery; Treas., F. G. Moffatt.—V. 94, p. 207; V. 97, p. 1203

DENVER & NORTHWESTERN RY.—A holding company.

ORGANIZATION, &c.—In Mar. 1913 a syndicate headed by Boettcher.

Porter & Co. of Denver acquired a controlling interest through purchase of the stock (about \$1,600,000) held by Marsden J. Perry of Providence, this purchase making its total holdings about a 75% int. V. 96, p. 863. This company, since the plan in V. 98, p. 1156, went into effect, is simply a holding company, practically its only asset being the \$9,000,000 common stock of the Denver Tramway Co., which is pledged as security for the \$6,000,000 is & Coll. bonds of this co., and its only liability being \$6,000,000 of its capital stock outstanding in the hands of the public, the payment of its bonds having been assumed by the Denver Tramway Co.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock \$6,000,000 (\$100) — Q-J 10 \$6,000,000 Apr. 15, 1% First and collateral mtge (assumed by Denv. Tram. Co.—see above).

Dividends.—Prior to July 1909 dividends were at rate of 6% per annum-In July 1909 quar, div. was increased to 2% and same amount paid quar.

terly to July 1913. In Oct. 1913 rate was reduced and 1% was paid (V. 97, p. 1115). Same rate quar, since to and incl. April 1915.
INDEX.—V. 94, p. 418, 1383, 1763; V. 96, p. 1863, 1628; V. 97, p. 236, 298, 594, 1115; V. 98, p. 1077, 1156.
OFFICERS.—Pres., S. M. Perry, V.-P. & Gen. Supt., John A. Beeler; Sec. & Treas., F. G. Moffat; Aud., W. A. Doty.

DERRY, PA.

WESTMORELAND COUNTY RAILWAY CO.

ORGANIZATION.—Incorporated in Pennsylvania on Dec. 27 1904. Is a consolidation of the Bradenville & Derry Street Ry. and the Blairsville & Derry Street Ry.

OFFICERS.—Pres., John E. Potter; V.-Ps., F. Wm. Rudell and J. A. McComb. Sec., H. S. Calvert, Terss., J. G. Vilsack, all of Pittsburgh; Supt., S. F. Schwerdt, Derry.—V. S2, p 50.

DES MOINES (ITY RAILWAY CO.—A trolley road. In March 1911 N. W. Harris of Chicago acquired practically all the stock not proviously owned by him of the Des Moines City Ry. Co. and of its allied corporation, the Inter-Urban Ry. Co. V. 92, p. 794.

Default.—Interest due April 1 1915 on the ref. M. 5% bonds of 1901 is in default, the primarily; it is stated, to the company's insolity to issue bonds for rembures it for the company and additions because the primarily; it is stated, to the company's insolity to issue bonds for rembures it for the company and additions because the company in the primarily; it is stated, to the company's insolity to issue bonds for rembures it for the company and additions because the company. In the company is the control of the company of the primarily developed and deposits have been called for. V. 100, p. 1672.

ORGANIZATION.—A consolidation in 1893 of the Des Moines St. RR. Co. and the Des Moines Suburban Ry. Co. Is authorized to carry freight. Franchise Decision.—On March 22 1913 the Supreme Court of Iowa, reversing the decision of Judge Applexate of the Dist. Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Court of Dallas Co. on Dec. 2 1916 of Sec. Sec. 2 1917. Time was later extended to June 22 1916. On Feb. 28 1914 the Himos Treut & Savings Bank of Chicago, as mortsage trustee, brought suit in the United States District Court and June 2 1916. On Feb. 28 1914 the Himos Treut & Savings Bank of Chicago, as mortsage trustee, brought suit in the United States District Court and June 2 1916. On Feb. 28 1914 the Himos Treut & Savings Bank of Chicago, as mortsage trustee, brought suit in the United States District Court and June 2

Descender and 17 Service cars.

OFFICERS.—Pres., Emil G. Schmidt; V.-P., E. P. Smith; Sec., O. H. Bernd; Treas., F. M. Harris; Asst. Sec. & Asst. Treas., H. A. Dow.—V. 86, p. 546; V. 88, p. 1313; V. 89, p. 224; V. 91, p. 1574; V. 92, p. 794; V. 93, p. 407, 588; V. 95, p. 818; V. 96, p. 947; V. 98, p. 763; V. 99, p. 1672; 1909; V. 100, p. 54, 308, 1348, 1072.

V. 93, p. 407, 588; V. 95, p. 818; V. 96, p. 947; V. 98, p. 763; V. 99, p. 1672; 1909; V. 100, p. 54, 308, 1348, 1672; INTER-URBAN RAILWAY CO.—A trolley road.

ORGANIZATION.—Incorporated in fowa to construct a system of interurban roads connecting with Des Moines. The Des Moines City Ry. Co. guarantees the bonds, principal and interest.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity Stock, \$1,200,000 (\$100).

1st mortgage, sinking fund. 1951 5 g.A-O 1.160,000 April 1 1921 gold (\$1,000), guaranteed Cont. & Comm. Tr. & Say. Bk., Ohic., Trns. p. & 1. by Des Moines City Int. at Harris, Forbes & Co., New York, and Ry.—1818; V. 96, p. 947.

Debentures, \$350,000 (\$1,000) 1913 6 J-J \$250,000 Jan 1 1923 and \$500).—ntf | Harris Tr. & Sav. Bk., Chic., Trustee Bonds.—Other bonds may be issued for acquisitions and extensions at not over \$0% of cost and at not over \$16,000 per mile for new road, but only when net earnings equal 1½ times all int. charges on bonds out and those to be issued. Bonds are subj. to call at 105 and lat. A sinking fund of 5% of bal. of annual net earns, after payment of all charges, became operative April 1 1906, and bonds so purchased are to be kept alive for purposes of the fund; \$14,000 is held in sinking fund, included in amt. outstanding above. Debenbures are red. on any int. date at 101 and int.

EARNINGS.—For year ending March 31 1915, gross, \$339,755; net. after taxes, \$\$6,801.

EARNINGS.—For held in sinking fund, included in amt. outstanding above. Debenbures are red. on any int. date at 101 and int.

EARNINGS.—For year ending March 31 1915, gross, \$339,755; net. after taxes, \$\$6,801.

EARNINGS.—For year ending March 31 1915, gross, \$339,755; net. after taxes, \$\$6,801.

EARNINGS.—For year ending March 31 1915, gross, \$339,755; net. after taxes, \$\$6,801.

EARNINGS.—For year ending March 12 pass., 132 freight, 5 service cars: 410comotives; 2 express and 2 caboose cars.—Cars enter Des Moines over tracks of Des Moines Otty Ry.—OFFICERS.—Same as for Des Moines City Ry.—V. 74, p. 680.

## DETROIT, MICH.

DETROIT, MICH.

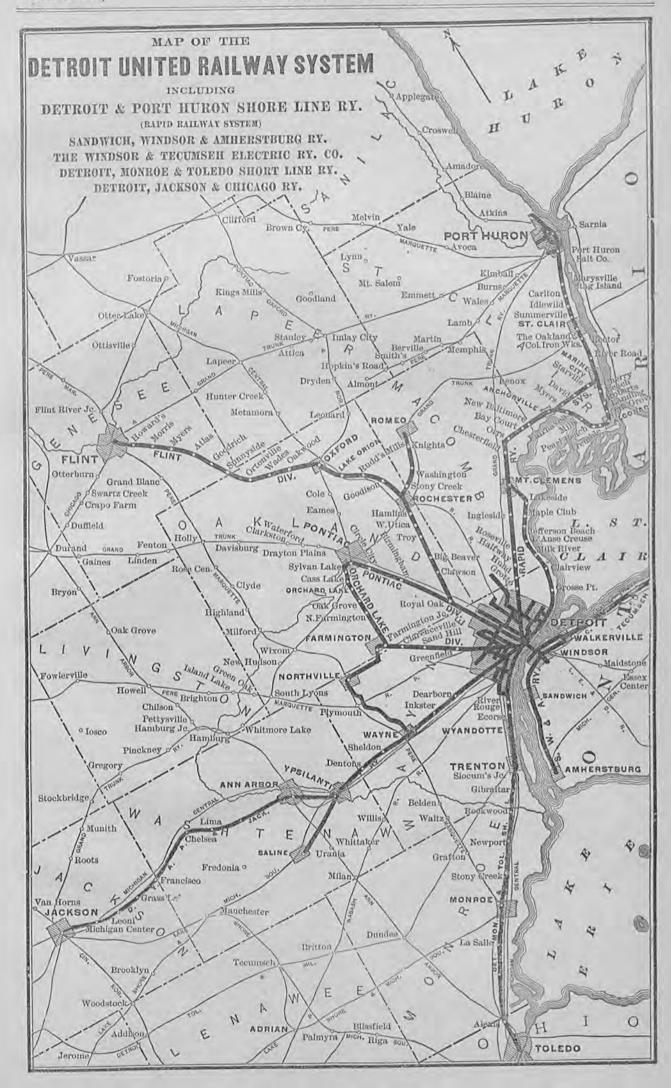
DETROIT UNITED RAILWAY.—(See Map page 39.)—Trolley.

ORGANIZATION.—Incorporated in Michigan Dec. 31 1900 and took over franchises and properties of the Detroit Citizens' Street Ry., the Detroit Stetzife Ry., the Detroit Etetzife Ry., the Detroit Stetzife Ry., the Detroit Etetzife Ry. The Detroit Suburban. V. 72. p. 44, 183. Embraces all the street railway lines in Detroit.

Later absorbed by purchase the Detroit & Northwestern Ry., which is known as the Orchard Lake division, the Detroit & Pontiae Ry., known as the Pontiae division, the Wyandotte & Detroit River Ry., known as the Pontiae division, and the Detroit & Flint, formerly the Detroit Rochester Romeo & Lake Orion Ry., and known as the Flint division.

Owns entire capital stock of the Detroit & Port furon Shore Line (Rapid Railway System); Sandwich Windsor & Amherstburg Ry. (acquired in Rog. 1901); Detroit Monroe & Toledo Short Line Ry. (acquired in Feb. 1906) and the Detroit Jackson & Chicago Ry. The last-named is a regranization of the Detroit Typilanit Ann Arbor & Jackson Ry., the Jackson Ann Arbor & Detroit Ry. and the Detroit Plymouth & Northville Ry., which were acquired in Jan. 1907.

In Aug. 1901 purchased 180 shares (all) of the stock of the City Electric Ry. and the People's Electric Light plant of Windsor, Ont.



Franchise Decision.—On Oct. 2 1912 the Mich. Supreme Court, in a decision affirming that of the Wayne Co. Circuit Court, held that the coupant of the St. the 30 year Franchise originally granned having expired. The fourt St. the 30 year Franchise originally granned having expired. The fourt St. the 30 year Franchise originally granned having expired. The fourth of the use of the expert of the street, but has the right to compal the company to vacate streets upon Turche proceedings. V. 95, p. 890. On April 26 1913 the H. S. Supreme Court affirmed the decision as outlined above. V. 96, p. 1856. On April 7 1913 the citizens voted in favor of an amendment authorizing own and maintain and operate street railways and to issue bonds to provide for cost thereof. See V. 96, p. 1085.

Antifer of Company's Property—An inventory and appraisal of the company's property within the one-fare zone was made by Perc. Edw. W. Help and the purchase of the company's property within the one-fare zone was made by Perc. Edw. W. Help and the purchase of the company's property within the one-fare zone was made by Perc. Edw. W. Help and the purchase of the company's property within the one-fare zone was made by Perc. Edw. W. Help and the purchase of the company's property within the one-fare zone was made by Perc. Edw. W. Help and the purchase of the company and property within the one-fare and the property within the one-fare and the property within the one-fare and the purchase by City.—On March 31 1915 the stockholders voted to accept the city's offer to purchase the lines within the one-fare zone—assersating 222 miles—for \$24,500,000, in accordance with the plan of the Street Italian and the purchase by City.—On March 31 1915 the stockholders voted to accept the city's offer to purchase the lines within the one-fare zone—assersating 222 miles—for \$24,500,000, in accordance with the plan of the Street Italian and the stree

Bonds.—Of the Toonsolidated mige., \$1,100,000 are reserved to retire bonds of like amount of the D. R. R. & Lake O. Ry, and \$500,000 have been conceled. Consolidated bonds are subject to call at 100 and interest on 60 days' notice. Both issues are guaranteed by the Detroit United Ry.; see form of guaranty in V. 76, p. 1300; as "additional collateral security" on the Filint bonds ist consol. 4½% bonds of the Detroit United are deposited, \$ for \$3, with the Guaranty Trust Co. of New York, and would be available in the event of default on the Detroit & Filint bonds.

REPORT —Annual report of the Detroit United Ry. for the year ending Dec. 31 1914 was published in V. 100, p. 550.

Detroit United Ry., Rapid Ry. Sys., Sandw. Wind. & Amherstb. Ry.,

Det. Monroe & Te	n. Sn. Lin	e Ry, and I	Jet. Jack. c	chic.
Transfer passengers	1914. 252,961,221 85,354,131 812,240,004 8,702,660	$\substack{1913.\\240,940,133\\74,830,285\\\$12,723,829\\8,694,231}$	$\substack{1912.\\208,538,594\\61,393,877\\\$11,695,530\\7,730,409}$	1911, 182,612,786 53,652,879 \$10,253,134 6,580,042
Net earns, from oper. Inc. from other sources.	\$3,537,344 273,728	\$4,029,598 251,937	\$3,965,121 208,857	\$3,673,092 178,813
Inc. from all sources Interest and taxes	\$3,811,072 2,166,072 3%)750,000 294,000 50,000	\$4,281,535 2,151,058 (6)750,000 500,000 100,000	2.123.513	\$3,851,905 2,123,398 (5)625,000 400,000
Total deductions	\$3,260,072	83.501.058	\$3.348.519	82 149 209

Total deductions...\$3,260,072 \$3,501,058 \$3,348,513 \$3,148,398 Surplus income...\$551,000 \$780,477 \$825,405 \$703,507 DIVIDENDS.—First dividend of 1% on Detroit United stock was paid March 1 1901 and 1% quarterly thereafter until Aug. 1 1905, when rate was raised to 114% quarterly. On Nov. 1 1905 14;%. In 1906 5%. In 1907, Feb., 14%: May. 114%; Aug., 11905, 114%. In 1906 5%. In 1907, Feb., 14%: May. 114%; Aug., 114%. None to Mar. 1911, when 114% was paid; same amount quar. to and incl. Dec. 1912. In March 113 rate was increased to 114% quar; same amt. quar. to and incl. June 1915. ROAD.—On Jan. 1 1915 operated 820,6343 miles of track, as follows: Detroit United, including Wyandotte & Detroit River Ry., Detroit & Northwestern, Detroit & Point 4.59,0232 miles; Detroit & Port Huron Shore Line, 133.1343 miles: Sandwich Windsor & Amhersthurg Ry., 40,278 miles; Detroit Morroe & Toledo Short Line, 79,57 miles, Detroit Jackson & Chicago Ry., 103.6286 miles, Rails, 77,85 and 98-lb. steel. Dous an express service. Has 1,403 closed passenger cars, 263 open passenger cars, 217 freight and construction cars, 36 line cars, 84 express cars, 16 miscellaneous cars, 2 locomotives, 3,82 motors and 3,057 trucks. There are 11 power houses, with a combined capacity of 4,500 amperes and 18 sub-stations with a combined capacity of 18,900 k.w.

OFFICERS.—Pres., J. C. Hutchins, Detroit: V.-Ps., Arthur Pack, Detroit V. W. Morre Classic Marchine.

OFFICERS.—Pres., J. C. Hutchins, Detroit: V.-Ps., Arthur Pack, Detroit, E. W. Moore, Cleveland, and A. J. Ferguson, Montreal; Treas, George II. Russel, Detroit; Sec. A. E. Peters, Detroit; Gen. Mgr., F. W. Brooks, Detroit. General offices, 12 Woodward Ave., Detroit.—V. 97. 97. 443, 1115; V. 98, p. 235, 386, 452, 682, 1693; V. 99, p. 196, 342, 1214, 1366, 1451; V. 100, p. 139, 308, 473, 556, 811, 900, 1167, 1256, 1437, 1592.

(1) Detroit & Port Huron Shore Line Ry.—A trolley road.

Entire outstanding capital stock is now owned by the Detroit United Ry.

ORGANIZATION.—Incorporated in May 1900. Is a consolidation of the Rapid Reliway Co., the Detroit Mt. Clemens & Marine City Ry. (the purchaser of the properties of the Mt. Clemens & Lakeside Traction Co. and the Detroit & River St. Clair Ry.), the Port Huron St. Clair & Marine City Ry., the Connors Creek & Clinton River Plank Road Co. and the City Ry., the Connors Creek & Clinton River Plank Road Co. and the City Ry., the Connors Creek & Clinton River Plank Road Co. and the City Ry., the Connors Creek & Clinton River Plank Road Co. and the City Ry. The consolidated company operates all the tracks in Mt. Clemens and Port Huron, and the through poute from Detroit to Port Huron running through Mt. Clemens, New Battlimore, Algonac, Marine City and St. Clair Ry.

New Securities.—See Detroit United Ry. above and V. 90, p. 269.

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

Stock, 23,500,003 (\$1,00). 1900 5 g J-3 2,197,000 Jan 1 1950 cannot be called, gold\_c\*\*E. Union Trust Co., Detroit, Trustee. Int. at American Exch. Nat. Bank, N. Y.

Bonds.—Of the 1st mtgo. Son 30,000 are set aside to redire underlying liens (namely the bonds of the Rapid Ry. and the Port Huron St. Clair & Marine City Ry.). V. 98, p. 1693; V. 99, p. 119.

Rapid Railway.

Date. Interest. Outstanding, Maturity, Electors of the Rapid Railway.

Date. Interest. Outstanding, Maturity, Electors of the Rapid Ry. and the Port Huron St. Clair & Marine City Ry.). V. 98, p. 1693; V. 99, p. 119.

BONDS— Date, Interest. Outstanding, Maturity, First Consolidated mortgage, 1896 5 g M-N 8300,000 May 1 1916 gold— e\* Int. at Finance Co. of Penna, Phila, Trust.

Port Huron St. Clair & Marine City Railway.

BONDS—

St. Color	Pate	Interest	Outstanding	Maturity
St. Color	Date	Interest	Outstanding	Maturity
St. Color	Date	Date	Date	Date
St. Color	Date	Date	Date	
The remaining \$237,000	Donds have been canceled; \$1,000 in Detroit			
United Ry, treasury as of Dec. 31 1914.				

Detroit & Lake St. Clair Ry. Co.

BONDS— Date. Date. Interest. Outstanding. Maturity.

Ist mortgage, \$400,000. gold. 1900. S. A.O. \$390,000 April 1 1920. (\$1.000)

S. Detroit A.D. Bardender. Detroit Trustee.

Bonds.—The bonds are guaranteed, principal and interest, by the Detroit Port Huron Shore Line Ry., the Rapid Railway Co. and the Detroit Mt. Clemens & Marine City Ry. They are not subject to call. Of the \$390,000 reported outstanding. \$100,000 were held by the Det. Unit. Dec. 31 1914.

ROAD.—Total Dec. & Port Huron System. 133.1343 miles.

EARNINGS.—Now included in report of Detroit United Ry.—V. 77, p. 34; V. 84, p. 338.

34; V. 84, p. 338.

(2) Sandwich Windsor & Amberstberg Ry.—Trolley.

ORGANIZATION.—Incorporated under special charter from Province of Ontario. Owns entire capital stock (\$100,000) of the Windsor & Tecumseh Electric Ry. Entire stock of Sand. Winds. & Amh. is owned by Det. Un.

STOCIC AND BONDS—Date. Interest. Outstanding. Maturity. Slock. \$350,000 (\$100) — C\* (National Trust Co., Ltd., Toronto, Trustee. Wind & Tec El., \$300,000, 1907 5 g.M. \$2 180,000 Sept 2 1922 gold (\$1,000) gu p & 1. c\* (National Trust Co., Ltd., Toronto, Trustee. Bonds.—S. W. & Amh, bonds are subj. to call after Dec. 1 1912 at 105. \$100,000 of the bonds were in the Detroit United Ry. treas. Dec. 31 1914. Windsor & Tecum. bonds we guar., p. & i., by Sand. Windsor & Amherstb. Ry. They are red. on and after Sept. 2 1917 at 105 and int. on 60 days notice. Interest on both mortgages is payable at company's office.

ROAD.—Operated under lease.—V. 75, p. 1303, 1400.

(3) Detroit Monroe & Toledo Short Line Ry.

(4) Detroit Jackson & Chicago Ry. ORGANIZATION.—A holding co, organized in Mich. in 1907 by Detroit United interests to take over the Det. Ypsii, Ann Arbor & Jack, Ry., the

ROAD.—Completed and in operation from Detroit (through Wayne and Ypstlanti) to Ann Arbor and to Jackson; making mileage 100 miles, of which 40 miles over private right of way. Total track, 108.0286 miles. Rails 70 and 75-ib. I' girder. Does a freight business.—V. 79, p. 269; V. 81, p. 1723; V. 84, p. 51, 450.

DOYLESTOWN, PA.
PHILADELPHIA & EASTON ELECTRIC RY. CO.—A trolley road.

PHILADELPHIA & EASTON ELECTRIC RY, CO.—A trolley road.

Receivership.—On April 5 1912 Judge Ryan in Bucks County Court appointed A. H. Sickler (Pres. of Co.) and Godfrey Schmidhelser of Phila, receivers, V. 94, p. 699, 1057. Plans of reorganization are in progress.

ORGANIZATION.—Organized in 1907 as successor to the Philadelphia & Easton Ry. (formerly the Doylestown & Easton Street Ry.), sold at trustee's sale May 31 1907.

STOCK AND BONDS.—Date. Interest. Outstanding. Maturity.
Common, \$265,000 (\$50).—\$258,800.

Pref, \$365,000, 5% non-cum.

1st M. \$1,000,000 (\$1,000, 1907 5 g M-S. 911,000 Sept 1 1927 \$500 and \$100), gold.—c\* [Int. at Girard Trust Co., Phila., Trustee Stock.—Preferred shares have no votting power.

Bonds.—The new \$1,000,000 bonds are not subject to call and no sinking fund. Interest was 4% to Sept. 1 1911; is now 5%.

EARNINGS.—For year end, June 30 1914, gross, \$105,862; net, \$8,292.

ROAD.—Operates 31 miles of road between Doylestown and Easton. Operates 8 cars.

OFFICERS.—Pres., A. H. Sickler, Phila.; V.-P., Amos Johnson; Sec.

perates 8 cars.

OFFICERS.—Pres., A. H. Sickler, Phila.; V.-P., Amos Johnson; Sec., S. Chambers, Doylestown; Treas., H. G. Rush, Lancaster.—V. 85, p. 70; V. 94, p. 609, 1057.

DU BOIS, PA.

DU BOIS ELECTRIC & TRACTION CO.—A trolley road and electric-

DU BOIS ELECTRIC & TRACTION CO.—A trolley road and electric-lighting plant.

ORGANIZATION.—Incorp. in New Jersey on Nov. 15 1901 as the American Town Light Co. and name changed later as above. Is a consolidation of the Du Bois Elec. Co. and the Du Bois Trac. Co. V. 75, p. 972. Franchises for both street railway and electric-lighting are perpetual and exclusive. The United Traction St. Ry. (which is a consolidation in 1908 of the United Trac. St. Ry. (which is a consolidation in 1908 of the United Trac. St. Ry. (which is a consolidation in 1908 of the United Trac. St. Ry. and United Trac. Exten. St. RR.), with \$200,000 sto. 8ykesville and Big Run. is controlled and owned by same interests that control the Du Bois Elec. & Trac. Co.

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

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

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

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

C\* Int. at Columbia Trust Co., N. Y., Trustec. Bonds.—No sinking fund, but subject to call at any time at 105 and int. EARNINGS.—For year ending June 30 1914.

United Traction St. Ry.—Gross, \$45,053; net. after taxes, \$14,558; int. on bonds, \$10,000; dividends (5%), \$10,000.

Du Bois Traction Co.—Gross, \$52,043; net, after taxes, \$17,702; bond int., \$3,500; surplus, \$14,202.

ROAD.—Operates 19 miles (including United Trac. St. Ry.) in Du Bois and extensions to Fail Creek, Sykesville and to Big Run, where connection is made with tracks of the Jefferson Traction Co.—Standard gauge; 60 and 70-lb. girder and T rail.

OFFICERS.—Pres., Austin Blakeslee: V.-P., Walter Hatten: Sec., M. I. McCreeket, Treas. B. B. McCreeket all of Du Poles.

OFFICERS.—Pres., Austin Biakeslee; V.-P., Walter Hatten; Sec., M. I McCreight; Treas., B. B. McCreight, all of Du Bols.—V. 89, p. 1667.

quarterly since.

EARNINGS.—For cal. year 1914; gross, \$503,344; net, after taxes, \$203,153; int. sink, fund, deprec., &c., \$86,891; divs. (6% on pref. and 4% on com.), \$80,975; surplus, \$35,287. In 1913, gross, \$472,553; net, after taxes, \$192,923; int., sink fund, deprect, &c., \$75,985; divs., \$78,520; surplus, \$38,418.

ROAD.—Owns and operates 20.7 miles of track on 1516 miles of stread Dubuque, West Dubuque and to Union and Nutwood parks, also to Eagle Point Park opened in 1912. A one-mile extension on West Locust St. completed in 1913 and another mile on this extension completed July 1 1914.

OFFICERS.—Pres., F. D. Stout, Chicago; V.-P., D. D. Myers; Sec., and Treas., J. R. Lindsay, Railway Exchange, Chicago; Gen. Mgr., E. M. Walker.—V. 71, p. 2643; V. 84, p. 1553; V. 86, p. 983.

DULUTH, MINN.

DULUTH-SUPERIOR TRACTION.—Trolley.

ORGANIZATION.—Incorporated in Connecticut in 1897. Owns entire stock of the Duluth Street Ry., the Lakeside Street Ry. and the Superior Rapid Transic. The corporate existence of the Duluth Street Ry. is maintained, but all of its stock (\$2.000,000 authorized, \$1,800,000 outstanding) is held by the Duluth-Superior Traction. This latter company has no bonded debt. The Duluth Street Ry. was organized under Act of Minnesota approved Nov. 17 1881 and possesses "an exclusive franchise" which runs until 1931. See decision with regard to franchises in Superior in V. 80, p. 1011. The Duluth-Superior Bridge between Duluth, Minn., and Superior, Wis., is used by the railway but is a separate corporation, and has issued 1st M. bonds for \$650,000 and 2d M. bonds for \$300,000—see bridge Items. V. 63, p. 310, 504. In 1903 entered into contract with

## EAST LIVERPOOL, OHIO.

EAST LIVERPOOL, OHIO.

TRI-STATE RAILWAY & ELECTRIC CO.

Receivership.—On Mar. 18 1913 receivers were appointed by Judge Day of the Federal Court in Cleveland, on application made by the Bankers Trust Co., mortgage trustee. V. 96, p. 864. Int. due April 1 1913 on 1st and coil. trust M. bonds defaulted and property was advertised to be sold under foreclosure on May 27 1915. See V. 100, p. 982 and 1511.

ORGANIZATION.—Incorporated in Ohlo. Is a consolidation of the following companies (V. 93, p. 185):
Beaver County (Pa.) Light Co.
Midiand (Pa.) Elec. Lt. & Pow. Co.
Steubenville Wellsburg & Welrton
Ry. Co. (W. Va.).
Leased for 990 years the East Liverpool Trac. & Lt. Co. and the Steubenville & East Liverpool Ry. & Lt. Co. (Ohlo) Wellsb. El. Lt., Ht. & P. Co. (W. Va.)
Leased for 990 years the East Liverpool Trac. & Lt. Co. and the Steubenville & East Liverpool Ry. & Lt. Co. (Ohlo) but leases were surrendered April 1 1914. Properties are still operated by receiver under agreement. lease of the Ohlo River Passenger Ry. to the Steubenville Wellsburg & Weirton Railway was canceled. The combined companies owns and operate electric railways, electric lighting and power plants along the Ohlo River in Ohlo, Penna, and West Virginia, and the railway suspension bridge between East Liverpool and Chester, W. Va., and control, through stock ownership, the railway bridge between Reast Liverpool and Chester, W. Va., and control, through stock ownership, the railway bridge between Steubenville and Middle Ferry, W. Va.

Territory served extends from Wellsburg, W. Va., up the Ohlo River to Rochester and Beaver, Pa., a distance of 60 miles. At Rochester connects with electric railway serving that territory and at Wellsburg with line running to Wheeling and other West Virginia points. Franchises range from 25 years to perpetual.

In July 1911 Municipal & General Securities Co., Ltd., London, offered a block of 1st M. and coll. trust bonds at 95%, with a bonus of 20% com. stock. V. 93, p. 165.

STOCK AND BONDS—

First and coll trust mi

OFFICERS.—Pres., J. H. Pardee, New York; V.-P., Edward McDon-olf, East Liverpool; Treas., R. B. Marchant, New York; Sec., T. W., coffatt, New York; Gen. Mgr., W. R. W. Griffin.—V. 93, p. 165; V. 94, 69; V. 96, p. 864; V. 100, p. 982, 1511.

Moffatt, New York; Gen. Mgr., W. R. W. Griffin.—Y. 35, p. 165; Y. 96, p. 864; Y. 100, p. 982, 1511.

(1) East Liverpool Traction & Light.

Was leased to Tri-State Ry. & Elec. Co. for 999 years (V. 93, p. 163) but lease was surrendered April 1 1914. Road attil operated by receiver under agreement (see V. 96, p. 864). Horatio G. Lioyd is receiver.

ORGANIZATION.—Incorporated in Ohio on Sept. 30, 1905 and is a consolidation of the following companies (see V. 81, p. 1791):

Ceramic City Light Co.
Chester Light & Power Co.
East Liverpool Ry.
East Liverpool Ry.
East Liverpool Bridge Co.
East Liverpool & Rock Spgs. St. Ry.
Eastern Ohio RR.

STOCK AND BONDS— Date. Interest Outstanding. Maturity.

Common, \$2,500,000 (\$100).

First mage., \$3,000,000, gold (\$1905).

First mage., \$3,000,000, gold (\$1905).

First mage., \$3,000,000 (\$100).

Bonds.—Of the \$3,000,000 first mortusage of 1905. \$150,000 are reserved to retire like amount of East Liverpool Ry. bonds. Are subject to call on any interest date at 105.

ROAD.—Owns and operates 35.85 miles of track in and between East Liverpool and Wellsville. Standard gauge. 73-lb. girder and T rail. At Wellsville connects with the Steubenville & East Liverpool Ry. & Light Co. and at East Liverpool with the Ohio River Pass. Ity. By traffic agreements with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between Steubenents with these two companies operates a through line between S

(2) Steubenville & East Liverpool Railway & Light Co.
Was leased for 999 years to Tri-State Ry, & Elec. Co. (V. 93, p. 165).
but lease was surrendered April 1 1914.
As to operation by receiver, see above and V. 95, p. 864. Horatio G.
Lloyd is receiver.
ORGANIZATION.—Incorp. in Ohio April 1906 as successor to the Steubenville Trac. & Light Co., which in Jan. 1901 had taken over the Steubenville Gas & Elec. Co. and the Steubenville Trac. Co. Owns the Pleasant

Heights line. Light franchises perpetual; street railway franchises expire 1925 to 1928. Bonds listed on the Philadelphia Stock Exchange.

STOCK AND BONDS— Date. Interest: Outstanding Maturity.

1925 to 1928. Bond's listed on the Philadelphia Stock Exchange.

STOCK AND GONDS— Date. Interest. Outstanding Maturity.

Stock, \$3,000,000 (\$1,00).

First mortgage. \$3,000,000 (\$1,00).

First mortgage. \$3,000,000 (\$1,00).

Steuben Trac & Lt 1st mtge.

Steuben Trac & Lts to Track on N. Y., Trustee

Bonds.—Of the new \$3,000,000 bonds, \$790,000 are reserved to retire

prior liens. Cannot be called. Steubenville Trac. & Light bonds are

guaranteed, principal and interest, by American Gas Co.

ROAD.—Owns and operates 41,04 miles of track in and between Steubenville and Toronto, thence to Welsville. S5-lb, rail. 17 closed and 14

open cars. Also electric light and gas plants and pleasure park of 85 acres.

OFFICERS—Pres. & Treas., Edw. McDonnell; Sec., Geo. H. Faulk;

Gen. Mgr., W. R. W. Griffin.—V. 93, p. 165.

(3) Ohio River Passenger Ry. Lease.—Was leased to the Steubenville Wellsville & Weirton Ry. Co. for 90 years, but lease was canceled. See Tri-State Ry. & Elec. Co. in V. 100, p. 982.

ORGANIZATION.-Incorporated in Pennsylvania,

STOCK AND BONDS— Date. Interest. Outstanding, Maturity Stock, \$1,000,000 (350)

First mage, \$1,000,000 (350)

First mage, \$1,000,000, gold. 1907 [5.J.] 1,000,000 Jan 1 1957 ROAD.—Connects Rochester and Beaver, Pa., and East Liverpoor, O Length of line, 22.48 miles.

OFFICERS.—Pres. and Treas., Edw. McDonnell; Sec., A. Bacon; Gen. Mgr., W. R. W. Griffin, all of East Liverpool.

## EASTON, PA.

## EAST ST. LOUIS, ILL.

EAST ST. LOUIS, ILL.

THE EAST ST. LOUIS & SUBURBAN CO.—Trolley
REORGANIZATION, &C.—As per plan in "Chronicle" of Dec. 20
1913, p. 1822, this company was incepented Jan. 7, 1914 in Delaware to septial of the latter was reduced from \$14,000,000 to \$1,000,000, consisting of \$60,000 perf, stock and \$940,000 com. stock. See V. 100, p. 474.

Owns all the outstanding capital stocks (with the exception of directors' shares) and bonds as stated of the following companies. The amounts pledged with the St. Louis Union Trust Co. as collateral for the East St. Louis & Suburban Co. coll. trust bonds are also shown.

Stock

Owned.

East St. L. & Sub. By. Co.—\$3,550,000 \$1,23,000 \$1,250,000
East St. L. & Sub. Ry. Co.—\$1,889,700 \$1,835,500 \$3,900 \$00,500 \$70,000
East St. L. & St. L. El. Ry. Co.—\$60,000 \$49,500 \$1,800,000 \$70,000
St. L. & Bellev, El. Ry. Co.—\$76,500 \$733,000 \$78,000 \$70,000
St. L. & E. St. L. El. Ry. Co.—\$76,500 \$733,000 \$78,000 \$70,000
St. L. & Bellev, El. Ry. Co.—\$76,500 \$733,000 \$78,000 \$70,000
Alton Gran. & St. L. Tr. Co. 3,000,000 \$157,000 \$10,000
Alton Gran. & St. L. Tr. Co. 3,000,000 \$157,000 \$10,000 \$

Stock.—The 5% cum, pref. may be exchanged at any time for 50% of 6% cum, pref. and 50% com, stock. The 6% pref. takes precedence both as to dividends and assets over the 5% pref. and the common stock. V. Bonds.—Coll. trust bonds are redeemable on any int. day at 105 and int. on 4 weeks notice. See V. 76, D. 382. The convertible 5s are convertible any time before July 1 1918 into an equal amount of 6% cum, pref. stock and in addition 33 1-3% in new common stock. The remaining \$1,:000,000 may be issued at any time. The collateral notes due Dec. 15 1918 are secured by piedga of \$600,000 East \$61, Louis Light & Power 1st intge. 5% gold bonds. V. 99, p. 1832. Of the \$500,000 Alton Ry., Gas & Elec. Co. bonds, \$250,000 are reserved for prior liens. \$500,000 of the Alt. Gran. & 8t. L. Tr. 1st consols are reserved for prior liens and \$17,000 for impts., ets., &c. They are also a lien on property of Alton Gas & Electric Co., which was owned by the Alton Granite & 8t. Louis Traction Co., when the major was made. No shiking funds, but bonds are subject to cail on any int. date at 110 and int. upon 90 days notice. East 8t. L. L. & Pow. bonds are guar., p. & i., by end., by East 8t. Louis & Sub. Co., cailable at 105 and int. on 30 days' notice. Auth. issue unlimited, but additional bonds are issuable only for 80% of the cost of add ins and lup 'ts, and then only when net earns, are at least 1½ times int. charge on bonds out as well as those to be issued.

Dieidends.—5% per annum was pald quarterly on old oref, from its issue May 1 1966 up to and including Feb. 1914. On new pref. 1st div.—14% — was paid May 1914; Aug., 114%; Nov., 114%. In 1915, Feb., 114%; may rate was reduced to \( \frac{1}{2} \times \) in the charge on bonds out as well as those to be issued.

Bian May 1914; Aug., 114%; Nov., 114%. In 1915, Feb., 114%; may rate was reduced to \( \frac{1}{2} \times \) in the charge. It is div.—14% — was paid May 1914; Aug., 114%; Nov., 114%. In 1915, Feb., 115%, — 115%, — 115%, — 115%, — 115%, — 115%, — 115%, — 115%, — 115%

ELMIRA, N. Y.

ELMIRA WATER, LIGHT & RAILROAD CO.—Controlled by the United Gas & Elec. Co.—See United Gas & Elec. Corporation under N. Y.

ORGANIZATION.—Incorp. in New York May 26 1900 as a consolidation of all the water, lighting, power and street railway properties in Elmira. Owns entire capital stock of Eimira & Seneca Lake Trac. Co. (also all bonds of this co.) Rorick's Glen Park Assn., and majority of stock of West Water St. RR. The latter company operated under 999 year leases. In April 1913 It was stated that all Franchises have at least 72 years to run, while some of them are perpetual. In Feb. 1910 was auth. to acquire all stock of Montour Falls Electric Light Co. In Sept. 1914 absorbed the West Side R., all of whose stock was owned. V. 99, b. 815.

On March 17 1914 the stockholders authorized an increase in stock, which was subsequently approved by the Public Service Commission, by the creation of \$3,000,000 7% cum. first pref. stock and the issuance of (1) \$550,000 of the new first pref. stock; (2) \$317,000 5% 2d pref. stock (formerly pref. stock) and (3) \$617,000 consolidated mixe. 5s. The \$307,000 Chemung County Gas 1st Sa and the \$1,250,000 6% deb. notes were then retired. V. 98, p. 1392.

New Stock.—Stockholders subscribed to \$425,000 additional 1st pref. stock, issued Oct. 1 1914.

In May 1915 the P. S. Comm. approved the issue of \$232,000 5% cons. M. bonds at not less than 90. The proceeds, together with \$1,500,000 to be received from the city of Elmira for the sale of the company's water department, are to be used to retire the \$1.061,000 5% bonds due Jan. 1 1949.

BYOCK AND BONDS— Date. Interest. Outstanding. Moturity.

Defective from the case of the case of the control of the control

N. Y.—V. 97, p. 802; V. 98, p. 1392, 1459, 1920; V. 96, p. 608, 815; V. 100, p. 54, 478, 1592.

EL. PASO, TEXAS.

EL PASO ELECTRIC CO.—Incorporated in New Jersey and owns the securities of the El Paso Elec. Ry. Co., El Paso & Juarez Trac. Co. and Rio Grande Valley Traction Co., which do the entire electric railway, electric lighting and power business in El Paso, Tex., and Juarez, Mox., and operate an electric railway between El Paso and Ysleta. Franchises in El Paso expires in 1951 and 1952. Railway franchise in Juarex expires in 1988, Interurban almost entirely on private right-of-way. In 1900 increased pref. from \$500,000 to \$1,000,000. V. 90, p. 190. \$500,000 com. stock is owned by Pub. Service Investment Co.

On March 9 1914 shareholders authorized an increase in the authorized amount of common stock from \$2,000,000 to \$3,000,000. V. 98, p. 839.

STOCK AND BONDS— Data. Interest. Outstanding. Maturity. Common, \$3,000,000 (\$100).—— Q-M \$2,373,700Mar:15,24% Pref \$1,000,000 6% n-c (\$100).—— G-M \$2,373,700Mar:15,24% (\$1,000,000 do % n-c (\$100).—— G-M \$2,373,700Mar:15,2% (\$1,000,000 do % n-c (\$100).—— G-M \$2,373,700Mar:15,2% (\$1,000,000 do % n-c (\$100).—— G-M \$2,373,700Mar:15,2% (\$1,000,000 do m.) and 1932 (\$1,000,0

ESCANABA, MICH.
ESCANABA TRACTION CO.
ORGANIZATION.—Reorganization in Aug. 1909 of Escanaba Electric
s. Ry. and Escanaba Power Co. Does electric light and power business in
scanaba, Gladstone and Wells, Mich. Is allowed to carry freight.

\$87,480.

ROAD.—Comprises 13 miles of track in city of Eureka. 45-60-lb. T rails. OFFICERS.—Pres., Wm. Butterworth, V.-P., C. P. Pomeroy; Sec. and Treas., Horace R. Hudson; Mgr., J. W. Hale.

V. 96, p. 1156, 1488; V. 97, p. 594, 802.

(1) Henderson Traction.—Street rallway,
Acquired by Evansville Rys. in April 1913. V. 96, p. 1488.
ORGANIZATION.—Incorporated in Kentucky Feb. 22 1907 as a successor to the Henderson City Ry., sold at foreclosure on Feb. 18 1907. The cold rallway had a 30-year franchise granted in Oct. 1886, and also controlled the Henderson Ferry Co., which has since been sold. V. 84, p. 508.
STOCK AND BONDS— Data. Interest. Outstanding. Maturity.
Stock, \$150,000 (\$100)
First mortgage. \$150,000 f 1907 5 g A-O 105,000 Apr. 15 1927 (\$1,000, \$500, \$100) gold ff Int. at Ohlo Bkg. & Trust Co., Henderson, Tr. Bonds.—\$133,000 bonds issued but \$28,000 held to treasury. Remaining \$17,000 are reserved for extensions and improvements. Subject to call on April 15 1917 and 1922 at 105. No sinking fund.
EARNINGS.—For year ending June 30 1914, gross, \$33,641; expenses, \$23,839; net, \$9,802.
ROAD.—Operates 6 miles of street rallway.

ROAD.—Operates 6 miles of street railway. V. 90, p. 1383.

(2) Owensboro City Railroad.—Street railway. Acquired by Evansville Rys.; in April 1913. V. 96, p. 1488. An extension down the Ohlo River is contemplated. V. 90, p. 1364.

ORGANIZATION.—Chartered in 1886. Franchise runs till 1936 and gives exclusive rights to operate street railway in said city.

STOCK AND BONDS.—Date. Interest. Outstanding. Maturity. STOCK AND BONDS.—Date. Interest. Outstanding. Maturity. Common. 375,000 (par \$50).

1st mige., \$200,000, gold. 1902. 5 g J.-I. \$25,000 cp.

1st mige., \$200,000, gold. 1902. 5 g J.-I. \$200,000 Jan. 1 1932.

(\$1,000), c&r. not red. tf Interest at Lonisville Trust Co., Trustee. General mortsago.\$200,000tf. 1910. 6 M·N. 200,000 May 1 1933.

EARNINGS.—For year ending June 30 1914, gross. \$70,762; expenses. \$48,837; net. \$21,925.

ROAD.—Uwns 12½ miles of street railway in Owenaboro and suburbes. 56 and 70-lb roil; 30 motor cars, double West., 68 G. E. 800; 7 trailers; 25 10 ton and 5 25-ton coal cars. Power house 500 k. w. capacity. V. 90, p. 1364.

EVANVILLE SUBURBAN & NEWBURGH RY.
ORGANIZATION.—Incorporated in Indiana in Dec. 1888, with a perpetual charter. Pass, business hauled by electricity and freight by steam. Does a car-lot freight and express business. Has private right-of-way.
8TOCK AND BONDS— Date. Interest, Outstanding, Maturity.
8307.400
1st mortgage, \$500,000, gold 1994 5 g J-J 490,000 July 1 1934 (\$500 and \$1,000).—.c\*tf Interest at Evansville Trust & Sav. Co.
Trustee, or Nat. Bank of Commerce, N.Y.
Bonds.—A sinking fund of \$25,500 per annum commenced July 1 1910, which will retire bonds at 105. All or any part of bonds redeemable after 15 years at 105. \$10,000 have been retired. V. 96, p. 1365.
EARN INOS.—For yr. end. June 30 1914, gross, \$125,044, net, \$45,162.
ROAD.—Operates 25 miles of track from Evansville to Newburgh, with a branch off the min line through Stevens Station and Charder to Boonville; has also 5 miles of side-track; total, 30 miles, 70-lb. T rafls,

OFFICERS,—Pres., Lee Howell: V.-P., Chas, W. Cook; Sec. & Gen-Mgr., Gus Mulhausen.—V. 83, p. 271; V. 96, p. 1365.

FAIRMONT, W. VA.

MONONGAHELA VALLEY TRACTION CO.

ORGANIZATION.—Organized in W. Va. on May 18 1912. Is a consolidation of Fairmont & Clarksburg Trac. Co., Fairmont & Northern Trac. Co. and Clarksburg & Weston Elec. Ry. Owns and controls entire street railway business in Fairmont and Clarksburg (incl. entire electric light and power business in Fairmont and Clarksburg (incl. entire electric light and power business in Fairmont and Clarksburg (incl. entire electric light and power business in Fairmont and clarksburg (incl. entire electric light and power business in Fairmont and clarksburg (incl. entire electric light and power business in Fairmont and clarksburg fincl. entire electric way. Franchises in Fairmont are perpetual. In other cities and towns extend for 50 years, the shortest expiring in 1952. Interurban are on private right of way. Franchises over county roads and bridges in Marlon and Harrison countles are perpetual.

On Feb. 1 1911 the Fairmont & Clarksburg Trac. took over the Fairmont & Mannington Trac. Co. (16 miles), and has acquired 7,800 shares of stock (76%) and \$529,000 of total issue of \$600,000 lst M. 5% bonds of said co.

STOCK AND BONDS— Date. Interest, Outstanding, Maturity, Common, \$5,000.000.

Prof. 5% (cum.), \$2,500.000.

F-A 2.0550.000 See Text.

Prof. 5% (cum.), \$2,500.000.

F-A 2.050.000 June 1 1942 (\$500. & \$1,000)...c\* art (1 kidelity Tr. Co., Balt., Trus. Int. In N. Y. Fairm & Clarksb 1st M., \$2, 1903 5 g A-O 2.500.000 oct 1 1938 500,000, g (\$1,000)...c\* art (1 kidelity Tr. Co., Balt., Trus. Int. In N. Y. Fairm & Clarksb 1st M., \$2, 1903 5 g A-O 2.500.000 oct 1 1903 500,000, g (\$1,000)...c\* art (1 kidelity Tr. Co., Balt., Trus. Int. In N. Y. Fairm & Clarksb 1st M., \$2, 1903 5 g A-O 2.500.000 oct 1 1903 500,000, g (\$1,000)...c\* art (1 kidelity Tr. Co., Balt., Trus. Int. In N. Y. Fairm & Clarksb 1st M., \$2, 1903 5 g A-O 2.500.000 oct 1 1903 500,000, g (\$1,000)...c\* art (1 kidelity Tr. Co., Balt., Trus. Int. In N. Y. Fairm & Clarksb 1st M., \$2, 1900.000, and are represented to rel

FARGO, NORTH DAKOTA.

FARGO & MOOREHEAD STREET RAILWAY CO.—A trolley road. Steele is all owned by Consumers' Power Co. of Minnesota.

ORGANIZATION.—Incorporated 1902 in North Dakota. In June 1912 new 25-year franchises were granted in Fargo, Moorehead and Dilworth. Stock \$300,000 (\$100) issued. Bonds authorized and outstanding, \$200,000 (\$500) 20-year 5% 1st mige. and \$100,000 (\$500) 6% 20-year 2d mige.; both issues due 1925; int. J. J., and subject to call after 5 years at 105; principal and int. payable in gold, ist mige. bonds at State Bank of Chicago, trustee; 2d mige. bonds at Northwestern Trust Co. St. Paul, Minn., trustee. Operates in Fargo, N. D., and Moorehead, Minn., and an interurban to Dilworth, Minn., a total of 15 miles. Standard gauge. 70-lb. Trail.

EARNINGS.—For 12 mos, ending Dec. 31 1914, gross, \$121,106 net.

EARNINGS.—For 12 mos. ending Dec. 31 1914, gross, \$121,106; net, \$46,271.

## FISHKILL-ON-THE-HUDSON, N. Y.

FISHKILL-UN-THE-RUDSON, N. 1.

FISHKILL ELECTRIC RAILWAY CO.—A troiley road,
Leases the Citizens' St. RR., L. & P. at a rental of \$8,255 per annum.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity
Stock, \$50,000.—\$50,000.—\$50,000.

First mortgage, \$50,000.—\$55,000.

First mortgage, \$50,000.—\$55,000.

First mortgage, \$50,000.—\$55,000.

First mortgage, \$57,713; net, after taxes, \$17,106; int., rentals, &c., \$16,000; surplus, \$1,076.

ROAD.—Owns 4½ and leases 3 miles. Total, 7½ miles.

OFFICERS.—Fres., John T. Smith; V.-P., W. J. Conklin; Sec., W. H. Southard; Treas., G. W. Patterson.

## FITCHBURG, MASS.

FITCHBURG & LEOMINSTER STREET RV.

In April 1905 absorbed the Leominster Shirley & Ayer Street Rv. through exchange of stock, share for share. V. 80, p. 1478. In Sept. 1907 Mass. RR. Commission sactioned increase in stock from \$450,000 to \$700,000, new stock to be issued at 110. Company then petitioned Commission to allow stock to be issued at 100 (V. 85, p. 722) but in Sept. 1908 Commission denied application. V. 87, p. 812.

STOCIK, BONDS, &c.— Date. Interest. Outstanding. Maturity. Stock \$700,000 (S100).

FOND DU LAC, WIS.

EASTERN WISCONSIN RAILWAY & LIGHT.—Trolley.

ORGANIZATION.—Incorp. in Wisconsin on Sept. 23 1903 as a consolidation of the Fond du Lac St. Ry. & Lt. Co. and the Fond du Lac & Oshkosh Elec. Ry. Co. Comprises the entire street railway, electric-lighting and gas plants in Fond du Lac. Franchises expire in 1947 and 1951. Owns all the stock and guar. bonds of the Wisconsin Elec. Ry. V. 83, p. 1252.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock \$500,000 (\$100)

Fond du Lac St Ry & L mige | 1899 5 g J-J | 187,000 July 1 1924 3250,000 (\$500) g. r&c\*ntf lint. at Nat. Exch. Bank. Milwaukee.

Ist mortsage \$1,500,000 gold | 1903 5 g A-O | 1,196,000 Oct | 1 1923 (\$1,000) ... C\*tf lint. at First Sav. & Tr. Co., Milw., Trustee. Bonds.—\$206,000 ist M, bonds are reserved for prior liens and \$98,000 are in treasury. Bonds are subject to call on any int. date at 103 and int. unon 6 mos. notice. The Fond du Lac St. Ry. & Lt. bonds cannot be called. They are guaranteed p. & i. by the Eastern Wis. Ry. & Lt. Co. Disidends.—4% per annum has been paid from 1907 to 1912 incl. In 1913 and 1914. 6%.

ROAD.—Operates 27 miles of track in Fond du Lac and between Fond

OFFIGERS.—Pres., H. F. Whitcomb, Milwaukee; Y.-P., J. F. Pritchard Mantowec, Wis.; Sec. & Treas., H. F. Whitcomb Jr., Milwauke; Gen Man., J. P. Pulliam.—Y. 87, p. 346; V. 88, p. 1252; V. 98, p. 999, 1130.

Man., J. P. Pulliam.—V. 87, p. 346; V. 88, p. 1252; V. 98, p. 999, 1130.

(1) Wisconsin Electric Ry.—A trolley road.

ORGANIZATION.—Incorporated Ang. 16 1908 in Wisconsin and succeeded the Winnebago Traction Co., sold at foreclosure Ang. 6 1908 as per plan in V. 85, p. 655. Latter company was a reorganization of Citizens Traction Co. in 1900. Eastern Wisconsin Ry. & Lt. Co. owns stock and guarantees bonds of the Wisconsin Elec. Ry. V. 88, p. 1255. Franchises expire Jan. I 1932.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$350,000. 18t mixe \$1,500,000 gold 1908. 5 F-A. \$350,000 Aug. I 1938. (\$500 and \$1,000) \_c\*tf Int. at Wisconsin Trust Co., Milw., Trustee. Bonds.—Bonds are subject to call at 105 on 3 weeks' notice.

REPORT.—For years ending Nov. 30; June 30 Gross Operating Net Taxes Fixed Balance, Year— Earnings. Expenses. Earnings. Accrued. Charges. Surplus. 1913-14. \$196.965 \$125.609 \$71,355 \$10,353 \$40.555 \$20,467 1912-13. 204,172 130,590 73,582 7,734 39,035 26,531 ROAD.—Owns 46 miles of road—18.5 miles to Oshkosh, 26.5 miles of interurban road running from Oshkosh to Neehah and to Omro and 1 mile in Neenah.

OFFICERS.—Pres., H. F. Whitcomb: V.-P., Clement C. Smiths, Sec.

OFFICERS.—Pres., II F. Whitcomb; V.-P., Clement C. Smith; Sec. & Treas., H. F. Whitcomb Jr., all of Milwaukes.—V. 87, p. 343, 481; V. 88, p. 1255; V. 98, p. 1001.

FORT DODGE, IOWA.
FORT DODGE DES MOINES & SOUTHERN RR.—See "Rallroad and Industrial" section.

FORT SCOTT, KAN.
THE FORT SCOTT GAS & ELECTRIC CO.
Plant is being entirely rebuilt.
ORGANIZATION

FORT SMITH, ARK.

FORT SMITH LIGHT & TRACTION CO.

Standard Gas & Elec. Co. (V. 93. p. 1327) owns \$949.900 com.. \$798.700 pref. stock, \$150,000 let M. bonds and \$300,000 deb. 6s of the company.

ORGANIZATION.—Incorporated in Arkansas on April 13 1903 as a consolidation of the Ft. Smith-Van Buren Light & Transit Co. and the Ft. Smith Trac., Lt. & Pow. Co. Owns all physical property, contracts, rights and franchises of Van Buren Puel & Light Co. (now dissolved). Does the entire electric-light, gas and street railway business of the city, and the electric-light and gas business of Van Buren; operates an interurban line between Ft. Smith and Van Buren. Street railway and electric-light franchises in Van Buren expire in 1955; gas in 1953. Gas and electric light franchises in Van Buren expire in 1957.

City Council Dec. 16 1912 fixed the price of gas at 25c. per 1,000 cu. ft.. but company obtained a court injunction, and subsequently the ordinance was rescribed.

STOCK AND BONDS—

but company obtained a court injunction, and subsequently the ordinance was rescinded.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity. Common, \$1,509,000 (\$100).

Pert \$5,000,000 (\$1000.

Pert \$5,000,000 (\$1000.

Pert \$5,000,000 (\$100.

Pert

## FORT WAYNE, IND.

FORT WAYNE, IND.

FT. WAYNE & NORTHERN INDIANA TRAC. CO.—A trolley road.
Controlled by same interests as the Ohio Electric Ry. and the Terre Haute Indianapolis & Eastern.

ORGANIZATION.—Incorp. in Indiana on Feb. 13 1911 to take over the Ft. Wayne & Wabash Valley Trac. Co. per plan in V. 92, p. 394, 594.
The Ft. Wayne & Wabash Valley Traction Co. had previously acquired through consolidation or purchase the following companies:
Ft. Wayne E. Wabash Valley Traction Co. had previously acquired through consolidation or purchase the following companies:
Ft. Wayne Biuffitne & Marion Tr.Co. Lanyetto Street Ry.
Ft. Wayne & H. Lt. & Power Co.
Ft. Wayne & Southw. Trac. Co.
Ft. Wayne & Ft. Lt. & Power Co.
Ft. Wayne & Southw. Trac. Co.
Lafayetto & Logansport Traction Co.
Wabash-Logansport Traction Co.
Lafayetto & Logansport Traction Co.
Wabash-Logansport Traction Co.
Wabash-Logansport Traction Co.
St. Wayne & South 1998, except in Ft. Wayne, which for more than ½ of street railway are perpetual, the balance being for outlying extensions and extending to 1937. Lighting franchizes in Ft. W. extends to 1935. \$1,000,000 com., \$1,000,000 (\$100) ...
STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common, \$4,000,000 (\$100) ...
Pref. \$2,000,000 com., \$4,000,000 com., \$4,000,

business of Ft. Wayne.

REPORT.—For calendar years ending Dec. 31:

Calendar.

Gross Net (after Other Inter-Balance, Year—Earnings. Taxes). Income. est. Surplus.
1014.—\$1.831.014 \$7.10.276 \$6.478 \$577.012 \$142.042 \$1913—\$1.514.643 \$696.007 2.934 \$527.182 \$172.259 OFFICERS.—Chairman of Board. J. Levering Jones; Pres., James M. Barrett, Ft. Wayne; V.-P. & Treas., Honry C. Paul, Ft. Wayne; Sec., H. E. Vordermark, Ft. Wayne; Asst. Sec., H. J. Alker, Phila.—V. 92. ps. 594, 794; V. 94, p. 826, 982; V. 96, p. 1296, 1422; V. 98, p. 1071, 1156, 1244.

## FORT WORTH, TEXAS.

p. 594, 794; V. 94, p. 826, 982; V. 96, p. 1296, 1422; V. 98, p. 1071, 1156, 1244.

FORT WORTH, TEXAS.

NORTHERN TEXAS ELECTRIC CO.—A holding company.
Of the common stock, \$500,000 is owned by Pub. Service Invest. Co.
ORGANIZATION.—Incorporated in Maine Nov. 16 1905 and owns the entire stock and participating bonds of the Northern Texas Traction Co., which does all the electric-railway business in Fort Worth and operates an interurban line between that city and Dallas, 35 miles. Also owns the capital stock of the Arlington Light & Power Co. Enters Dallas over its own tracks. See V. 89, p. 411.

The Fort Worth Southern Trac. Co. (a subsidiary) incorp. in Texas June 29 1911 to own and operate an interurban railway between Fort Worth and Cleburne, changed its name in 1913 to the Tarrant County Traction Co., and at the same time increased its stock.

Operates a line executed its line from Cleburne to Denton, the rights of the Fort Worth-Denton Interurban Co. having been acquired. V. 99, p. 121.122.

Franchises of Northern Texas Trac. Co. in Ft. Worth expire in 1973; in Dallas in 1920 and 1933; others between 1945 and 1951 has private right-of-way outside of cities. Ft. Worth 80, Trac. Co. in Ft. Worth and Cleburne expire in 1936; between these cities has private picht-of-way except in towns, &c., in which cases its rights expired in 1936 by 192, p. 1243. Road was completed in Aug. 1912 and began operation in 1961. V. 92, p. 1243. Road was completed in Aug. 1912 and began operation in 1961. Solve to 1936, p. 100, p. 100,

# FREEPORT, ILL.

FREEPORT RAILWAY & LIGHT CO.

In Aug. 1912 control was acquired by Middle West Utilities Co., which see in our "Railway & Industrial Section,"

ORGANIZATION.—Incorp. in Illinois on Aug. 20 1910 as a consolidation of the Freeport Ry. Light & Power Co. and the Freeport Ry. Light Co. (the holding company).

Franchises expire March 1 1923. Has traffic arrangement for 50 years with the Rockford & Interurban Ry. Co., allowing cars of that company to enter Freeport. Also has contract for city lighting.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$850,000
Prof \$400,000 5% non-cum. 150,000
Prof \$400,000 5% non-cum. 1503 5 g M·N 317,000
See text \$350,000 g (\$1,000) ... c\* American Tr. & Sav. Bk., Chicago, trustee. Freep Ry & Lt mtge \$2,000,-1910 5 M·N 230,500 Nov 1 1935 000 g (\$100,\$500 & \$1,000) lnt. at Cont. & Comm. Tr. & S. B., Ch., trust. Bonds.—Int. on F. R., L. & P. bonds is payable at offices of Rudolph Rleybolte Co., Inc., in N. Y., Cin. and Chic. Are sub. to call after May 1 1913 by lot at 105 & int. \$33,000 have been retired. Maturity of bonds is as follows: \$5,000 due in each of the years 1910, 1912 and 1913 and \$5,000 annually from 1915 to 1921 incl., the remainder in 1922. A sk. fd. provides for the payment of \$2,000 per ann. for first 10 yrs. and \$5,000 per ann. therefore, the common of the freep. Ry. & Lt. bonds, \$350,000 are reserved for prior liens and \$70,500 (in addition to amount shown in table) are held in the treasury. They are subject to call at 102½ on 30 days' notice in 1915. Sinking fund begins in 1915. V. 91, p. 716.

EARNINGS.—For cal. year 1914, gross, \$181,957; net, \$71,808. ROAD.—Operates 9 m. of track; 60 and 90-lb. T rail. Standard gauge, —V. 91, p. 716; V. 95, p. 480.

## FRESNO, CAL.

FRESNO TRACTION CO.—A trolley road.
In 1910 Southern Pacific assumed control and owns all the stock except directors' shares.

In 1910 Southern Pacific assumed control and owns all the stock except directors' shares.

ORGANIZATION.—Incorp, in California in 1903. Leases the Fresno City Ry. Purchases power from San Joaquin Lt. & Power Co.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$5,000,000. -(\$100).

First mortgage, \$5,000,000 | 1904 | 5 J-J | 730,000 July 1 1914 (\$1,000). gold.—c.ntf Int. at Union Trust Co., San Fran. Trustee. Fresno City Ry first mixe | 1902 | 6 g J-J | 125,000 Jan 1 1 1922 | \$150,000 gold (\$1,000) evit | 1010 in Trust Co., San Francisco, Trustee. Bonds.—Fresno City Ry first mixe | 1902 | 6 g J-J | 125,000 Jan 1 1 1923 | \$150,000 gold (\$1,000) evit | 1010 in Trust Co., San Francisco, Trustee. Bonds.—Fresno City Ry first mixe | 1902 | 6 g J-J | 125,000 Jan 1 1 1923 | \$150,000 gold (\$1,000) evit | 1010 in Trust Co., San Francisco, Trustee. Bonds.—Fresno City Bonds have a sinking fund commencing in 1909 of \$2,500 per annum for first 5 years and increasing \$2,500 per annum for each 5-year period thereaftee to \$17,500 per annum for next 10 years, \$5,000 per annum for next five years and \$7,500 per annum for next 10 years, commencing Jan. 1 1905. Bonds cannot be called, Interest payable in New York and San Francisco.

COMBINED EARNINGS.—Incl. Fresno City Ry. Year ending June 30 1914, gross, \$240,972; not, after taxes, \$64,803; int., rentals, &c., \$85,-730; deficit, \$20,927

ROAD.—Mileage operated (incl. \$14 miles leaved from Fresno City Ry.), 44,25 miles. Also owns 8,51 miles of single-track operated by Southern Pacific Co. Standard-gauge, 75-b. "T" rail. 30 passenger cars, 2 work cars and 1 locomotive.

OFFICERS.—Pres., W. F. Herrin; V.-P., Paul Shoup; Sec. & And, H. A. Culloden, Los Angeles; Gen. Mgr., F. W. Webster.—V. 76, p. 1192; V. 77, p. 1746; V. 78, p. 1222.

## GADSDEN, ALA.

GADSDEN, ALA.

ALABAMA CITY GADSDEN & ATTALLA RY.

ORGANIZATION.—Incorporated under a special charter from the State of Alabama. Operates, besides street railway, a light plant, an ice plant and a coal yard.

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

Stock \$500,000 (\$100) Gold | 1906 | 5 g M·N | 298,000 Nov | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1,000) | 1 1936 (\$1

Or cost. New points are subject to call of any fitted and the points named in the ROAD.—Operates 11 miles of track, connecting the points named in the title. Standard gauge. 40 and 70-lb. Trail. Early in 1910 began operating a 2-mile extension to plant of Southern Iron & Steel Co.

OFFICERS.—Pres., E.T. Schuler, Gadsden, Ala.; V.-P. & Treas., G. H. Schuler, Jacksonville, Fla.—V. 83, p. 817.

## GAINESVILLE, GA.

EARNINGS.—Of the combined companies for 12 mos, ending Dec 31 1914, gross, \$2,424,119; nct, after taxes, \$1,113,261; interest \$353,789;

sink, funds \$\$7,336; pref. divs. (6%), \$180,000; com. divs. (7%), \$279,006; surplus. \$213,130.

ROAD.—Operates 159.69 miles single track; 269 passenger and 34 other cars. Power stations have capacity of 6,582 k.w.

OFFICERS.—Pres., Marshall M. Phinney; V.-P., G. L. Weymouth; Sec., Chester M. Clark; Treas., Henry B. Sawyer; Gen. Mgrs., Stone & Webster Mgt. Assn.—V. 95, p. 679; V. 96, p. 419, 652; V. 97, p. 666, 802, 1024; V. 98, p. 155, 386, 522.

cars. Fower stations have capacity of 6,522 4.w.

OFFICERS.—Pres, Marshall M. Phianey; V.-P., G. L. Weymouth;
Sec., Chester M. Clark; Treas., Henry B. Sawyer; Gen. Mgrs., Stone &
Webster Mgt. Assn.—V. 95, p. 679; V. 96, p. 410, 652; V. 97, p. 666.

802, 1024; V. 95, p. 155, 386, 522.

GARY, IND.

GARY SINTERURBAN RR.

ORGANIZATION.—Incorp. Jan. 28 1913 in Indiana as a consolidation
of the Gary & Interurban Ry., Gary Connecting Rys., Valparalso & Northeern Ry, and the Goshen South Bend & Chicago, BR. V. 96, p. 1422.

Connecting Rys., 51% of the stock of the Valparalso & Northern Ry. and
about 40% of the Gary & Interurban Ralleaps's stock, the four companies
having been operated under Joint contract.

Valparalso, Ind., denied the application of minority stockholders to set
aside the merger. V. 99, p. 1451.

Assessment—An assessment of 10% on the outstanding capital stock
of pay floating debt, &c. Under the laws of Indiana, in which State, the
company operates, stockholders can be assessed without foreclosure, and
failure to pay the assessment within the prescribed time subjects sharehark Rediction.—On Aug. 18 1914 the City Council of Gary caused to
be published a notice that the company must sell 8 telects for 25 cents.
Authority for this order is based on the franchise granted to President
to enforce the order.

Farr Rediction—On Aug. 18 1914 the City Council of Gary caused to
be published an part of the state of the state of the state
the line was placed in operation. V. 99, p. 608. No effort has been made
to enforce the order.

Franchises of old Gary & Interurban Ry. cupre as follows: In Gary, 1967.

Franchises of the Gary & Interurban Ry.

Fra

## GENEVA, N. Y.

GENEVA, N. Y.

GENEVA SENECA FALLS & AUBURN RAILROAD CO., INC.

ORGANIZATION—Incorp. May 28 1913 as successor of the Geneva &
Anburn Ry. sold at foreclosure March 14 1913. Public Serv. Commission
authorised the sale of \$524,000 bonds at not less than 35. V. 97., p. 298.

The Public Service Commission in May 1915 auth. the issue of \$37,150
6% serial notes maturing within 6 years, the proceeds to be used for additions, improvements, &c.

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

Stock, \$200,000.

Bonds, \$524,000.

1013 5% 494,000 July 1 1943
Serial notes.

1015 6% 37,150 See text.

EARNINGS.—For year ending Dec. 31 1914, gross, 297,272; not 33,350.

ROAD.—Extends from Geneva to Cayuga Lake Park through Waterloo
and Seneca Falls. Length of mata tracks: 15,916 miles; sidings, 871 miles;
miscellaneous. 38 mile; total, 17,147 miles. Rails, 70, 80, 90 and 100-b.

T; track standard gauge.

OFFICERS.—Pres., R. R. Quay, Pittsburgh, Pa.; V.-P. & Gen, Mar.,

GIRARD, PA.

CLEVELAND & ERIE RAILWAY CO.

ORGANIZATION.—Incorporated in June 1909. Is successor to Conneaut & Erie Traction Co., sold at foreclosure. Owns all the stock and bonds and leases the Conneaut & Erie Traction Co. of Ohlo, which owns 1,99 miles of track. Franchises are for 999 years.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity.
Stock, \$300,000. gold 1909 5 JJ. \$300,000 July 1 1929 (\$250 and \$500)... c lint, at Fidelity Trust Co., Phila., trustee. Income bonds \$500,000 (\$250 | 1909 5 July \$500,000 July 1 1929 and \$500... this, trustee, Income bonds \$500... lint. at Fidelity Trust Co., Phila., trustee. Bonds.—Remaining first mortgage bonds are reserved for extensions, betterments. &c. They are subject to call at part. Bonds have no shiking fund. No interest has been paid on incomes.

EARNINGS.—For 12 mos. ending June 30 1914, gross, \$120,811; not., \$47,655; other income, \$404; int., taxes and rentals, (including \$16,243 for depreciation and replacements), &c., \$54,819; deficit, \$6,699.

ROAD.—Owns 31.29 miles of track. Operates between Conneaut and Erie. Standard gauge; 60-lb. rall; 9 passenger and 8 other cars.

OFFICERS.—Pres., C. E. Willock, Pittsburgh; V.-P., J. S. Rilling, Erie, Pa.; Treas., J. R. McDonald, Erie, Pa.; Sec., J. M. Smith, Girard, Pa.; Mgr., R. W. Palmer, Girard, Pa.

CIRARDVILLE, PA.

SCHUVI.KILL RAILWAY CO.

ORGANIZATION.—Incorporated in Pennsylvania on July 20 1903 and purchased the property of the Schuylkill Traction Co. and the Lakeside Ry. Co. V. 80, p. 1729.

BY. Co. V. S0, p. 1729.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$400,000 (\$50)

First consol ratge, \$1,450,000.1 1905 5 g.A-O 640,000 April 1 1935 gold (\$500 and \$1,000). c\* Int. at Fidelity Trust Co., Philla., Trustee, Ronds—Of the remaining first consol bonds, \$760,000 are reserved to retire the underlying liens in statement below and \$50,000 are in treasury. Are subject to call at par and interest.

EARNINGS.—For year ending June 30 1912, gross, \$188,471; net, after taxes, \$78,622; int., &c., \$51,183; other deducins, \$1,917; surp., \$25,522.

OFFICERS.—Pres., Powell Evans, Phila.; Sec. & Treas., J. A.McKee; Phila.; Asst, Sec. & Treas., Chas. E. Hanna, Bala, Pa.; Gen. Mgr., W. S. Leib, Pottsville.—V. 80, p. 1729; V. 82, p. 1157; V. 87, p. 286.

(1) Schustkill Traction Co.—A trolley road.

phila: Asst. Sec. & Treas., Chas. E. Hanna, Bala, Pa.; Gen. Mgr., W. S. Leib, Pottsville.—V. 80, p. 1729; V. 82, p. 1157; V. 87, p. 286.

(1) Schuylkill Traction Co.—A trolley road.

ORGANIZATION.—Chartered Sept. 26 1832, in perpetuity, under the Motor Traction Act of March 22 1887. Road opened June 1 1893. On Jan. 6 1893 leased for 999 years the Mahanoy City Shenandoah Girardville & Ashland Street Ry. On Oct. 5 1833 leased for 999 years the Ashland Locustdale & Centralia Elec. Ry. Owns all the stock of these two roads, which is pledged under the first mortgage. On April 27 1900 leased for 999 years the Lakeside Ry., which is pledged under the first mortgage. On April 27 1900 leased for 999 years the Lakeside Ry., which connects the two ends of the company's routes from Mahanoy City to Shenandoah and purchased 2,600 of the 5,000 shares of the capital stock. On Jan. 24 1901 leased the Shenandoah & Pottsville Street Ky. for 999 years (incorporated Aug. 1 1900), and from Pottsville Street Ky. for 999 years (incorporated Aug. 1 1900), and from Pottsville Street Ky. for 999 years (incorporated Aug. 1 1900), and from Pottsville Street Ky. for 999 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 999 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Steet Ry. for 991 years (incorporated Aug. 1 1900), and from Pottsville Ry. for pottsv

GLOVERSVILLE, N. Y.
FONDA JOHNSTOWN & GLOVERSVILLE RR. CO.—Steam and electric road.—See statement in "Railway and Industrial" Section.

GRAND RAPIDS, MICH.

COMMONWEALTH POWER, RAILWAY & LIGHT CO.

ORGANIZATION.—Incorporated in Maine Feb. 19 1910 to carry out the plan outlined in V. 90, p. 108, 447, for amalgamating certain gas, electric light, power and street railway enterprises in Michigan.

Controls through stock ownership the Consumers Power Co.

Grand Rapids Ry.

Michigan Light Co.

Michigan Railway Co.

Michigan Railway Co.

Manistee Railway Co.

Saginaw-Bay City Railway Co.

Saginaw-Bay City Railway Co.

Gadillae Water & Light Co.

On June 30 1914 constituent companies had outstanding in hands of the public \$61,815,500 bonds and \$11,552,000 preferred stock.

On May 15 1913 the company acquired (through exchange of new stock on basis shown in V. 96, p. 1296) the outstanding capital stock of the Union Ry., Gas & Elect Co. and the Springfield (O.) Light Co. (V. 96, p. 1298) and the Michigan Rys. Co. See plan in detail in 'Chronicle', V. 96, p. 1298.

Capitalization after Issue of Aforesaid Securities.

\*Under the plan, \$2,500,000 additional common stock was issued May I 1915 and \$3,000,000 May 1 1918.

\*Under the plan, \$2,500,000 additional common stock was issued May I 1915 and \$3,000,000 more is to be issued May I 1916.

Preferred stock is redeemable at 105 and accrued dividends.

Bonds.—The proceeds of the conv. bonds were used (1) to retire the \$2,000,000 notes maturing June 10 1913; (2) for the acquisition of \$2,100,000 pref. stock and approximately \$1,500,000 notes of Michigan Rys. Co., remainder was available for company's purposes. Bonds are conv. (in amounts of \$1,000 or multiples thereof) on or after May I 1916 into an equal amount of preferred stock at par, and upon conversion bondholders will also receive common stock equal to 30% of bonds so converted. V. 96, p. 1296.

1556. Bankers Trust Co., New York, is trustee.

Dividends.—Quar, divs. of 1½% on pref. have been paid since organization. First div. on com — 1%—paid May I 1913; same rate quar, since to and incl. May 1915.

REPORT.—For the fiscal year ending Dec. 31 1914 will be found in V. 100, p. 471.

Condensed Earnings Statement for Years ending Dec. 31.

Hack Barnings from N	1914,	1913.	1912.	1911.
in sub-companies Miscellaneous carnings.	\$2,498,890 501,747	\$2,083,020 320,670	\$1,197,970 104,491	\$1,073,006 66,765
Gross earnings Expenses and taxes Interest paid Divs. on pref. stocks Divs. on com. stks. (4%)	\$112,998 643,905 960,000	\$2,403,690 \$92,583 397,681 *760,000 585,000	\$1,302,461 \$78,587 54,824 360,000	\$1,139,861 \$57,429 360,124
Balance for replacem'ts,	\$2,336,903	\$1.835,264	\$493,411 \$809.050	\$417,553 \$722,308

\*The pref. div. charge in 1913 (\$769,000) includes \$400,000 to cover dividend requirements since May 1 1913 on the \$10,000,000 of additional pref. stock issued as of that date.

Combined earnings for the 12 months end. Dec. 31 1914, gross, \$14,670,763; net. \$7,244,594; int., taxes, &c., \$5,000,859; surplus, \$2,243,734.

PROPERTY. &c.—Through its constituent companies, owns and operates electric railways serving 70 cities and towns with \$21,93 miles of single track; revenue pass, carried during year end. Dec. 31 1914, \$9,682,435; electric light and power companies serving 98 cities and towns with sales during the year ended Dec. 31 1914 of 208,490,683 k. w. h.; 17 hydro-electric plants; 19 steam electric plants with an installed capacity of 165,000 h. p.; high-tension transmission lines aggregating 979,55 miles in length; gas companies serving 11 cities, with sales during the year ending Dec. 31 1914 of 2,076,722,200 cubic feet.

OFFICERS.—Pres., Anton G. Hodennyt, V.—P., C. M. Clark, V.-P.

OFFICERS.—Pres., Anton G. Hodenpyl; V.-P., C. M. Clark; V.-P., Geo. E. Hardy; Sec. & Treas., Jacob Hekma; Asst. Sec. & Asst. Treas., C. A. Pearson Jr.—V, 90, p. 108, 447, 626, 916, 976; V. 91, p. 38, 212; V. 92, p. 260, 794; V. 93, p. 1786; V. 94, p. 767; V. 96, p. 135, 1296, 1423.

1556; V. 97, p. 236, 1426; V. 98, p. 450, 610, 689, 1993; V. 99, p. 534, 969, 1130, 1366, 1597; V. 100, p. 471, 1592.

(1) Michigan Railway.

(1) Michigan Railway.

ORGANIZATION.—Incorp. July 22 1909 as the Michigan & Chicago Ry. and on Mar. 21 1914 changed lis name to Michigan Railway and acquired the Saghaw & Flint Ry. and a new 10-mile line from Saginaw to Bay City. A new high-speed interurban line extending from Grand Rapids to Kalamaxoo, with a branch from Plainwell to Otsego, was completed in Dec. 1914. V. 90, p. 1451.

Franchises.—The company owns in fee the right of way on line fro Grandm Rapids to Kalamaxoo; from Allegan to Battle Creek and from Saginaw to Bay City, and for 17 miles of its line from Saginaw to Plant. Franchises on the balance of the Saginaw-Flint line are regarded as perpetual. STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Common stock \$6,000,000.

Ist mige \$15,000,000 gold 1914.

(\$1,000, \$500, &c).

Ist lies gold notes \$7,000,000 | 1914. Te. Co., and Frank A. Gorham, trust. Ist lies gold notes \$7,000,000 | 1914. Trustees.

\* All owned by Commonwealth Power Ry. & Lt. Co. and deposited as security for the 5-year gold notes (V. 98, p. 1993).

Bonds.—Of the \$15,000,000 auth. bonds, \$6,250,000 is deposited as part collateral for the notes.

Notes.—The remaining \$2,000,000 notes may be issued only to extent or \$90,000 charters for the notes.

Notes.—The remaining \$2,000,000 auth. bonds, \$6,250,000 is deposited as part collateral for the notes.

Notes.—The remaining \$2,000,000 auth. bonds, \$6,250,000 is deposited as part collateral for the notes.

Notes.—The remaining \$2,000,000 auth. bonds, \$6,250,000 is deposited as controlled by the Com. F. Ry. & Lt. Co. in the second controlled by the Com. F. Ry. & Lt. Co. is deposited as collateral for the notes.

Notes.—The remaining \$2,000,000 notes may be issued only to extent or \$15,000,000 auth. bonds, \$6,250,000 is deposited as collateral security, and also the entire com. Stock of Mich. Rys. (of Malne), which controls the Mich. Un. Ry. (Co.) by 999-yr. lease, is pledged for guaranty and can be released only upon condition that the title to the lease be vested in the Michigan

(2.) Michigan United Traction Co.
All the stock is owned by the Commonwealth Pow., Ry. & Lt. Co. ORGANIZATION.—Incorp. in Dec. 1911. Stock \$100,000. Lease, the Mich. United Rys. for 999 years. On March 18 1912 the Mich. Ry. Engineering Co. was incorp. in interest of Mich. United Trac. Co. to take care of its repair and construction work. V. 94, p. 1317.
EARNINGS.—For year end, June 30 1914, gross, \$1.819,726.
OFFICERS.—Pres., B. C. Cobb, New York; V.-Ps., Frank Silliman Jr., Phila., and John F. Coilins, Jackson; Treas., J. W. Glendenins, Jackson, Sec., G. B. Dobbin, Jackson; Asst. Sec. & Asst. Treas., S. E. Wolf, N. Y.—V. 94, p. 631, 698, 1317.
(a) Mikhigan United Rys.—A third-rail and trolley system.

OFFICERS—Pres. B. C. Cobb, New York; V.-Fs. Frank Silliman Jr., Phila., and John F. Collins, Jackson; Treas., J. W. Glendenins, Jackson, Sec. G. B. Dobbin, Jackson; Asst. Sec. & Asst. Treas. S. E. WOI, N. Y. —V. 94, p. 631, 698, 1317.

(a) Michigan United Rys.—A third-rail and trolley system.

ORGANIZATION.—Incorporated in Michigan on March 31, 1906 and on May 1 1906 took over the Michigan United Rys.—A third-rail and trolley system.

ORGANIZATION.—Incorporated in Michigan on March 31, 1906 and on May 1 1906 took over the Michigan United Rys.—In 1908 purchased Jackson Consolidated Traction Co. The Lansing & Jackson Railway Co. has also been deeded to the Michigan Un. Rys.

In 1908 purchased Jackson Consolidated Traction Co. V. 84, p. 1183, and V. 87, p. 285. Latter company's franchises in Jackson Consolidated Traction at an appraised value in 1930 and each 5 years threatter.

In April 1911 leased for 5 years the Rai, Lake Shore & Chic. Ry., which operates a steam line between Kalamazoo and South Haven, about 54 miles, and (during the summer only) from South Haven to Paw Paw Lake, 17 m. as will grant to the summer only) from South Haven to Paw Paw Lake, 17 m. as will grant be tween Kalamazoo and South Haven, about 54 miles, and (during the summer only) from South Haven to Paw Paw Lake, 17 m. as will grant be summer only) from South Haven to Paw Paw Lake, 17 m. as will grant be summer only) from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Haven to Paw Paw Lake, 17 m. as will grant be summer only from South Ha

914; V. 91; p. 1028; 1036; 1134; V. 92; p. 118; V. 93; p. 1787; V. 94, p. 68; 207; V. 96; p. 1423.

(2) Union Railway, Ons & Electric Co.

Merger.—Under the plan dated April 26 1913, practically all the \$5,250,-000 pref. stock was exchanged for \$5,250,000 new pref. and \$525,000 new com. stock of the Commonwealth Pow., Ry, & Lt. Co., and the \$6,000,000 com. for an equal amt, of new com. of \$1,500,000 pref and \$4,500,000 com. ORGANIZATION.—Incorp. In New Jersey June 29 1909 and acquired practically all of stocks of Springfield (III.) Railway & Light Co. (\$3,000,000 stock), the Rock. (III.) & Inter. Ry, Co. (\$2,000,000 com. and \$2,000,000 pref), the Peoria Lt. Co. (\$2,500,000 common and \$1,000,000 pref), per plan in V. 88, p. 1501; also all the stock and bonds of the Janesville Traction Co. (\$125,000 stock, \$50,000 bonds), and all the stock (\$497,500) and all the 1st ref. bonds (\$382,000) of the be Kalb-Sycamore & Interurban Trac. Co. The Evansville Light Co. owns the entire \$3,000.000 common stock and \$950,000 of the preferred stock of the Public Utilities Co. (Incorp. June 1912), which company merged the Evansville & South, Ind. Trac. (see Elec. Ry, Sec. of May 1912), Evansville Gas & Elec, Lt. Co, and Evansy, Pub. Serv. Co. On Oct. 14 1912 Circuit Judge Wil-

liam Blakey sustained the demurrer of the Public Utilities Co. in a suit brought to dissolve the company, holding that the consolidation was in accordance with the statutes (V. 95, p. 1040), and in Dec. 1912 he dismissed the suit. V. 95, p. 1747. The Peoria Light Co. owns all the \$2,500,000 6% cum. pref, and the \$5,000,000 com. stock of the Central Hilnols Lt. Co. (V. 99, p. 1132) which was incorp. in April 1913 and took over the properties of the Peoria Gas & Electric Co., Citizens' Gas & Electro. Oo. of Pokin and its subsidiary company, the Pekin Lt., Ht. & Power Co., Washington (H.) Lt. & Power Co., Elmwood Elec. Lt. Co., Farmington Lt. & Pow. Co. and the Elec. Service System. The Union Ry., Gas & Electric subsidiary companies own and operate street railway properties in Springfield and Rockford, Hl., Evansville, Ind., and Janesville. Wis., and interurban lines from Rockford to Freeport and Belvidere, Hl., through Beloit, Wis., to Janesville, Wis., from De Kalb to Sycamore, Hl., and from Evansville to Princeton and Patoka, Ind., and also gas and electric properties in Jeoria, Springfield and Pekin, Ill., and Evansville, Ind., and electric properties in Illinois.

In March 1913 Issued \$1,500,000 3-year notes to pay for several small acquisitions, improvements, &c. V. 96, D. 717.

Exchange of Peoria Light Co. Bonds.—Holders of the \$2,500,000 coll. trust \$7,30-year bonds of the Peoria Light Co. have the opioin of exchanging their bonds for Central Illinois Lt. 1st & ref. 5s (see below), dollar for dollar, also receiving 3% in cash.—V. 99, p. 1132.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Common \$6,000,000 (St. 190).

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Collateral trust mige. gold 1999 5 1-7 4,000,000 July 1 1939 (\$500 and \$1,000).....e.\* (Commercial Trust Co., Phila., Trustee.

Gold notes \$4,000,000 (\$5-1 1913 5 M-S 1,500,000 Mar 1,1918 000)........ e.f. (Commercial Trust Co., N. Y., Trustee, or at company's office.

General reas with the control of the

Evansville Elec. Ry. bonds cannot be called. The Evansville Pub. Serv. Go. has made a mage, to the Bankers Trust Co., N. V., to secure an Issue of \$1,000,000 bonds. None of the new bonds, however, has been sold. Dieldends.—First div., 11/5%, on pref. paid Oct. 1909 and same amount quar, since to and including Apr. 1915. First div. on com.—17%.—Paid April 11913; July, 11%; Oct., 17%. In 1914, Jan., 17%. No later information.

EARNINGS.—Combined carnings of subsid. cos. for 12 mos. ending June 30 1913. Gross, 34,545,575; nor, after taxes, \$1,981,611; int., &c., \$1,140,932; pref. div., \$315,000; surplus, \$525,679.

ROAD.—Rockford & luter Urban operates 35,27 m of trolley in Rockford, 13 miles between Rockford and Belvidere; siso 23 miles of Rockford & Teceport Electric Ry. between points mamed in title, and 35 miles between Rockford, Ill., and Beloit and Janesville, Wis. Toral, 111.27 m. Springfield Ry. & Lt. Co. operates 42.92 miles in Springfield Janesville Frac. Co. operates 5 m. in Janesville, Wis., and De Kalb-Sycamore & Inter. Trac., 8 m., connecting De Kalb and Sycamore, Ill. Public Utilities Co. operates 40. 55 m. in Evansville and between Evansville, Princeton and Patoica, Ind.

OFFICERIS.—Same as for Com. Pow., Ry. & Lt. Co. above.—V. 89, 226, 780 V. 92 a. 2004.

OFFICERS,—Same as for Com. Pow., Ry. & Lt. Co. above, -V. 89, p. 223, 780; V. 92, p. 528; V. 93, p. 290, 528; V. 95, p. 1747; V. 96, p. 137, 717, 1299.

717, 1299.

(4) Springfield (O.) Light, Heat & Power Co. ORGANIZATION.—Incorporated in Maine in Aug. 1908. STOCK AND BONDS— Date. Interest. Outstanding. Maturity, Common stock Strong S

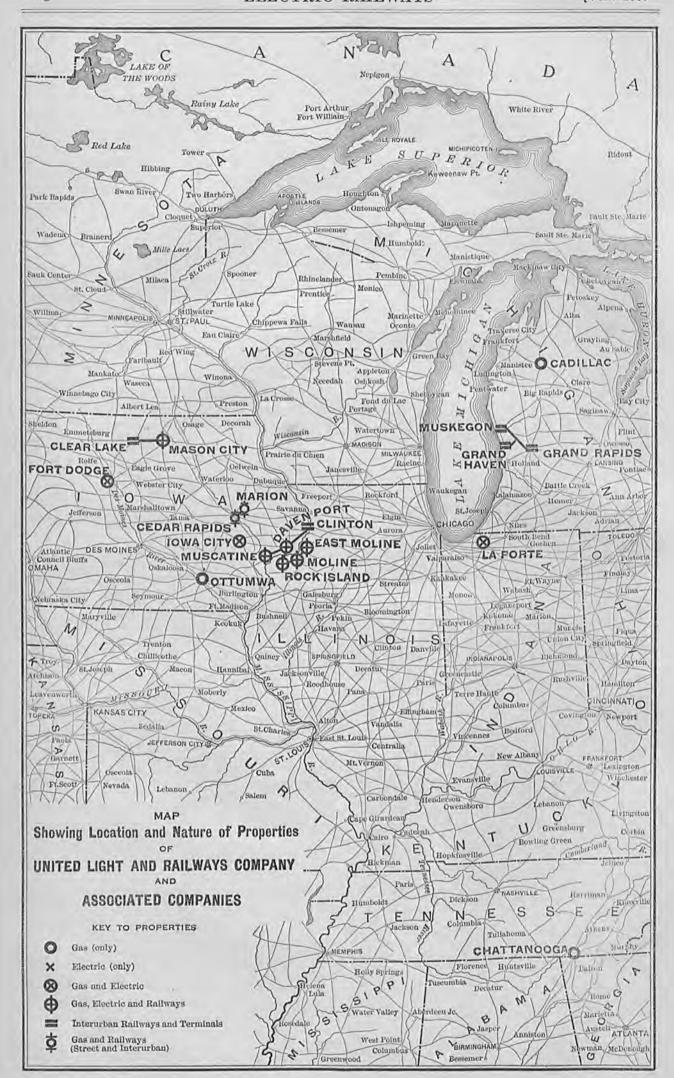
Power first mortgage...tf [Int. at State Say. Bk. & Tr. Co. Col., O., Tr. Bonds.—Sufficient gen. and ref. bonds are reserved to redice at a to before maturity the outstanding list M. bonds. V. 96, p. 1298. \$28,000 first mige. bonds in sinking road.

(5) Grand Rapids Ry.—Trolley.
All the common stock is owned by Com. Pow., Ry. & Lt. Co.
ORGANIZATION., CO.—Honorp. in Mich. in April 1900 as a successor company to the Consolidated St. Ry. Owns all street callway proporties of Grand Rapids and vicinity. Franchises expire in 1921 and in 1929.

STOCK AND BONDS.— Date. Interest. Outstanding. Mid-right Stock com \$2,000,000 (\$100, All owned by Com. Pow., Ry. & Lt. Co. Pret \$2,000,000 cam 5%, \$1900... Q-F \$1.5,51,001 May 15, 154 (Grand Rap Ry Co. 186 mige] 1900 \$5 \$5 \$.40 Vors. Frest Co., Traistoc. Bonds, & G.—Uf Tee new moregas for \$8,500 Vors. Frest Co., Traistoc. Bonds, & G.—Uf Tee new moregas for \$8,500 Vors. Frest Co., Traistoc. Bonds, & G.—Uf Tee new moregas for \$8,500 Vors. Frest Co., Traistoc. V. 70, p. 149. Bonds cannot be called. Sea V. 72, p. 149. Bonds cannot be called. Sea V. 72, p. 149. Bonds cannot be called. Sea V. 73, p. 149. Bonds are listed on New York Stock Exchange.

Dictionals.—Dividends on preferred stock are cumulative and 114% quarterly has been regularly paid up to and including May. 1915.

REPORT.—For years ending June 30: Year—Gross. Net (glt. Tat.) Interest. Pref. Dis. Surplus. 1914.—\$12,97.010 \$40,9217 \$137,830 (5%,875,000 \$226,337,1913.—\$12,97.010 \$40,9217 \$137,830 (5%,875,000 \$226,337,1913.—\$12,97.010 \$40,9217 \$137,830 (5%,875,000 \$226,337,1913.—\$12,97.010 \$10,921 \$1



STOCK AND BONDS—

Date. Interest. Outstanding. Majurity. 187,500,000, gold... 11 Unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. at 187,503,000, gold... 12 (100) sinking fund.c wit 1 unit. 190,000, gold... 19 (100) sinking fund.c wit 1 unit. 190,000, gold... 19 (100) sinking fund.c wit 1 unit. 190,000, gold... 19 (100) sinking fund.c wit 1 unit. 190,000, gold... 19 (100) sinking fund.c wit 100,000, gold... 19 (100) sinking fund.g gol

Mchigan.

OFFICERS.—Pees. C. J. Holmes: V.-P., W. H. Barthold; Sec., G. B. Dobbin; Treas., J. W. Glendening; Asst. Sec. & Asst. Treas., S. E. Wolff. —V. 85, p. 1894; V. 88, p. 169.

UNITED LIGHT & RAILWAYS CO.—(See Map, page 48.)

ORGANIZATION.—Incorporated in Maine in July 1910, per plan in V. 91, p. 96. Has acquired the following continuing the V. 91, p. 96. Has acquired the following continuing the V. 91, p. 96. Has acquired the following continuing the V. 91, p. 96. Has acquired the following continuing the V. 91, p. 96. Has acquired the following continuing the V. 91, p. 96. Cadar Rapids & Marion City Ry. Co.
Cedar Rapids & Marion City Ry. Co.
Cedar Rapids & Marion City Ry. Co.
Crot Dodge Gas & Electric Co.
Grand Rapids Grand Haven & MusRegon (Mich.) Ry. Co.
The Grand Rapids Grand Haven & MusRegon (Mich.) Ry. Co.
The Grand Rapids Grand Haven & Musicogon Ry. was acquired in Jan.
1912; V. 94, p. 209. The Tri-City Hy. & Light Co. was taken over in June
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids & Marion City Ry. Co. was
1912; V. 94, p. 209. The Cedar Rapids of the Co.
OPERATIONS.—Does entire gas business in Davenport, Cedar Rapids (Supplying also suburbs of Marion and Kenwood Park and intervening fortitory), Ft. Dodge, Iowa City, Mason City, Bettendorf, Ottumwa and Muscatine, Ia.: Rock Island, Moline, Ia. Candillac, Mich. La Porte, Ind. Rock Island, Moline, Ia. Candillac, Mich. La Porte, Ind. Has hot water and steam-heating system in Davenport and Muscatine, Ia.: Rock Island, Moline and East Moline, Ill., Grand Rapids, Wich promoted the company in Aug. 1910, offered the

RAILWAYS

| Roads—Int. on 1st & ref. bonds is payable at office of strustee or Cont.—& Comm. Tr. & Sav. Bkc. Chicago. \$1,841,000 bonds (not incl. in amount-outstanding above) are the interference of the control of th

mon stock dan't is to be a second of the control of

(4) Mason City & Clear Lake Railroad Co.—A trolley toad. In Feb. 1913 the United Light & Rys. Co. acquired control.

(4) Mason City & Clear Lake Railrond Co.—A trolley toad. In Feb. 1913 the United Light & Rys. Co. acquired control.

ORGANIZATION, ETC.—A trolley road. Operated since July 1897. Owns right of way 33 feet wide from Mason City to Clear Lake, 9 miles Length of line within and between the two cities, 18.6 m. Handles altered to coming over Minn. & St. Louis, Chic. R. I. & Pac., Chicago & North West. and Chic. Great West. railways between Mason City and Clear Lake. Franchises run until Oct. 31 1935.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Stock \$1,000,000.

Ist mortgage \$100,000 gold 1897 6 J-J 15 8,000 Jan. 1 1917 (\$1,000).

C. off lint. at Ill. Tr. & Sav. Bk., Chic., Trustee General mortgage \$2,500,000 1 1912 6 g.J-D 316,000 June 1 1932 gold (\$1,000).

C. off lint. at Ill. Tr. & Sav. Bk., Chic., Trustee, Bonds.—Of the 1st mige, bonds, a sinking fund retires \$3,000 yearly at 103. \$36,000 lst ref. bonds are reserved to retire old 1st M. bonds: remaining \$2,170,000 bonds are for extensions and betterments at 75% of cost, providing annual net earnings are 194 times int, charge (incl. bonds to be Issued). Ref. at 105 and int. on any int. day. Sinking fund of 2% per annum began June 1 1913 to provide for additions and betterments or for purchase of bonds. V. 94, p. 1764.

(5) Iowa & Hillinols Ry.—A trolley road.

In 1913 the United Light & Bailways Co. acquired control.

ORGANIZATION.—Incorporated in Iowa in September 1901. Is an electric road, with a steam charter. Franchises expire in 1951.

In Feb. 1913 entered into an agreement with the Davenport & Muscatine, via Davenport. Tri-City Ry. & Lt. Co.) by which the two companies have established through service between Clinton and Muscatine, via Davenport. Tri-City Ry. & Lt. Co. hymishes power and will install additional equip. Electric light and power is furnished to towns along the route of the Iowa & Illinois Ry.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Common, 31,500,000 (Stor) Date. Interest. Outstanding. Maturity. Common, 31,500,000 (S

GREEN BAY, WIS.

WISCONSIN SECURITIES CO.—A holding company.

ORGANIZATION.—Incorp. in Wisconsin on Dec. 12 1911 and is a purely financiag company. (V. 94, p. 632.)

Stock auth. and out, \$1.000.000. Has acquired control of Wisconsin Pub. Serv. Co. and owns \$717,000 bonds of that company placed in escrow. OFFICERS.—Pres., Clement C. Smith: V.-Ps., Oliver C. Fuller and Wm. Bigelow; Sec. and Treas., Howard Greene.—V. 94, p. 632.

(1) Wisconsin Public Service Co.

ORGANIZATION.—Incorp. in Wisconsin in Jan. 1912 as recovarying the control of the

GREENFIELD, MASS.

GRANIZATION.—Organized in Boston on Nov. 16 1911 as the Massachusetts Northern Rys. In May 1913 name was changed to the Massachusetts Northern Rys. In May 1913 name was changed to the Massachusetts Consolidated Rallways. Is a voluntary association managed by a board of seven trustees. V. 93. p. 1462, 1599, 1787. Controls through stock ownership the following companies:
Concord Maynard & Hudson St. Ry. Millers River Street Ry. (proposed). Connecticut Valley Street Ry. Millers River Street Ry. The system comprises 114 miles of road, serving 20 cities and towns in Central and Northern Massachusetts. Both passanger and express service are provided. Rights of way are being secured on the proposed line from Orange to Millers Falls.

In March 1915 company applied to Mass. Lecislature for permission to consolidate the Connecticut Valley St. Ry. and the Northern Mass. St. Ry. V. 100, p. 1168.

Shates—
Common \$1,640,300 (\$100)

V.100, p. 1168.

Shares—

Outstanding, Last Dis,
Common \$1,640,300 (\$100) — \$1,649,900 Oct. '13, 14
Prof \$1,100,000 (\$100) cum (see text) Q-F — 704,600 May '15, 13, 14
STOCK.—Additional perf, shares only to be issued when not carnings for
12 mos, ending not more than 180 days prior to date of issue shall have been
154 times amount necessary to pay div, on shares out and applied for.
Divs. on pref, are 5% to Nov. 1, 1914, Incl.; 514% to Nov. 1, 1917, Incl.,
and 6% thereafter. In case of liquidation pref, is entitled to \$110 per share
up to Nov. 1, 1914, \$115 to Nov. 1, 1917, and \$120 thereafter. V. 93, p. 1549.

Disidends.—On pref., 1½% quae, from Feb. 1912 to and inc. Nov. 1914.
In 1915, Feb., 13%; May, 134%. On com., initial div. of ½% was paid
Oct. 15 1913.

INCOME STATEMARY.

Oct., 15 (1913).

IN 1915, Feb., 138 %; May, 138 %. On com., initial div. of 14% was paid Oct., 15 (1913).

INCOME STATEMENT.—For year end, June 30 1914, divs. rec'd from sub. cos., \$31,418; misc. int. rec'd., \$3,724; peofit on selse of 500 shares North. Mass. 8t. Ry. pref. stock, \$2,500; total income, \$37,641; expenses. South. Mass. 8t. Ry. pref. stock, \$2,500; total income, \$37,641; expenses. \$9,842; net. \$27,799; pref. divs., \$34,911; common divs., \$3,000; deficit for year \$15,200; credit balance June 30 1913, \$21,127; net charges to surplus, \$962; surplus remaining June 30 1914, \$4,957.

EARNINGS.—Of subsidiary cos. for vear ending June 30 1914, \$coss, \$549,351; net. \$164,438; int. & taxes, \$111,760; pref. d.vs. of constituent cos., \$36,200; com. divs. of constituent cos., \$30,783; balance, \$5,695.

OFFICIERS.—Sec. & Treas., D. P. Abercrombie Jr., Greenfield, Mass.—V. 94. p. 351; V. 96. p. 1489; V. 97. p. 365, 951; V. 100. p. 1168; 1671.

(1) Connecticut Valley Street Ry.—Trolley. The Mass. Consol, Rys. owns 4,917 shares of the stock.

ORGANIZATION.—Incorporated in 1899. Commenced Jan, 22 1990, 1s a consolidation on April 1 1905 of the Northampton & Amherst Street Ry., the Greenfield & Turner's Falls Street Ry, and the Greenfield Deerfield & Northampton Street Ry., as per plan in V. 80, p. 1111.

or RGANIZATION.—Incorp. In Mass. on July 1 1894 as the Athol & Orange Street Ry. Name changed to above on May 1 1913. In Jun. 1913 purchased the property and franchises of the Templeton Street Ry. and on Mar. 1 1913 absorbed the Cardner Westminster & Fitchburg Street Ry. and on Mar. 1 1913 absorbed the Cardner Westminster & Fitchburg Street Ry. As a result of these acquisitions, stock was increased from 574,590, all of one class. to \$590.000, of which \$150.000 is 6% cum. pref. stock.

For proposed marger with Connecticut Valley St. Ry., see Mass. Consol. Rys. above.

one class, to \$500,000, of which \$10,000 is \$0, cum, ber. Scott.
Rys. above.

BYO CRS AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$350,000 \$250,000 \$250,000 \$150,000 in 13-14,46,86.
Peef 6% cum \$150,000 \$150,000 \$150,000 in 13-14,46,86.
Ist&refM \$5,000,000 (\$1,000 ) 1913 5 g M-N \$15,000 May 1 1943 red 1 on 4 5% int bas cent into a the care are the common standard of the comm

(4) Millers River Street Rv.
Rights of way have been partly secured on this company's proposed line between Millers Falls and Orange.

## GREENSBORO, N. C.

GREENSBORO, N. C.

NORTH CAROLINA PUBLIC SERVICE CO.

ORGANIZATION.—Chartered in North Carolina in 1909. Purchased the Greensboro Elec. Co., Greensboro Gas Co. and High Point Elec. Pow. Co. in 1911 acquired majority of the stock of Salisbury & Spencer Ry. Co., which company it also leases for 50 years. V. 93, p. 1324. Does entire gas, electric-light and power and street railway business of Greensboro (and its suburbs of Proximity, Revolution, White Oak and Pomona) Salisbury, Spencer and East Spencer, entire street railway and electric and gas business of High Point and street railway business of Concord. Power is purchased from Southern Power Company. In 1910 franchises had the following number of years to run: Greensboro, 23 yrs.; High Point, 59 yrs.; Salisbury and Spencer, 51 yrs.; Winston-Salem, 58 yrs.; also has a 30-year franchise in Galiford County and township. In 1910 franchises had the following number of years to run: Greensboro, 23 yrs.; also has a 30-year franchise for a street railway in Lexington and Thomasville.

STOCK AND BOND3—Date. Interest. Outstanding. Maturity.

Stock \$3,500,000 (\$100)

Wirst & ref mtus \$3,500,000 (\$100)

Wirst & ref mtus \$3,500,000 (\$100)

Wirst & ref mtus \$3,500,000 (\$100)

Greensb El Co 18th M gold 1905

Greensb El Co

## GREENVILLE, S. C.

## GULFPORT, MISS.

GULFPORT, MISS.

GULFPORT & MISSISSIPPI COAST TRACTION CO.

ORGANIZATION.—Incorporated in Mississippi in 1905. Purchased the Biloxi Electric Ry. & Power Co. and the Gulfport Development Co. In 1907 increased auth. stock from \$1,000,000 to \$2,000,000.

STOCK AND BONDS——Date. Interest. Outstanding. Maturity. Stock \$2,000,000 (\$100).

Ist mort \$1,000,000 gold 1905. 6 g A-G. \$1,000,000 Sept 30 1935 (\$1,000).

It mat thibernia Bk. & Tr. Co. N. Ogl., Trus 2d M gold (\$1,000).—ctf | 1907. 6 g J-J. 692,000 July 1 1932 | Hibernia Bank & Trust Co., Trusted.

Bil. El. Ry. & P. 1st mige. g. 1903. 6 g J-J. 164,400 Jan 1 1924. (\$100, \$500 & \$1,000).—tf | Int. at Hibernia Bk. & Tr. Co., New Orleans Bonds.—The bonds of 1905 are subject to call on Oct. I in any year as 105; no stricting fund. Interest on 2d mort. Is payable at Pirst Nat. Bank, Gulport. Bonds have no s. f. and are not subject to call. The Bloxi Electric Railway & Power bonds are subject to call at 106 and interest. EARNINGS.—For year ending Dec. 31 1914, gross, \$256,433; net, \$112,419.

ROAD.—Operates 13 miles of track from Gulfport to Biloxi and 11 miles from Gulfport to Pass Christian; also 6 miles of track in Biloxi; total, 30 m. Officiors. N. Y.; Sec., H. C. Elder; Trass., F. V. Osborne, Gulfport; Gen. Mgr., W. F. Gorento, Gulfport.—V. S., p. 95.

BY SEASON STATES OF SEASON STATES OF STATES OF

Fred. & Midd. bonds are subject to call at 105 on any int. date. Fred. Gas & El. bonds are guar., p. & i., by Frederick RR. Balt. Trust Co., trustee.

EARNINGS (Incl. Frostburg Illum. & Mfg. Co.).—For year ending June 30 1914, gross, \$378.468; net. after taxes, \$128,797; int. and other deductions, \$119.942; balance, \$8.867.

ROAD.—Operates street rallways in cities of Hagerstown and Frederick. Md., and an interurban rallway extending from Frederick to Hagerstown, with extensions from Frederick to Thurmont, Md., also from Hagerstown to Shady Grove, Pa., and with branch lines to Boonsboro and to Jefferson, Md. Mileage operated aggregates 87.5 miles.

OFFICIERS—Pres., Emory L. Coblentz, Frederick, Md.; V.-Pres., Henry Holzanfel, Hagerstown; Sec., M. P. Moller, Hagerstown; Treas, Thomas H. Haller, Frederick; Asst. Sec., & Treas., C. A. Hoag, Hagerstown; Gen. Mgr., M. A. Pooler.—V. 96, p. 947, 1228, 1422, 1488; V. 98, p. 1608, 1604.

HANOVER, PA.

HANOVER & McSHERRYSTOWN STREET RAILWAY CO.
In April 1915 Brooks & Co. of Scranton acquired control. V. 100, p. 1257.

ORGANIZATION.—Incorp. in Penna. in 1892. Its charter runs for 9 years. Owns all the (\$100,000) stock of the Hanover Light Heat &

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$200.000 (\$50) \$135.000 Jan. 15, 3%
First mtg \$500.000 g (\$1.000) 1 1908 5 g J-D 400.000 June 1 1928
subject to call at 105. c\*tf [Interest at York Trinst Co., York, Pa., Trins, Bonds.—Of remaining bonds \$100.000 are reserved for extensions, &c.
Dividends.—In July 1804, 25, %; in 1895, Jan., 2); 1897-1902 records lost. 1903 and 1904 none. In 1905, Jan., 6%, In 1906 and 1907, none; Jan. 1908 to Jan. 1913, incl., 6% per annum. In July 1913 50% stock div. paid; Jan. 1914 (regular), 4%; July, 2%. In 1915, Jan., 3%.
EARNINGS.—For cal. year 1914, gross, \$96,397; net. after taxes, &c., \$41,353; interest. \$21,632; divs., \$8,100; surplus, \$11,620.
ROAD.—Owns 12.57 miles of track in and between Hanover, McSherrystown, Littlestown and Conewago Chapel. Standard gauge. 60-lb. T and girder ralls. An extension to New Oxford is under construction; about 1-3 of a mile is completed and in operation.
OFFICERS.—Pres., J. A. Linen Jr., Scranton; V.-P., J. E. Weisenfluh; Sec, & Treas., F. B. Atherton.—V. 98, p. 1459; V. 100, p. 1257.

HARRISBURG, PA.

ORGANIZATION.—Incorp. in Penn. on Nov. 29 1912 and merged the Central Pennsylvania Traction Co. (see "Electric Railway" Section of Sept. 1912) and its subsidiaries. V. 96, p. 202.

Of the new bonds, \$3, 169,900 have been issued, the preceeds of which will retire or provide for retirement of all underlying bonds except the Citizens' Passenger first mortgage 6s. A certificate was filed on Jan. 6 1914 to increase the auth. debt from \$3,000,000 to \$3,169,900. V. 98, p. 155.

precesse the auth. debt from \$3,000,000 to \$3,100,900. V. 98, p. 155.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$3,000,000.

Preferred cum \$2,100,000.

See text \$2,100,000.

See

VALLEY RAILWAYS.

ORGANIZATION.—Incorporated in Pennsylvanio in July 1912 and in Sept. 1912, after increasing its stock from \$10,000 to \$2,500,000 (of which \$500,000 is 6% cum. pref.), purchased control of the Valley Traction Co., which in turn controlled the Harrisburg & Mechanicsburg Elec. Ry., White Hill & Mechanicsburg Pass. Ry., Carlisle & Mechanicsburg Elec. Ry., White Hill & Mechanicsburg Pass. Ry., Carlisle & Mechanicsburg Elec. Ry., West Fairview & Marysville Elec. St. Rys., Harrisburg & Riverton St. Ry., Fairview & Riverton Ry. and the United Electric Co.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Common \$2,000,000 (\$100).——\$2,000,000

Pref cum \$500,000 (\$100).——\$2,000,000

Pref cum \$500,000 (\$100).——\$2,000,000 Ang 3 1952

Valley Trac 1st M \$700,000 1903 5 g A-O 700,000 Oct 1 1933 gold (\$100 & \$500)...c" ntf Int. at Farmers Tr. Co., Carlisle, Pa., Trus. Bonds.—Remaining coll, trust bonds (\$700,000) are reserved to retire prior lilens. Valley Traction bonds are subject to call at 110. A sinking fund of \$5,000 per annum commenced Oct. 1 1908.

ROAD.—Operates 44 miles of road from Harrisburg to Marysville and to Carlisle.

OFFICERS.—Pres. & Gen. Mgr., C. H. Bishop, Lemoyne, Pa.; Sec. &

ROAD.—Operates 44 miles of road from Harrisburg to Marysville and to Carlisle.

OFFICERS.—Pres. & Gen. Mgr., C. H. Bishop, Lemoyne, Pa.; Sec. & Treas., C. M. Davidson. General offices, Lemoyne.—V. 96, p. 64

## HAVERHILL, MASS.

HAVERHILL, MASS.

NEW HAMPSHIRE ELECTRIC RVS.
ORGANIZATION.—A voluntary association succeeding the New Hampshire Traction Co. on Aug. 1 1905. Owns all the stock of the following companies: In Now Hampshire, Dov., Somersworth & Rochester St. Ry. Co.; Rockingham County Light & Power Co.; Granile State Land Co.; in Maine, Kittery Electric Lt. Co.; in Mass. Mass. Northeastern St. Ry. Co., Also owns all the bonds of the Dover, Somersworth & Rochester St. Ry. (except \$97,000), of the Amesbury & Hampton St. Ry. (except \$429,000) and of the Citizens Elec. St. Ry. (except \$230,000).

STOCK—
Date: Interest. Outstanding, Last Dis. Common \$4,000,000 (\$100).

Pref 4% n-c. \$4,000,000 (\$100).

J-J. 3,390,200

Pref 4% n-c. \$4,000,000 (\$100).

J-J. 3,390,500 Jan., '15, 2%, Divided Date: Jan. 1915. 2%, s.-a. OFFICERS.—Pres., D. A. Belden, Haverhill; V.-P., M. N. Buckner, New York; Sec. and Treas., F. J. Horne, New York, V. S., p. 1500; V. 90. p. 237; V. 91, p. 215; V. 94, p. 1696; V. 95, p. 47, 236, 208; V. 96, p. 863; V. 97, v. 803; V. 98, p. 236; V. 99, p. 673.

(1) Massachusetts Northeastern Street Ry.

New York, Sec. and Plass. V. 94. p. 1696; V. 95, p. 47, 236, 298; V. 96, p. 863; V. 97, p. 803; V. 98, p. 236; V. 99, p. 673.

(1) Massachusetts Northeastern Street Ry.

All the stock of this company is owned by the New Hampshire Elec. Rys.

ORGANIZATION.—A Mass. corporation. Owns and operates a local and interurban railway in Northeastern Mass, and Southeastern N. H.

Maintains a through service between Haverhill, Lawrence, Lowell, Nashua, Amesbury and Newburyport. Power is purchased from the Rockingham County Lt. & Pow. Co. under a contract extending beyond July 1 1934.

BTOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common stock (\$100).

Per 6% cum (\$100).

Per 6% cum (\$100).

Per 6% cum (\$100).

Per 6% cum (\$100).

Per 70% cum (\$100).

Per 10% cum (\$100).

Per 10% cum (\$100).

Per 20% cum (\$100).

Per 20% cum (\$100).

Per 20% cum (\$100).

Per 30% cum (\$100).

Per 40% cum (\$100).

Per 50% cum (\$100).

Per 50% cum (\$100).

Per 60% cum (\$100).

Per 10% cum (\$100).

Per 10

## HAZLETON, PA.

WILKES-BARRE & HAZLETON RR.

WILKES-BARRE & HAZLETON RR.

ORGANIZATION.—Incorporated in New Jersey May 1901 and acquired the entire (\$1,500,000) capital stock and (\$1,500,000) bonds of the Wilkes-Barre & Hazleton Railway Co. (Pennsylvania incorporation) and deposited the same, together with \$140,000 (entire issue) of the Lehigh Traction Co.'s 5% certificates of Indebtedness and \$922,200 of the \$1,000,000 stock of the Lehigh Traction Co. as security for the Wilkes-Barre & Hazleton Railroad Co. issue of first collateral trust mortgage 5% gold bonds. V. 72, p. 1281. Franchises are 999 years in and around Hazleton and perpetual from Hazleton to Wilkes-Barre.

Interest Not Paid.—The interest due May 15 1914 on the collateral trust mtge. of 1901 due May 15 1951 was not paid. In lieu of paying the interest boudholders were requested to surrender their coups., due May 15 1914 to Nov. 15 1916, and in return the company issued non-interest-bearing certificates for the coupons as they become due. See V. 98, p. 1539. The default was the result of a strike of the employees of the Lehigh Traction Co., a subsidiary—See Lehigh Trac. Co. below.

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

Common \$2,500.000 (\$100).———\$2,500.000

Pere 6% non-cum \$700.000.———\$185.600

Collateral trust mortgage \$2.1 1001 5 g M-N 15 1,900.000 May 151951 500.000 gold (\$1,000)...—(\*Int. at Guaranty Trust Co., N. Y., Trustee Collateral trust mortgage \$1.1 1905 5 g A-O. 1,227.000 Oct 1 1935 500.000 gold (\$1,000)...—(\*Int. at Guaranty Trust Co., N. Y., Trustee Bonds and Stock.—Of the authorized issue of \$2,500.000 coll. trust bonds of 1901, \$600.000 are reserved to retire all bonds of the Lehigh Traction Co. A sinking fund of \$20.000 per annum, which began June 1 1908, is to be invested in the collateral trust bonds or in bonds purchasable by savings banks in New York State. See V. 72, p. 1231; V. 78, p. 259. The collateral trust bonds or 1905 have a sinking fund of \$10.000 per annum, which began in 1910. Bonds can be called at 110. Preferred stock can, at option of com

1673.

(2) Wilkes-Barre & Hazleton Ry.—A trolley, steam and third-rall road. ORGANIZATION—Chartered Dec. 13 1899 under General Rallroad Law Act of April 4 1868, State of Pennsylvania, The Wilkes-Barre & Hazleton RR, owns the entire stock and bonds.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity Stock \$1,500,000 full paid.

\$1,500,000

(a) Wilkes-Barre Terminal RR.

ORGANIZATION.—Incorporated on Oct. 9 1903. Stock authorized and outstanding, \$35,000 (par \$50). Bonds authorized, \$600,000 (c&r); Date 1905; due Oct. 1 1945. Int. (5 g. A-O) payable in New York.

ROAD.—3 miles, between W. B. Ter. RR. Junc. and Wilkes-Barre, Rails, 95-lb. T; gauge, 4 ft. 8½ in. Pres., C. J. Kirschner, Sec.-Treas., N. C. Yost.

1913.5%. None since.

EARNINGS.—For 12 mos. end. Dec. 31 1914, gross, \$315,862; net. after taxes, \$100,367; int. and sink, fund, \$69,827; surp., \$30,540. In 1913 gross, \$327,164; net. after taxes, \$05,256; int. and sinking fund, \$69,142; surplus, \$27,114.

ROAD .- Operates 23.55 miles of track.

OFFICERS — Pres., P. G. Gossler; V.-Ps., J. H. Pardee and A. Coppell; Sec., H. S. Collette; Treas., R. B. Marchant; Asst. Secs. & Asst. Treas's, T. W. Moffat (all of New York) and A. B. Shbley, Helena. Operated under the general management of J. G. White Mgt. Corp., New York, City.—V. 88,p. 1061; V. 91, p. 1095; V. 96, p. 1422.

HOLYOKE, MASS.

HOLYOKE STREET RAILWAY.—Trolley.

ORGANIZATION.—Incorp. in Mass. June 11 1884. Leases the Mt.
Tom (incline) RR. until June 1 1922 at 6% per annum on the \$100,000 stock.
In 1907 purchased the Hampshire Street Ry. (previously leased). V. 85.
p. 40. In Ang. 1907 purchased the Amherst & Sunderland Street Ry. (V.S5.
p. 294), giving a through connection from Holyoke to Amherst and Sunderland.
In June 1913 the Mass. RR. Comm. authorized the company to issue \$476,500 of additional stock at \$115 per share for new equipment and construction and to provide for floating debt. V. 96. p. 652, 716, 1840.
In Mar. 1915 issued \$385,000 20-yr. 5% 1st mige. bonds to resire \$250,000 bonds which matured April 1 1915 and for paying floating indebtedness, V. 100, p. 733, 982.

## HOUGHTON, MICH.

OFFICERS.—Pres., William Loeb Jr.; Sec. & Treas., I. W. Day; Gen. Mgr., James E. Howes.—V. 89, p. 720, 1140, 1222, 1346; V. 92, p. 185; V. 94, p. 122. V. 97, p. 1500.; V. 99, p. 1832.

INDIANAPOLIS, IND.

TERRE HAUTE INDIANAPOLIS & EASTERN TRACTION.
ORGANIZATION—Incorporated in Indiana on March 23 1907 and acquired by purchase (1) Indianapolis & Eastern Ry.; (2) Indianapolis Coal Traction; (3) Indianapolis & Eastern Ry.; (2) Indianapolis Coal Traction; (3) Indianapolis & Western Traction, and (4) Richmond Street & Interurban Ry.
On March 25 1907 leased the Terre Haute Traction & Light Co. for 999 years (see terms under that company below), and in April 1907 leased for 999 years the Indianapolis & Northwestern Traction and the Indianapolis & Marthaville Rapid Transit (see terms under respective companies).
In April 1910 purchased 49,717 of the 50,000 shares of the stock of the Indianapolis Trac. & Term. Co., giving its own common and pref. stock in exchange (V. 90, p. 1103, 1240); and since that time has acquired the remainder of this stock except directors; shares.
On May I 1912 leased for 999 years the Indianapolis Crawfordaville & Danville Elec. Ry. (see terms under latter company below). V. 94, p. 1567.

Franchises—In a letter to bankers in May 1910, President of the company said: The great majority of the franchises under which the system 19 operated extend well beyond the life of these bonds [1st & ref. mtge.]. The franchises in the city of Indianapolis expire in 1933."

\$600,876 \$325,000 55,000 \$795,105 \$325,000 55,000 Sink, fd, on T. H. I. & E. T. bonds ... \$531,729 \$220,876 \$415,105

Note.—In addition to sinking funds as shown above, there was paid as interest on bonds already held by trustees in sinking fund which was applied to the purchase of additional bonds, \$80,110 in 1914, \$60,540 in 1913 and \$94,255 in 1912, making total received for sinking fund account by trustees \$299.857 in 1914, \$278,853 in 1913 and \$262,485 in 1912.

rustees \$299.857 in 1914, \$278,853 in 1913 and \$262,485 in 1912.

ROAD.—Operates a modern high speed electric railway over lines which comprise a continuous route from and including the city of Paris in Illinois through the city of Terre Haute and towns of Brazil, Greencastle Amo, Clayton and Plainfield, to the city of Indianapolis, and thence, through the towns of Greenfield, Knightstown, New Castle and Cambridge City, to the city of Richmond in Indiana; also a line running south from Indianapolis to Martinsville, Ind.; a line running west from Indianapolis to Danville, Ind.; a line running west from Indianapolis to Danville, Ind.; a line running northwest from Indianapolis direct to Crawfordsville; a line running northwest from Indianapolis direct to Crawfordsville; a line running northwest from Indianapolis direct to Crawfordsville; a line running northwest from Indianapolis, and a line south to Sullivan, Ind. Also operates the city lines in Indianapolis. Terra Haute and Richmond. Total miles in single track; city lines, Indianapolis, 141:08 Terre Haute, 28.39; and Richmond, 9.71; total, 177.18 interurban lines, total, 369.64. Grand total, entire system, 546.82 miles

OFFICERS,—Pres., Robt. 1. Todd; V.-Ps., E. B. Peek and John J. Appel; Sec. & Treas, Jos. A. McGowan.

Directors.—Robt. 1. Todd, Randal Morgan, W. Kestey Schoepf, Harry S. New, J. J. Appel, Jos. A. McGowan and E. B. Peck. V. 90, p. 1103, 1210, 1364, 1491, 1555; V. 91, p. 718; V. 92, p. 396, 1375; V. 94, p. 209, 1567; V. 95, p. 892; V. 96, p. 717; V. 98, p. 525, 914; V. 99, p. 1911.

(1) Indianapolis Traction & Terminal Co. In April 1910 control was acquired by the Terre Haute Indianapolis & Eastern Traction. V. 90, p. 1101, 1239.

Eastern Traction. V. 90, p. 1101, 1239.

ORGANIZATION.—Incorporated in Indiana on Ang. 4 1902 with \$500,000 capital, which was increased in Jan. 1903 to \$5,000,000 to lease the Indianapolis Street Ry. and to provide terminal facilities for all interurban electric roads now entering or yet to enter Indianapolis. Franchise is for 31 years, under the terms of which the company is to pay the city 4 cents per ear for the first 11 years, 6 cents for the next 10 years and 3 cents for the remaining 10 years. On Dec. 29 1902 leased for 31 years the Indianapolis Street Ry. V. 75, p. 1301.

Interurban railways enter the city under agreements by which they pay 3 cents per passenger for all passengers carried in the city limits and an additional 1 cent for those using the terminal station. V. 81, p. 264.

OFFICERS.—Pres., Robt. I. Todd; V.-P., E. B. Peck; V.-P., John J. Appel; Sec. & Treas., W. F. Milholland. V. 81, p. 254; V. 82, p. 627; V. 83, p. 1411; V. 87, p. 1664; V. 90, p. 1101, 1239; V. 94, p. 207; V. 97, p. 1426; V. 98, p. 523.

(a) Indianapolis Street Ry.—A trolley system.

ORGANIZATION.—Incorporated in Indiana March 7 1899. After acquiring the Citizens' street RB. of Indianapolis and the City Raliroad, made a contract with the City of Indianapolis agreeing to surrender the rights and franchises of both companies and accept a new franchise running only thirty-four years. The contract also provides that cash fares are not to exceed five cents, with free transfers, and tickets are to be sold at the rate of six for twenty-five cents and twenty-five for one dollar.

The company also binds itself to pay over to the city (which is to expend it on the public works) the sum of \$30,000 yearly from 1899 to 1925, and \$50,000 yearly from 1926 to 1922, inclusive, the contract expring in 1933—see V. 68, D. 723. The city gots the right to purchase the property "at any time within two years and not later than one year before the expiration of this contract," nothing to be paid for the value of the franchise. Law sustained May 1902. V. 74, D. 936.

As to the three-cent fare case, which the U. S. Court of Appeals decided in favor of the Citizens Co. in Dec. 1897, see Supplement of Nov. 1898, and V. 64, p. 842, 1180; V. 65, p. 51, 181, 1172.

Guarantees the (\$400,000) bonds of Broad Ripple Traction Co., and owns 75% of its stock.

Lease.—On Dec. 20 1902 was leased to the Indianapolis Traction & Terminal Co. 1909.

Lease.—On Dec. 29 1902 was leased to the Indianapolis Traction & Terminal Co. for 31 years. See V. 75, p. 1301. Lease provides for dividend of 1% Jan. 1 1603, then 3% in semi-annual installments for first year, 4% for second year, 5% for third year and 6% after July 1906.

Stock and bonds listed on Phila. Stock Exchange. V. 69, p. 851.

ROAD.—Operates 116.69 miles of track, with 350 cars. 90-lb. rail.

OFFICERS.—Pres., Henry Jameson: V.-P., H. S. New: V.-P., H. B.

Hibbon: Sec. & Treas., Jos. A. McGovan; Asst. Sec. & Treas., W. F.

Milholland, Indianapolis.—V. 79, p. 151; V. 88, p. 1499

(2) Terre Haute Traction & Light Co.

Leawd.—In March 1907 was leased to the Terre Haute Indianapolis & Eastern Trac, Co. for 999 years. The latter company guarantees 6% on the outstanding pref. stock and 2% on common for 1½ years, 3% for 1 year, 4% for 1 year, and 5% thereafter, and \$1,000 per year for organization expenses. V. 84, p. 750.

The Terre Haute Ind. & East. Trac. owns all the common stock except directors' shares.

ORGANIZATION.—Is a consolidation in 1904 of the Terre Haute Electric Co. and the Terre Haute Electric Traction Co. Principal rallway franchises expire 1952; principal lighting franchise perpetual; other franchise average 30 years from Jan. 1 1906. Leases Terre Haute & Western Railway Co.

chises average 30 years from Jan. 1 1906. Leases Terre Haute & Western Railway Co.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$2,000,000 (\$100 \cdots \cdots

EARNINGS.—For calendar year 1914, gross, \$51,235; net, after taxes, \$20,858; other income, \$500; deductions, \$12,500; surplus, \$8.858. In 1913, gross; \$55,986; net, after taxes, \$25,899; other income, \$500; deductions, \$12,500; surplus, \$13,899.

OPFICERS.—Pres., T. F. Grover; V.-P., F. T. O'Hair; Sec., E. J. Davis; Treas., John T. Beasley.—(V. 90, p. 1555).

(3) Indianapolis & Northwestern Traction Co.—An electric road.

Lease.—In April 1907 was leased to the Terre Haute Indianapolis &
Eastern Traction for 1999 years. The latter company will pay the interest
on the bonds; also 114 % quar. or 5% per annum on the \$450,000 pref.

stock and \$500 per year for organization. V. \$4, p. \$69.

Entire issue of common stock, except directors shares, is owned by the
Terre Haute Indianapolis & Eastern Traction.

Terre Haute Indianapois & Eastern Traction.

ORGANIZATION.—Organized in 1902 in Indiana. Operates a modern high-speed interupan railroad, standard-gauge, located upon private right of way outside of the city corporate limits. Extends northwesterly from the city of Indianapolis through the cities of Lebanon and Frankfort to the city of Lafayetts, with a branch from Lebanon to Orawfordsville, each of which cities is the county scat of its respective county. Has trackage rights to the business centres of Indianapolis and Lafayette.

The franchiser run for 31 to 59 years from 1907 and permit the carrying of freight, express and mail, as well as passengers

of freight, express and mall, as well as passengers

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$2,550,000.

Per (\$1,000,000) 5% cum.

\$2,550,000

Per (\$1,000,000) 5% cum.

\$2,50,000

Per (\$1,000,000) 5% cum.

\$2,50,000

See text.

First mige \$3,000,000 gold | 1903 5 £ M-8 2 470,000 Mar 1 1923 (31,000)

\$2,511t. at Columbia Tr. Co., N. Y.. Trus.

Bondx.—The remaining \$530,000 for improvements, &c., at 50% and 75% of cost. No s. f., but bonds can be called on any int. date at 110 and int.

EARNINGS.—For year ending Dec. 31 1914, gross, \$444,909; net, after taxes, \$141,501; other income, \$500; bond interest, \$123,500; surplus, \$18,501. In 1913, gross, \$445,972; net, after taxes, \$163,198; other income, \$500; bond interest, \$123,500; surplus, \$40,198.

ROAD.—Embraces \$6.07 miles of track between Indianapolis, Zionsville, Lebanon, Frankfort and Lafayette, including a branch from Lebanon to Crawfordsville. Standard gauge; 70-lb. T rail. Operates 20 vestibule and 4 freight cars.—Power house and car barn are at Lebanon. V. S8, 0.50; bond therest, p. 59.

OFFICERS.—Pres., Robt. I. Todd; V.-Ps., Chas, Murdock and Harry 8, New; Sec. & Treas., Jos. A. McGowan.

(4) Indianapolis & Martinsville Rapid Transit Co.—An electric road.

(4) Indianapolis & Martinsville Rapid Transit Co.—An electric road. Leased.—In April 1907 was leased to the Terre Haute Indianapolis & East. Trac. for 939 years. The latter co. will pay the int, on the bonds, also \$500 per year for organization. V. 84. p. 749. The Terre Haute Ind. & Eastern owns entire issue of stock except directors shares. ORGANIZATION.—Incorporated in Indiana on April 24 1901. Operates on private right of way except in incorporated towns.

(5) Indianapolis Crawfordsville & Danville Electric Ry.

May 1 1915.

EARNINGS—For calendar year 1914, gross, \$225,796; not, after laxes, \$57,470; other income, \$500; bond interest, \$50,000; sinking fund, \$9,000; deficit, \$1,030. In 1913, gross, \$214,708; not, after taxes, \$50,097; other income, \$500; bond int., \$50,000; sinking fund, \$9,000; deficit, \$8,403; ROAD—Operates 42,20 miles of road between Indianapolis and Crawfordsville. Standard gauge, 70 and \$5-1b. T rails. An extension from Ind., is proposed.

OFFICERS.—Pres., John J. Appel; V.-P., Robert I. Todd; Sec. & Treas., Jos. A. McGowan; Gen. Mgr., Robt. I. Todd. V. 94, D. 1449, 1565, 1695.

OFFICERS.—Pres., Robert I. Todd; Sec., Jos. A. McGowan; Treas., E. B. Peck. V. 69, p. 180; V. 73, p. 137, 183; V. 78, p. 1167.

ROAD.—714 miles of track from Indianapolis to Broad Ripple Park.

OFFICERS.—Pres., Robert I. Todd; Sec., Jos. A. McGowan; Treas.,
E. B. Peck. V. 69, p. 180; V. 73, p. 137, 183; V. 78, p. 167.

INDIANAPOLIS & CINCINNATI TRACTION CO.

ORGANIZATION.—Incorporated in Indiana on Nov. 17 1910 as successor to the old Indianapolis & Cincinnati Trac. Co., sold at forcelosure of the old Indianapolis & Cincinnati Trac. Co., sold at forcelosure of the old Indianapolis & Cincinnati Trac. Co. (all of whose com. and \$30,000 18 M. Donds the old Indianapolis & Cincinnati Trac. Co. (all of whose com. and \$30,000 18 M. Donds the old Indianapolis & Cincinnati Trac. Co. (all of whose com. and \$30,000 18 M. Donds the old Indianapolis & Cincinnati Trac. Co. (all of whose com. and \$30,000 18 M. Donds the old Indianapolis & Cincinnati Trac. Co. (all of whose com. and \$50,000 18 M. Donds the old Indianapolis & Cincinnati Co. (or 31 years allowing its cars to enter Indianapolis, which is for 34 years from 1900. Has contract with Indianapolis Traction & Terminal Co. (or 31 years allowing its cars to enter Indianapolis.

In Nov. 1012 the 1. & C. Light & Power Co. was incorporated with Indianapolis and Indianapolis and Indianapolis and Indianapolis and Indianapolis and Indianapolis Traction Co. (or Innis from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. with \$10,000 capital stock, to extend the Traction Co. 's lines from Incorp. Stock Co. N. Y. Tous. The April 1913 acquired

OFFICERS.—Pres., Chas. L. Henry, Indianapolis: V.-P., T. F. Rose, Muncie: Sec., John J. Appel, Indianapolis: Treas., John F. Wild, Indianapolis. Office, Indianapolis.—V. 91, p. 1025, 1385; V. 92, p. 322, 881, 956; V. 96, p. 1297.

IRONWOOD, MICH.

IRONWOOD & BESSEMER RAILWAY & LIGHT CO.

ORGANIZATION.—Incorporated in Wisconsin. Is a consolidation of the Ashland Power Co. and the Gogebic & Iron Counties Ry. & Light Co. Controls the electric light, power and street railway business in Ashland, Ironwood, Bessemer, Hurley and Glies: the gas business in Ashland, and the water supply companies in Ironwood and Hurley. Also owns some of

OFFICERS.—Pres., M. M. Reid, Ashland; Sec., Geo, F. Merrill, Ashland; Treas., W. Louis Williams, Boston.—V. 93, p. 1260; V. 96, p. 63.

### ISHPEMING, MICH.

MARQUETTE COUNTY GAS & ELECTRIC CO.—A trolley road.
ORGANIZATION.—Incorporated in Maine on Nov. 19 1906 as reorganization of the Marquette County Gas Light & Traction Co., sold under foreclosure. V. 83, p. 1037. Does gas and electric-light business in Negaunee and Ishpeming.

Negamee and Ishpeming.

Fronchises expire: Street railway, 1936; gas and electric in Ishpeming, perpetual; in Negamee, gas, 1933; electric light, 1921.

STCCK AND BONDS—Data. Interest. Outstanding. Maturity. Common \$750.000 (\$100) ——Quar. \$750.000 in 1914, 3% Pref 6% cum \$250.000 (\$100) ——Monthly 125,000 in 1914, 6% First mtge \$1,000.000 gold 1910 6 J-J. \$730.000 Jan 1 1930 (\$1,000) ——c\*tf lint. at First Tr. & Say Bk., Chic., Trustee. Bonds.—First muge. bonds are reserved under certain restrictions for improve is and extens. at \$5% of cost thereof. Sinking and of 1% of bonds out from 1913 to 1915, incl., rom 1916 to 1929, incl., 2% yearly. Red. at 105 and int. on any int. day. V. 91, p. 1767.

EARNINGS.—For calondar year 1914, gross, \$155,007, not. after taxes, \$63,782; charges, \$21,779; surplus, \$42,003. In 1913, gross, \$154,101; not, \$53,172; charges, \$20,536; surplus, \$32,636.

ROAD.—Operates 414 miles of track in and between Negaunee and Ishpeming.

ROAD.—Gperaces '17 Ishpeming. — Gres., L. E. Myers; V.-P., M. J. Insull; Gen. Mgr., OFFIGERS.—Pres., L. E. Myers; V.-P., M. J. Insull; Gen. Mgr., A. C. Harrington, Ishpeming; Sec. & Treas., W. H. P. Weston, 1117 Monadnock Bidg., Chicago.—V. 91, p. 1767; V. 94, p. 279, 351.

ITHACA, N. Y.

ITHACA TRACTION CORPORATION.

ORGANIZATION.—Incorp. In N. Y. Mar. 30 1914 as successor of the Ithaca Street Ry. sold at foreclosure under bondholders' reorganization plan. The new co. is controlled by the Central N. Y. Southern Rf. Corp., an allied steamroad, by ownership of all the (\$400,000) outstanding stock and all lied steamroad, by ownership of all the (\$400,000) outstanding stock and allied steamroad, by ownership of all the (\$400,000) outstanding stock and allied steamroad, by ownership of all the (\$400,000) outstanding stock and allied steamroad, by ownership of all the (\$400,000) outstanding stock and allied steamroad, by ownership of all the (\$400,000) outstanding Rf. and is capitalized as follows: Common stock, auth., \$1,275,000; outstanding Rf. and is capitalized as follows: Common stock, auth., \$1,275,000; outstanding S375,000. Pref. stock, auth. and outstanding, \$725,000; and 1st and coli, trust 5s due 1984. Auth. \$4,000,000; out., \$1,000,000. (v. 99, p. 538.)

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Capital stock, \$1,000,000.

1st&ref M \$2,000,000, c. red) 1914. 5 A-O. See text. Apr. 1 1964 any int date at parkinters! Columbia Trust Co., N. Y., trustee. Ithaca Street Rallway 1st M) 1892. 6 J-J. 175,000 July 11922. \$175,000.

2nd M \$75,000. — tf. 1894. 6 J-J. 75,000 July 11922. All owned by the Central N. Y. Southern RR. Corp. Bonds.—Of the 1st & ref. mtgo. 5s, \$488,000 are issued and are all owned by the Cent. N. Y. So. Remaining bonds are reserved for future requirements, including the rotrement of the three underlying prior lien as above. ROAD.—Owns and operates 10.41 miles of track. Ralls, 80-16 "T."

OFFICERS.—Pres. R. B. Williams Jr., Ithaca, N. Y.; V.-P's., H. W. Pitz, Chas, E. Hotehkiss, H. A. Clarke; Treas., & Pur. Agt., T. P. Clancy. V. 90, p. 538.

JACKSON, MISS.

JACKSON LIGHT & TRACTION CO.
Controlled by American Public Utilities Co.
ORGANIZATION.—Incorp. in Miss. in May 1912 to combine local gas, electric light and power and street railway properties. Has contract for city electric lighting running to April 1923. Franchises extend beyond April 1922.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$1,000,000 (\$100).————\$1,000,000
First mige \$2,500,000 gold 1912 5 A-O 931,000 April 1 1022 (\$100,\$500,\$1,000)sf.c\*tf/Chicago Savings Bank & Trust Co., Trustee. Bonds.—Remaining \$1,549,200 bonds are for impts., add'ns and extens. under certain restrictions. Subject to call on any int. date on or after April 1 1914 at 105 and int. Sinking fund of 2% of bonds out begins Feb. 1 1914. \$19,500 retired Jan. 31 1914. Int. in Chic. and at N. Y. office of EARNINGS.—For 12 mos. end. Dec. 31 1914, gross, \$290,291; net. \$92,010.

ROAD.—Owns 14 miles of track. Standard gauge. 18 passenger cars.—V. 94, p. 1566; V. 98, p. 1244.

## JACKSONVILLE, FLA.

JACKSONVILLE TRACTION CO.—Trolley.

ORGANIZATION.—Is a re-incorporation in Mass. in March 1911 (V.92. p. 881) of the Jacksonville Blec. Co., which was a consolidation of the Jacksonville 8t. Ry. Co., the Main St. RR. Co. and the Jacksonville Flec. Lt. Co. Stock of old company was exchanged, share for share, for stock of new company. Rallway franchise expires in 1932. Does entire electric rallway business in Jacksonville. \$350,000 com. stock is held by Pub. Serv. Invest. Co.

On Feb. 28 1914 shareholders authorized \$500,000 additional pref. and \$500,000 additional common, making \$1,000,000 pref. and \$1,500,000 common. V. 98, p. 703, 690, 611.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity, Common \$1,500,000 (\$100).—— C-F \$1,000,000 Nov., '14, 14 Pref 6% cum \$1,000,000 (\$100).—— C-F \$1,000,000 May, '15, 14 First consol mage \$5,000,000 | 1911 5 M-S \$00,000 May, '15, 14 First consol mage \$5,000,000 | 1911 5 M-S \$700,000 May, '15, 1931 (\$500 and \$1,000).—c\*tf Int. at State Street Trust Co., Boston, Trust Jacksonv Elee 1st M \$1,250.—1902 5 g M-N 1,245,000 May 1 1927 000 good (\$1,000).—c\*ntf Int. at American Trust Co., Boston, Trustee. Two-year coupon notes.—1915 — 750,000 1917 Stock.—\$100,000 common stock not reported outstanding held in treasury. Bonds.—Of the 1st consol, bonds, \$1,245,000 are reserved to retire Jacksonville Elec, 1st M. and \$2,905,000 are for additions and improvements at \$90% of cost, Subject to call as a whole or in part for sinking fund at 105 and int. Stak, fund, 1% per annum of bonds out begins Mar. 1917. V. 92, p. 154, Jacksonv. Flee. Co. bonds are subj. to call as a whole at 105 and int. Stak, fund, 1% per annum of bonds out begins Mar. 1917. V. 92, p. 154, Jacksonv. Flee. Co. bonds are subj. to call as a whole at 105 and int. Stak, fund, 1% per annum of bonds out begins Mar. 1917. V. 92, p. 154, Jacksonv. Flee. Co. bonds are subj. to call as a whole at 105 and int. Stak, fund, 1% per annum of bonds out commenced May 1 1907, which may be used for exten and my bonds out commenced May 1 1907, which may be used for exten and my bonds out commenced May 1 1907, which may be used for exten and my bonds out commenced May 1 1907, which may be used for exten and both same rate quarterly since to and including Nov. 1914. None since.

EARNINGS.—For 12 mos. ending Dec. 31 1914, gross, \$715,255, net. Stocks and same amount part dust. Stocks of the stocks \$247,200 interest \$140,100 in the first for the stocks and the stocks and the stocks and the stocks and the stock

same rate quarterly since to and including Nov. 1914. Ross. S715,255; net, after taxes. \$247,200; Interest, \$140,192; impt. fund, \$12,450; pref. divs. (6%). \$30,000; com. divs. (7%), \$66,500; deficit, \$1,942. ROAD.—Operates 53.83 miles of track. Has 118 cars. Gauge 5 feet. OFFICIERS.—Pres., Geo. J. Baldwin, Sayannah, Ga.; V.-Ps., Chas. F. Wallace, Guy L. Weymouth and Harry H. Hunt; Treas., Henry B. Sawyer; Sec., Alvah K. Todd; Mgr., Hardy Croom, Jacksonville, Fla.; Gen. Mgrs., Stone & Webster Mgt. Assn., Boston.—V. 92, p. 881, 1564; V. 97, p. 117; V. 98, p. 611, 690, 763; V. 100, p. 308.

## JAMESTOWN, N. Y.

JAMESTOWN STREET RAILWAY.—Trolley.

ORGANIZATION.—Incorporated Oct. 18 1883. Franchise runs till 1982.

Strike.—On May 1 1913 the employees of this company and the Chautauqua Traction Co, went on strike because of company's refusal to grant an increase in wages and other minor reasons; June 30 strike was declared off, the men returning to work on the terms offered by the company at the beginning.

STROUGH AND RONDS— Date. Interest. Outstanding. Maturity.

CHAUTAUQUA TRACTION CO.—A trolley road.

ORGANIZATION.—Incorporated in New York on March 7 1903. Is controlled by the same interests as the Jamestown Street Ry.

Strike.—See remarks under Jamestown Street Railway.

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

Stock \$500.000 (\$100).— S500.000 (\$100).

First mage, \$300.000, gold 1904 5 g A-O (500.000 April 1 1934 (\$1.000).

Current liabilities June 30 1914 5 g A-O (500.000 April 1 1934 Bonds.—No sinking fund and are not subject to call.

EARNINGS.—For year ending June 30 1914, gross, \$190.357; net,

Bonds.—No sinking fund and are not subject to call.

EARNINGS.—For year ending June 30 1914, gross, \$190,357; net, \$61,833. taxes & charges, \$85,704; deffcit, \$23,8. t.

ROAD.—Operates 26.73 miles of track from Lakewood, where connection is made with the Jamestown St. Ry., to Mayville, there connecting with the Pennsylvania RR., and to Westfield, N.Y., connecting there with the Lake Shore & Mich. So. and the N. Y. Chicago & St. Louis Ry., and from Westfield to Barcelona-on-Lake Erie. Standard gauge; 80-lb. Trail.

OFFICERS.—Pres., A. N. Broadhead; V.-P., Wm. Broadhead; Treas., S. H. Broadhead; Sec., W. R. Reynolds; Mgr., Geo, E. Maltby;

## JERSEY CITY, N. J.

PUBLIC SERVICE CORPORATION. See statement and map under "Newark, N. J."

## JOHNSTOWN, TPA.

OFFICERS,—Pres., E. M. duPont.—V. 90, p. 698, 849; V. 92, p. 187; V. 97, p. 1823; V. 98, p. 155.

## JOLIET, ILL.

JOLIET, H.L.

JOLIET & EASTERN TRACTION CO.
ORGANIZATION.—This company, incorp. in 1914 in Illinois, represents the reorganized portion of the Joliet & Southern Trac. Co. (see just below), operating between Joliet and Chicago Heights. This property was appraised by the III. P. U. Comm., which auth. stock to be issued to the amount of \$269,000 and additional \$31,000 for cash received. The company is capitalized for \$300,000 (stock). No bonds.

8TOCK—
Date. Interest. Outstanding. Maturity.

8tock \$300,000 — \$300,000 — \$300,000 — \$300,000 — \$100.0

Stock \$300,000 - \$300,000 - \$300,000 - \$300,000 - \$300,000 - \$300,000 - \$100 Chicago Heights, 60-lb. T rail; standard gauge.

OFFICERS.—Pres. Joy Morton, Chic.; V.-P., Robt. T. Kelly, Joliet; Sec., E. H. Stearns, Chic.; Tress., Daniel Peterkin, Chic.; Gen. Mgr., F. C. Eckmann, V. 99, p. 1832.

AURORA PLAINFIELD & JOLIET RV.
This is the division of the former Joliet & Southern Traction, extending This is the division of the former Joliet & Southern Traction, extending the bondholders' committee at foreclosure sale in Feb. 1914. It is being operated for the benefit of the bondholders. For the division of the old Joliet & Southern Trac. Co., extending from Joliet to Chicago Heights, see Joliet & Eastern Trac. Co. above.

BLOOMINGTON PONTIAC & JOLIET ELEC. RV .- A trolley road.

BLOOMINGTON PONTIAC & JOLIET ELEC. RY.—A trougy road.

Default.—Interest on first mortgage bonds has never been paid.

ORGANIZATION.—Incorporated in 1903. Private right of way except in cities, where franchises vim 50 years.

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

Stock \$2,500,000 (\$100).——\$1005.5 g.M·S.

301,100 Sept 1 1935.

(\$100,\$500 and \$1,000).—[Int. at Amer. Tr. & Sav. Bk., Chic., Trustee.

OFFICELIS.—Pres., Frank J. Baker; V.-P., Chas, A. Munroe: Sec., Treas., John H. Guliek, all of 72 W. Adams St., Chicago, Ill. Office at Pontiac, Ill.—V. 85, p. 1004; V. 90, p. 235; V. 96, p. 851.

## KANSAS CITY, MO.

KANSAS CITY RAILWAYS.

ORGANIZATION, &c.—This company was incorporated July 5 1914 to acquire all the property, franchises and privileges in Missouri owned by the Metropolitan Street Ry. Co., Central Slectric Ry., Karsas City Elevated Ry. Co. and all the property of Kansas City & Westport Belt Ry.

The plan of reorganization and financing as published in the "Chronicle" in V. 100, p. 556, was on Feb. 26 1915 submitted to Judge Hook, who refused to give his approval, stating that the franchise provided that the light company and the street railway company were to be operated separately, and that under the plan the new securities would expire 3 years before the 30-year franchise, which provides that both expire at the same time (V. 100, p. 812). The City Council on Dec. 28 1914 extended to July 7 1915 the time in which the reorganization committee may accept the terms of the new franchise. V. 100, p. 1257.

For details of franchise ordinance see Kansas City Ry. & Lie. Co.

OFFICERS.—Pres., R. J. Dunham, Chicago, Ill.; V.-P., Ford F. Haury, Kansas City; Sec. & Treas, E. E. Ball. See digest of the franchise ordinance under Kansas City Ry. & Light Co. and In V. 99, p. 119, 196; also V. 99, p. 815.

NDEX. V. 98, p. 1845; V. 99, p. 119, 196, 269, 1597, 1673, 1832; V. 100, p. 55, 812.

REPORT.—For last report published (year end. May 31 1912), see "Electric Railway Section" for Jan. 1915.

ROAD.—Comprises 138.64 nulles of roads and 285.9 miles of track.—V. 96, p. 553.653, 789, 1021, 1297, 1423; V. 97, p. 49, 175, 443, 594; V. 98, p. 236, 690, 839, 1316, 1392, 1459, 1345; V. 99, p. 119, 342, 609, 816, 1366, 1832; V. 100, p. 556, 733 982, 1257, 1510, 1592.

KANSAS CITY CLAY COUNTY & ST. JOSEPH RAILWAY CO

KANSAS CITY CLAY COUNTY & ST. JOSEPH RAILWAY CO.

ORGANIZATION.—Incorp. in Missouri in 1909 under a 200-year charter. In Jan. 1913 the line from Kansas City to Excelsior Springs, Mo., was opened, and on May 5, 1913 opened for operation its line between Kansas City and St. Joseph. 524 miles. V. 96, p. 1423. Also handles freight. Competing Company Discontinues Service.—See V. 99, p. 816. In Dec. 1914 terminal service was begun to the Kansas City Union station for the Quincy Omaba & Kansas City RR. (C. B. & Q. system). See details in V. 99, p. 1910.

Commutation Raies Ordered.—The Missouri P. 8. Comm. on Dec. 7 1914 issued an order requiring the company to issue commutation tickets beginning Jan. 1 1915 between Kansas City and Liberty, 14.4 miles, on the Excelsior Springs Division. and to a distance of about 10 miles on the 8t. Joseph Division. On Dec. 29 1914, however, Judge Van Valkenburgh in the U. S. District Court granted a temporary order preventing the Commission from putting the new rates in effect on Jan. 1 1915. V. 100, p. 140.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock com \$10,000,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. One of the cost of permanent additions and extensions to the property. The remaining stop of the cost of permanent additions and extensions to the property. The remaining \$6,500,000 can only be issued for 80% of the cost of permanent additions and exte

Cars.

OFFICERS.—Pres., Philip L. Saltonstall, Boston, Mass.; V.-P., Thos. A. Reynolds, N. Y., Sec., J. D. Hook; Treas., H. F. Mayer; Asst. Treas., W. S. Stuley; Gen. Mgr., J. R. Harrigan, Kansas City, Mo.;—V. 96. p. 1423; V. 97, p. 1286; V. 98, p. 523, 1157; V. 99, p. 196, 816, 1910; V. 100, p. 140.

KANSAS CITY-WESTERN RAILWAY.—A trolley road.

Formerly the Kansas-City-Leavenworth Railroad and name changed to Kansas City-Western Ry. Has long-time franchises in territory served.

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

Stock 29,200,000 (3100)

1st ref mtgc \$5,000,000 gold 1905 5 g M-S 1,650,000 Sept 1 1925 (200,000)

1st ref mtgc \$5,000,000 gold 1905 5 g M-S 1,650,000 Sept 1 1925 (200,000)

1st ref mtgc \$5,000,000 gold 1905 5 g M-S 1,650,000 Sept 1 1925 (200,000)

1st ref mtgc \$5,000,000 for \$1,000,000 Interest at Guaranty Trust Co, New York, \$5,000, \$10,000 p. 11 Trustees at Guaranty Trust Co, New York, \$5,000, \$10,000 p. 11 Trustees are fissed to refund a like amount of bonds onestanding of old company, all but \$42,000 of which have been retred, \$100,000 for general corporate purposes and \$150,000 for improvements; remaining \$3,350,000 to be issued for acquisitions, extensions and improvements under customary restrictions. Entire outstanding issue is red. on any int. date at 105 and int. V. \$3, p. 1433.

REPORT.—For year ending June 30 1914, gross, \$302,662; net, after taxes, \$34,798; fixed charges, \$82,000; surplus, \$2,798.

ROAD.—Owns and operates 43,75 miles of road, of which about 18 miles are within the city of Leavenworth and 254g miles between Ft. Leavenworth and Kansas City, Kan. Enters Kansas City, Mo., over tracks of the Kansas

City Viaduct & Terminal Ry., which owns and operates a steel and concrete viaduct connecting Kansas City, Kan., with Kansas City, Mo. Has second entrance into Kansas City over tracks of the Metropolitan Street Ry. OFFICERS.—C. F. Holmes, Pres.; C. F. Hutchings, V.-P. and Gen. Actorney; S. D. Hutchings, Sec. and Treas.; J. G. Herrion, Supt.; W. M. Bonar, Aud. General office, Leavenworth, Kan.—V. 89, p. 1483; V. 90, p. 110, 358.

MISSOURI & KANSAS INTERURB. RY .- Known as "Strang Line." MISSOURI & KANSAS INTERURB. RY.—Known as "Strang Line."

ORGANIZATION.—Incorporated in Kansas under Gen. RR. law. In
1909 receiver appointed the previous year was discharged, and old company
resumed control. V. 86, p. 1467; V. 89, p. 1281. Motive power changed
from Strang gasoline cars to electricity in 1903. V. 87, p. 614. Has private
right of way about 80 feet wide from Kansas City to Olathe.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$1,000,000 (\$100)—

Stock \$1,000,000 (\$100)—

C. Fidelity Tenst Co., Kansas City, Trustee.

EARNINGS.—For cal. year 1914, Rross, \$107,125; net, \$40,180. In
1913, gross, \$99,502; net, \$41,473.

ROAD—Operates 20 miles of road from Kansas City through South-

ROAD.—Operates 20 miles of road from Kansas City through Southerligg, Morrison Ridge, Milburn Place, Overland Park and Lonexa to Olathe. Enters Kansas City over tracks of the Metropolitan Street Ry. 70-ib. rails. Has 13 cars, including passenger and freight.

OFFICERS.—Pres., W. B. Strang; V.-P., H. C. Brent; Sec. & Treas., E. N. Daniels; Gen. Mgr., Thos. Riley. General offices, Overland Park, Kansas.—V. 87, p. 614; V. 89, p. 1281.

## KENNETT, PA.

WEST CHESTER KENNETT & WILMINGTON ELECTRIC RY.

Bonds:—Default having occurred Dec. 1 1910 on 1st M. bonds, all the
holders assented to plan of management providing that coupons due Dec. 1
and June 1 1910 be canceled and coupons to June 1 1915 stamped payable
at rate of 4%.

and June 1 1910 be canceled and coupons to June 1 1915 stamped payable at rate of 4%.

ORGANIZATION.—Incorporated in Pennsylvania on May 24 1905, and is a reorganization of a company of the same name sold under foreclosure in April 1905. On Feb. 25 1908 absorbed the formerly controlled Oxford West Grove & Avondale St. Ry., which was to build the extension from Avondale to Oxford. See V. 86, p. 670.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$925,000.

Pref (\$75,000 6% non-cum. 705.000.

First mige \$1,000.000 gold 1905 5 5 J-D 420,000 June 1 1935 (\$500 and \$1,000)... c ff Int. at Integ. T.I.Tr. & S.D. Co., Phila., Tr. EARNINGS.—For year ending Dec. 31 1914, gross, \$65,731, net, after taxes, \$19,215.

ROAD.—About 20 miles of track between West Grove, Avondale, Kennett Square and Wilmington, connecting at Kennett for West Chester. The extension from Avondale to Oxford, 12½ miles, has been completed as far as West Grove and is in operation to that point. Gauge, 5 ft. 2½ in. 60 and 70-lb. T and girder rail.

OFFICERS.—Pres., Geo. Kessler, Phila.; V.-P., Clarence L. Harper, Phila.; Sec. and Treas., Philip E. Guckes, Phila.; Gen. Myr., H. Baluss, Kennett Square, Pa.—V. 91, p. 1575, 1631, 1712; V. 94, p. 831; V. 95, p. 177.

KEOKUK, IA.

CENTRAL MISSISSIPPI VALLEY ELECTRIC PROPERTIES—
ORGANIZATION—Formed in Illinois by a trust agroement dated Dec. 12 1913, under which there are deposited with trustees all the common stock of the Keokuk Electric Co. (see below) and all the capital stocks of Fort Madison Elec. Co. and Dalias City Light Co. These companies do the electric railway, electric lighting, power and gas business in Keokuk. Ia., the electric railway and lighting business in Keokuk. Ia., the electric railway and lighting business in Hamilton and Warsaw, Ill., and operates an interburban electric railway between Keokuk. Hamilton and Warsaw, Ill., and operates an interburban electric railway between Keokuk. Hamilton and Warsaw, The stock was offered in Dec. 1913 in blocks of 10 shares pref. (par \$100) and 3 shares com. for \$00.

Franchises.—The electric railway and leic. lighting franchises in Reokuk expire in 1936, the gas franchise in 1928. The electric lighting franchise in Hamilton expires in 1936, the gas franchises in Fort Madison and Dalias City expire in 1938.

STOCK (No Bonds)— Date. Interest. Outstanding. Dividends. Com 7.500 shares (no par val).—— 7.500 shares.—Pref (6% cum) \$750.000 (\$100).—— 6 Q-M \$750.000 June, 15, 114 Preferred Stock.—Redeemable at 110.

EARNINGS.—For cal. year 1914 (combined companies). gross, \$296, 023; net, after taxes, \$99, 372; interest, \$16,997; sink, Rt., \$7.000; perf. divs. (C. Miss. V. El. Prop.), 6%, \$45,000; surplus, \$15,878.

Dividends.—An initial dividend of 1½% was paid on the pref. stock in March 1914; same rate quar. since to and incl. June 1915.

OFFICERS.—Press. Geo. Higginson Jr.; V.-Ps., Chas. F. Waillace and B. Alcott Pratt Sec., Joseph L. Valentine, Chicago, Ill.; Treas., Il. B. Sawyer, Ast. Sec. Alvah R. Todd; Gen. Mgrs., Stone & Webster Mgt. Sawyer, Ast. Sec. Alvah R. Godd; Gen. Mgrs., Stone & Webster Mgt. Sawyer, Ast. Sec. Alvah R. Godd; Gen. Mgrs., Stone & Webster Mgt. Sawyer, Ast. Sec. Alvah R. Godd; Gen. Mgrs., Stone & Webster Mgt.

(1) Keokuk Electric Co.

ORGANIZATION

(1) Keokuk Electric Co.

(I) Reokuk Electric Co.
ORGANIZATION,—Incorp. in III. on Dec. 5 1011 as successor to the Keokuk Elec. Ry. & Pow. Co.: Keokuk Gas & Elec. Co.; Hamilton Lt. & Power Co. and Keokuk & Western Elec. Co., control of which was purchased in 1911 by Stone & Webster Mgt. Assn. Does the electric railway, electric lighting, power and gas business in Keokuk, Ia.; the electric railway and electric lighting business in Hamilton and Warsaw, III., and operates an interurban electric railway between Keokuk, Hamilton and Warsaw.

way, electric lighting business in Hamilton and ways, which and operates an interurban electric railway between Keokuk, Hamilton and operates an interurban electric railway between Keokuk, Hamilton and operates an interurban electric railway between Keokuk, Hamilton and Warsaw.

8TOCK AND BONDS—

O.F. \$15,000 May 15,17 Perf \$250,000 See text Colored interpoly of the properties of the colored interpoly of the colored i

## KEWANEE, ILL.

GALESBURG & KEWANEE ELECTRIC RY.

GALESBURG & KEWANEE ELECTRIC RY.

ORGANIZATION.—Incorporated May 1902. Is a reorganization of the Galesburg & Onelda Elec. Ry. Co.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Common \$200,000 (\$100) — \$200,000 — \$200,0

KEYPORT, N. J.

JERSEY CENTRAL TRACTION CO.—Trolley.

New Control.—On March 27 1915 Laird & Co., Wilmington, Del., acting, it is reported, on behalf of the Du Pont interests, acquired control. V. 100. p. 1168. Having been informed that the new owners proposed certain changes in the management and financial plan, a committee representing the minority stockholders was formed. See V. 100, p. 1592.

ORGANIZATION.—Chartered Mar. 26 1801, in N. J., as the Keyport & Matawan Street Ry.; a horse line, but has been operated as an electric railway since July 1901, and name changed as above in Nov. 1901. Company owns franchises for the carrying of freight and transports brick. gravel. &c., for local industries.

Company also owns 482 of the 500 shares of stock and all of the bonds (\$100,000) of the Middlesex & Monmouth Electric Light. Heat & Power Co., which supplies both city lighting and pelvate power and lighting in South Amboy, Keyport, Matawan, Keansburg, Belford and other cities.

STOCK AND BONDS—Dats. Interest. Outstanding, Maturity. Stock \$1,500,000 (\$100).——tf. Int. at Colonial Trust Co., Phila., Trustee. Gen & ref migs \$1,500,000 (sold) 1901. 5 g.M. 230,000 Nov 1 1931 (\$500 and \$1,000).——tf. Int. at Colonial Trust Co., Phila., Trustee. Gen & ref migs \$1,500,000 (sold) 1904. 5 g.J. 1,270,000 Dec. 1 1954. gold (\$1,000).——tf. Int. at Girard Trust Co., Newark, Trustee. Gen & ref. impt & extenteg. 1914. 5 g.M. \$24,000 Mch. 1 1939. \$5,000,000 (\$1,000) g.—c.\* (Int. at Girard Trust Co., Phila., Trustee. Bonds.—Of the \$1,500,000 bonds of 1904, \$230,000 are reserved to retire first 5s. The bonds of 1914 are redeemable March 1 1917 or any interest date at 102½. \$1,500,000 bonds are reserved to retire prior liens and \$3,250,000 for additions, impts., &c. These bonds are subject to call on March 1 1917 or any int. date thereafter at 102½ and int. V. 99, p. 269; V. 98, p. 1694.

REPORT.—For calendar year 1913. (incl. Mid. & Mon. Elec. Light). Highland Beach; Frenesu through Matawan to Keyport, N. J. Standard, Standard Called C

KINGSTON, N. Y.

KINGSTON CONSOLIDATED RR.

ORGANIZATION.—This is a consolidation on Dec. 11 1901 of the Kingston City Rit. and the Colonial City Traction.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity
Common \$200,000 (\$100).

\$200,000 Sept\*14.3%
First consolidated mortgage, 1901 5 g J-J.

\$700,000 (\$1,000) gold c\*tf. Int. at Bankers Trust Co., N. Y., Trustee.
Second mortgage, \$250,000 1909 5 J-J. None Jan 1 1939
(\$1,000).

(\$1,000).

(Int. at Bankers Trust Co., N. Y., Trustee.

Second mortgage, \$250,000 1909 5 J-J. None Jan 1 1939
(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1,000).

(\$1

None up to Sept. 1 1914, when 3% was paid. None after that up to May 15 1915.

ROAD.—Embraces 8 miles of track. Ralls, 70, 80 and 90-lb. 40 cars, 3 snow plows.

REPORT.—For year end, June 30 1914, gross, \$158,313; net, \$80,854; lnt., taxes, &c., \$45,128; surplus, \$35,726.

OFFICERS.—Pres., Fred. T. Ley, Springfield, Mass.; V.-P., Hency C. Page, Worcester, Mass.; Sec., G. B. to Bow, Kingston; Treas., Abm. Hasbrouck, New York.—V. 89, p. 225, 529; V. 90, p. 303.

KNOXVILLE, TENN.
KNOXVILLE RAILWAY & LIGHT CO.
Controlled by American Cities Co. (see under New Orleans), which owns

KNOXVILLE RAILWAY & LIGHT CO.
Controlled by American Cities Co. (see under New Orleans), which owns all the stock.
ORGANIZATIO N.—Incorporated in Tennessee on Aug. 5, 1905 as a consolidation of the Knoxville Traction Co. and the Knoxville Electric Light & Power Co. Does all the street railway and all municipal and commercial electric-lighting and power business in Knoxville. Also controls the Knoxville Park Association, owning two amusement parks. Franchises are perpetual, except as to 1½ miles of street railway, which latter run until Nov. 28 1946.

In 1911 \$1,500,000 com. and \$500,000 pref. stock was all made one class and increased to \$2,950,000.
Has favorable long-term contract with Tennessee Power Co. for the purchase of electric power.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$2,050,000 (\$100).—. J-D \$2,050,000 See text.
Ref & ext migs \$10,000,000 [101] 5.1-D 2,014,000 June 1 1946.
(\$500 and \$1,000).—.c\*pt (int. at Guaranty Trust Co., N. Y., Trustee.
Consolidated mortenge \$3,. 1995 5 g M.S. 1,173,000 Sept 1 1945.
000,000 gold (\$1,000).—c\* Int. at Guaranty Trust Co., N. Y., Trustee.
Knoxville Trac ist M \$850,-1 1898 5 g A-D \$2,000 April 1 1938.
000 g tax-free (\$1,000).—c\* Int. at Baltimore Trust Co., N. Y., Trustee.
Bonds.—Of the ref. & ext. mortgage, \$3,000,000 are reserved for prior liens and \$4,986,000 are for additions and improvements under certain restrictions. Of the bonds reported outstanding, \$236,000 are intreasury.
Bonds are redeem, at 105 and int. on 60 days' notice or may be purchased in open market at a price to net so tless than 4½%. Annual sinking fund, beginning Oct. 1 1915, equal to ½ of 1% of total amount of bonds out. Of 1% of all bonds out (incl. Knoxville Trac. Co. bonds and \$1,003,000 held by trustee of ref. & ext. intge. Bonds are redeem, at 105 and int. on 60 days' notice or may be purchased in open market at a price to note soot less than 4½%. Annual sinking fund, beginning Oct. 1 1915, equal to ½ of 1% of total amount of bonds out. Of 1% of all bonds out (in

| REPORT.—For calendar years. | Year— | Gross. Net after Taxes. Interest. &c. | Surplus. | 1914.— | \$902.655 | \$373.673 | \$204.008 | \$169.665 | 1913.— | \$82.802 | \$32.430 | \$197.793 | \$144.637 | ROAD.—On Dec. 31 1914 owned 52.989 m. of track, incl. 11.52 miles of double track; standard gauge; 70-tb. and over T and girder rail. Thus 65 open cars, 82 closed and 11 work carst total, 158. Power station has 6,800 k.w. capacity. | OFFICERS.—Pres. & Gen. Mar., C. H. Harvey; V.-P., W. S. Shlelds;

OFFICERS.—Pres. & Gen. Mgr., C. H. Harvey, V.-P., W. S. Shields: Sec. & Treas., O. J. Fleming, Aud., George Cooper.—V. 83, p. 38; V. 85, p. 345, 405, 793; V. 88, p. 1620; V. 96, p. 716, 1021.

KOKOMO, IND. INDIANA RAILWAYS & LIGHT CO.

LACONIA, N. H.

LACONIA STREET RAILWAY.
In Nov. 1906 control changed hands, and the new interests also acquired control of the Laconia Electric Lighting Co.
ORGANIZATION.—Formerly the Laconia & Lakeport Street Ry., but name changed to above in 1894.

name changed to above in 1894.

STOCK, &c.—

Date. Interest. Outstanding, Maturity.

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

Pref 0% cum \$40,000 (\$10).

First mortgage \$91,000 (\$1, 1890 5 M·N 91,000 May 1 1919 000).

Second mortgage \$40,000 (1904 5 M·N 40,000 May 1 1919 (\$1,000).

Dividends.—In 1893-94 paid 5%; in 1894-95 paid 4%; none since.

ROAD.—Owns 8.87 miles of track from Laconia to Welra. Standard gauge. 11 passenger and 2 other cars.

EARNINGS.—For year ending June 30 1913, gross, \$39,312, net, \$11,-971; interest and taxes, \$8.868; surplus, \$3,103.

LA CROSSE, WIS.

WISCONSIN RAILWAY, LIGHT & POWER CO.
ORGANIZATION.—Incorp. in Wisconsin on Jan. 16 1913 and has acquired and now owns in fee all the property formerly belonging to the La Crosse Water Power Co., the La Crosse City Ry, and the Winona (Minn.) Ry. & Lt. Co. Does electric-light and power business in Winona, Minn., and Omalaska, Wis., and operates street railways in Winona and La Crosse Also operates under contract the La Crosse & Onalaska St. Ry., an interurban line about 3 miles long, connecting the cities named. Owns hydroelectric plant at Hatfield, Wis., with transmission lines to La Crosse and Winona, at which cities it also has steam reserve plants.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity. Common \$1,230,000.

First & ref M \$10,000,000 1913 5 F-A. 2,000,000 Feb 1 1933 (\$1,000) gold.——. ett. First Trust Co., Milw., Trustee.

La Crosse City Ry 1st M 1909 5 g J-J. 220,000 July 1 1923 (closed mate) (\$1,000).—. clint. at Wisconsin Tr. Co., Milw., Trustee.

Stock.—Entire stock placed in escrow for 5 years under a wording trust agreement for the establishment of a definite management and control of property, the voting trustees consisting of Fred. Vogel Jr., Frank O. Wetmore, F. B. Hixon, H. L. Stuart and Clement C. Smith.

Bonds.—Of the \$2,000,000 lat & ref. bonds outstanding, \$800,000 have been deposited with trustees by owners, under an agreement which provides that, while so in escrow, they shall be subortinate and Junior in every respect to \$1,200,000 bonds sold to the bauks. Such escrow bonds can be released from escrow only in lots of \$50,000 or multiples thereof, under certain restrictions. The mag, provides that \$2,225,000 may be issued as follows: \$2225,000 may be issued as follows: \$2225,000 may be issued as follows: \$220,000 to retire La Crosse City bonds and \$75,000 to retire a like amount of bonds which may be issued for certain restrictions. Honds red. on any ind. date at office of company of at its New York agency.

EARNINGS.—For year ending June 30 1914, gross, \$385,94

WISCONSIN MINNESOTA LIGHT & POWER CO.

ORGANIZATION.—Incorp. in Wisconain. Dec. 2 1001 as the La Crosse
Gas & Biec. Co. (successor to the La Crosse Gas Light Co., the LaCrosse
Brush El. Lt. & Pow. Co. and the Edison Lt. & Pow. Co.) On June 24
1914 changed name to Wisconsin Minnesota Light & Power Co. and increased its auth. stock from 3900,000 to \$10,000,000 and merged the
Chippewa Valley Ry. Lt. & Power Co. (incorp. in Wis. in 1898) and the
Chippewa Valley Construction Co. Owns and operates electric light and
power, street and interurban railway, gas, domestic water, and hot water
heating properties in Eau Clairs, La Crosse, Chippewa Falls and Menominits, Wis., and Red Wing, Minnesota. Operates under an indeterminate
permit granted by the Wisconsin RR. Comm. and is protected against
competition by any other public utility doing a similar business.

Common stock all owned and properties managed by American Public
Utilities Co.

LAKE CHARLES, LA.

LAKE CHARLES RAILWAY, LIGHT & WATER WORKS CO.

ORGANIZATION—Incorporated in Louisiana in 1909. In June 1909 the company acquired the Lake Charles Street Ry. Co., operating an electric railway in Lake Charles and Lake Charles Ice, Light & Water Works Co., which operates an ice plant, electric-light and power department and water system.

Franchises expire; street-railway, 1941; electric light and power, 1926; ater-works, 1946, self-renewing every 5 years thereafter unless city buys

## LANCASTER, PA

LANCASTER COUNTY RAILWAY & LIGHT.

Controlled by the United Gas & Elec. Corp.—See under New York.

ORGANIZATION.—Incorporated on June 15 1901 in New Jersey. Owns and controls the following railway, gas and electric properties, whose stocks are placed under the mortgage of 1901:

Conestoga Traction Co.

Lanc. Gas Light & Fuel Co.

Also controls the Conestoga Realty Co.

Mechanicsburg & New Holland, 20.76 miles; the New Holland Blue Ball & Israe Hill Street Ry., 4.99 m.; the Robrerstown Landisville & Mt. Joy Ry., 13.15 m.; the Lancaster & Eastern Ry., 17.84 m.; the Lancaster & Quarryville Street Ry., 8.39 miles; the Elizabethtown & Florin Street Ry., 6.40 m.; the Christiana & Coatesville 88. Ry., 10.89 miles; Lancaster & Quarryville Street Ry., 8.30 miles; Lancaster Willow Street Lampoter & Strasburg Ry., 11.12 miles; the Lancister Petersburg & Manhelm Ry., 8.30 miles; the Ephrata & Adamstown, 8.11 m., and the Lancaster & Rocky Springs, 4.56 miles. The latter four completed and leased for 999 years at a rental of 9% on stock. Subsidiary gas and electric companies had 10,006 gas and 8.385 electric meters in use on Jan. 1 1915.

OFFICIERS.—Pres., W. W. Griest; V.-P., George Bullock; Sec. and Treas., H. Morgani Asst. Sec. and Treas., J. S. Graybill and M. D. Evans —V. 91, p. 463, 1447; V. 93, p. 1733.

(a) Lancaster Mechanicsburg & New Holland Ry.—A trolley road. ORGANIZATION.—incorporated May 16 1899. Runs from Lancaster New Holland, with an extension to Ephrata, 20.76 miles. Is leased to Conestoga. Traction Co. for a rental of 3% on stock. Capital stock, 3300,000. Stock is not owned by lessee. No bonds.

(b) Robrerstown Landisville & Mt. Joy Ry.—Trolley.

ORGANIZATION.—Owns an electric road of 13.15 miles from Lancaster through Landisville & Mt. Joy Ry.—Trolley.

(b) Rohrerstown Landisville & Mt. Joy Ry.—'Trolley. ORGANIZATION.—Owns an electric road of 13.15 miles from Lancaster through Landisvillo, Salunga, Mt. Joy and Florin. Is leased for 909 years to the Conestoga Traction at rental of 8% on its \$440,000 stock. No funded debt. V. 73, p. 236.
(c) Ephrata & Adamstown Ry.—A trolley road.
ORGANIZATION.—This company was incorporated with \$225,000 capital stock on Sept. 17 1901. Owns road from Ephrata to Adamstown, 3.11 m., which was leased in 1903 to the Conestoga Traction Co. for a rental of 6% on the stock. No funded debt.

(d) Lancaster & Rocky Springs Ry.
ORGANIZATION.—Operates 4.56 miles of track. Stock, \$200,000.
No bonds. Leased to Conestoga Traction Co. for 999 years at 6% on stock.
(e) New Holland Blue Ball & Terre Hill Street Ry.

(c) New Holland Blue Ball & Terre Hill Street Ry.

ORGANIZATION.—Operates 5 miles of track from Blue Ball to Terre
Hill. Is leased to the Conestoga Traction Co. for 999 years at 5% on its
\$120,000 capital stock

(f) Lancaster & Eastern Ry.

ORGANIZATION.—Operates 17.84 m. of track from Lancaster to Christiana. Capital, \$430,000. Was leased on June 1 1906 to Conestoga Traction Co. at 6% on stock.

(g) Lancaster & Quarryville Street Ry.

ORGANIZATION.—Consists of 8.39 miles of track. Is leased to Conesega Traction at rental of 6% on its \$225,000 stock.

toga Traction at rental of 6% on its \$225,000 stock.

(h) Elizabethtown & Florin Street Ry.

ORGANIZATION.—Consists of 6.40 m. of track. Oct. I 1908 was leased to Conestoga Traction at rental of 6% on \$220,000 stock.

(i) Christiana & Coatesville Street Ry.

ORGANIZATION.—Organized in Pennsylvania March 15 1909. Is a reorganization of the Phila. Coatesville & Lanc. 8t. Ry. \$400,000 (\$50) stock, \$305,000 outstanding; no bonds. Is leased to Conestoga Traction Co. at a rental of 6% on capital. Consists of 10.09 miles between Christiana and Coatesville.

tians and Coatesville.

(j) Lancaster Petersburg & Manheim Ry.

ORGANIZATION.—Incorporated Nov. 5 1000, On May 1 1902 was leased to Conestogs Trac. Co. for 999 years at an annual rental of 6% on \$175,000 stock. Operates 8.30 miles of track.

(k) Lancaster Willow St. Lampeter & Strasburg Ry.

(k) Lancaster Willow St. Lampeter & Strasburg Ry.

ORGANIZATION.—Incorporated Nov. 15, 1990. On June 1, 1992 was leased to Conestoga Trac. Co. for 999 years at a rental of 6% on \$225,000 stock. Operates 11.12 miles of track.

(l) Lancaster & Columbia Ry.

ORGANIZATION.—Consists of S.43 miles of track between Lancaster and Columbia. Is leased to Conestoga Trac. Co. for 20% on its \$37,500 stig.

LANCASTER & YORK FURNACE STREET RY.—A trolley road.

ORGANIZATION.—Incorporated July 22 1901 in Pennsylvania. In Feb. 1908 reduced stock from \$280,000 to \$170,000 and made \$150,000 atge., which see below. V. 86, p. 480.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock \$170,400 (\$50).

1st mtg gold \$150,000 (\$500) 1908 5 g J-J 150,000 Jan 1 1928 and \$1,000.

Bonds.—Are not subject to call and have no sinking fund.

ROAD —Operates 1214 miles of truck between Millerster.

ROAD.—Operates 1214 miles of track between Millersville and Pequea. 60-lb. T rall. Gauge 5 ft. 214 in.

OFFICERS.—Pres., Meyer Schamberg; Scc. & Treas., W. 8, J. Wether-lll; Gen. Mgr., L. B. Myers.—V. 86, p. 480; V. 92, p. 187.

LEETONIA, OHIO.

YOUNGSTOWN & OHIO RIVER RR.—A trolley and steam road.
Freight service operated by steam; passenger service by electricity.

reight service operated by steam; passenger service by electricity.

ORGANIZATION.—Incorporated in Ohlo on Dec. 8 1905. In 1906 ased for 99 years Salem RR. from Pittsburgh Lisbon & Western RR. Co, or \$6,000 per annum; the former runs between Salem and Washingtonville, miles.

In 1910 road was re-capitalized and new securities issued as below.

## LEWISTOWN, PA.

Bonds.—The last are not sub. to call, but the 2ds can be called at par.
Dividends.—1002 to 1998, inclusive, 5% per annum. None since.
EARNINGS.—For 12 mes. ending March 31 1915. gross, \$82,718; net.
after taxes, \$13,750; charges, \$13,750; balance, none.

ROAD.—Operates 10.55 miles of track from Lewistown to Reedsville and Lewistown June., with a branch to Burnham. 60 and 70-lb. T and 70-lb.

OFFICERS.—Pres. and Mgr., J. I. Quigley, Lewistown; V.-P., John E. Zimmerman, Phila.; Sec. and Treas., Chas. Day, Phila., Sutt., C. E. Gossard, Lewistoan,—V. 88, p. 1128; V. 89, p. 919; V. 96, p. 487.

## LEXINGTON, KY.

LEXINGTON, KY.

KENTUCKY SECURITIES CORPORATION.—A holding company, ORGANIZATION.—Incorporated in Virginia on Jan. 23 1911 (V. 92. p. 322) as successor to the Lexington & Interriban Rys. Co. per plan in V. 92. p. 461. Owns the entire stock of the Kentucky Traction & Terminal Co. and Lexington Utilities Co.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$2,500,000 (\$100) — \$2,031,487

Pref \$2,500,000 (\$100) 6%] — 2.075,000 April '15,114 Stock.—Both com. and pref. are listed on Phila. and Louisville stock exchanges. Pref. Is also listed on Cincinnati Stock Exchange. Pref. Stock is redeemable after 1914 at par and accum. div.

Dieidends.—Initial div. on pref., 114%, paid July 15 1913; same rate quarterly since.

EARNINGS of combined properties (Ken. Trac. & Term. Co.

quarterly since.

EARNINGS of combined properties (Ken, Trac, & Term, Co. and Lex, Bill, Co.) for years end, June 30;

June 30.

Gross Net Other Sink-Fund, Bond Balance, Year— Earnings, Earnings, Income, Taxes, &c. Interest, Surplus, 1913-14.

\$782.271 \$369.761 \$32.022 \$43,249 \$201,934 \$166.600 \$1912-13.

\$742.384 \$341,376 \$29,941 \$10,942 \$194,225 \$146.040 \$0PERATIONS,—Constituent companies operate about 93 miles of track. They do the electric-light and power, gas, street railway and lee business of Lexington. Also operate city lines in Frankfort and lines radiating from Lexington to Georgetown, Parls, Nicholasville, Versallies and from Frankfort to Versallies.

OFFICERS.—Pres., P. M. Chandler; V.-P., John A. McCarthy; Sec. & Treas., J. K. Trimble.—V. 92, p. 1436; V. 93, p. 286, 1191; V. 94, p. 1185; V. 95, p. 176; V. 99, p. 538, 1130, 1996.

ROAD.—Operates approximately 93 miles of track, comprising all street railways in and about Lexington, 15 miles, and 8 miles of city line in Frankfort and Winchester; also interurban lines radiating from Lexington to Georgetown, 12 miles; to Paris, 18 miles, to Frankfort, 28 miles, and to Nicholasville, 12 miles, 50 to 80-lb, rails. Standard gauge. Owns 39 closed and 17 open cars. 15 interurban passenger and 3 express cars and 4 miscellaneous cars.

4 miscellaneous cars.

OFFICERS—Pres., Percy M. Chandler, Phila.; V.-P., F. W. Bacon, Lexington; Sec., T. D. Murray, Lexington; Asst. Sec., James K. Trimble, Phila.; Treas., J. Will Stoll, Lexington; Asst. Treas., James W. McMeeldn, Lexington—V. 92, p. 1178, 1436, 1564; V. 94, p. 631, 826, 1119; V. 95, p. 1472; V. 97, p. 237; V. 99, p. 1130.

(2) Lexington Utilities Co.

ORGANIZATION, &c.—Incorp. on June 5 1909. Stock auth. and out, \$100,000. All stock is owned by Kentucky Securities Corp. Does ice and electric-light and power and gas business in Lexington. Light and power franchises expire in 1916. Gas and ice franchises are perpetual.

WESTERN OHIO RR. DIMA, OHIO. WESTERN OHIO RR.

ORGANIZATION.—Incorporated in Ohio on June 7 1910 to take over under lease the Western Ohio Ry. Lease provides that Western Ohio RR. pay prin. & int. on Western Ohio Ry. bonds as well as div. on both 1st and 2d pref. stocks of that company and an annual rental of \$15,000. Holders of com. stock of Western Ohio Ry. had right to exchange before Jan. 1 1911 their stock for stock of Western Ohio RR. on basis of 3 shares of Ry. for one share of RR. V. 90, p. 1556. On June 30 1914 29,278 shares had been exchanged. Stock auth., \$1,000,000; issued, \$972,600.

been exchanged. Stock auth., \$1,000,000; Issued, \$972,600.

EARNINGS.—For fiscal year ending June 30;

Gross Net (after Dieteless Taxes).

1913-14. \$670,864 \$249,322 \$162,360 \$33,110 \$27,000 \$26,852 \$1912-13. \$608,972 \$235,617 \$151,504 \$32,492 \$27,000 \$26,852 \$1912-13. \$100,000 \$10

(1) Western Ohio Ry.—A trolley road.

ORGANIZATION.—Incorporated in Ohio on Oct. 11 1900. This is one of the Mandelbaum roads and forms a link in the through car service from Cleveland to Lima. Outside of municipalities has private right-of-way. Franchises in towns are for 25 years. Owns entire common and pref. stock of the Lima Findiay & Toledo Ry. V. 83, p. 97, 157, 381. Has contract to furnish power until April 30 1923 to Lima & Toledo Traction. Ft. Wayne Van Wert & Lima Traction and Indiana Columbus & Eastern Traction. Is leased to Western Ohio RR. V. 90, p. 1615; V. 91, p. 40.

The Lima Findlay & Tol. bonds have a sinking fund of \$10,500 per ann., which began in 1911. Are subject to call at 105. \$43,000 have been retired. V. \$0. p. 2344.

Dieldends.—On 1st pref, regular quar. divs. are paid. On 2d pref. first div., 114%, paid 0ct. 1910, and same amount quar. to and incl. July 1914. None slace to May 1915.

ROAD.—Operates from Lima through Wapskoneta and St. Marys to Celina; from St. Marys to Minster, and from Wapskoneta to Piqua; a total of 82.01 m;, also Lima to Findlay, 31.97 m; thus completing a through line to Toledo. Total, 113.98 m., single track. Standard gauge. Operates 28 passenger, 30 freight and 4 express trail cars.

OFFICERS.—Pres., F. D. Carpenter, Lima; V.-P., J. O. Wilson, Cleve.; Sec. & Treas., A, Born.—V. 83, p. 626; V. 89, p. 667; V. 90, p. 504, 1426, 1492, 1615; V. 91, p. 40, 155, 872; V. 94, p. 1450; V. 99, p. 895.

LINCOLN, NEB.

THE LINCOLN TRACTION CO.—A trolley road.

ORGANIZATION.—Incorporated in Nebraska in 1909. Is a consolidation of the old Lincoln pref, stock (\$750,000) received 110 in sins new bonds. Holders of the old Lincoln perf, stock (\$750,000) received, 110 in sins new bonds. Holders of the before the old Lincoln com. (\$330,000) received, for every share of old, two shares of new perf, and four shares of new common. Holders of Citizens Ry, stock (\$415,000) received 100% in new pref, and 80% in new pref. and 80% in new common.

p. 506; V. 90, p. 1363; V. 91, p. 94; V. 94, p. 912; V. 97, p. 521, 1898.

OMAHA LINCOLN & BEATRICE RY.

Is to construct 56 miles between Lincoln and Omaha, of which 7 miles from Lincoln to Bethany Heights is completed and in operation. Of the 7 miles just mentioned, ½ of a mile is an extension into the main business centre of University Place, Standard gauge, 70-1b. T rail. Franchizes, 99 years and perpetual. Stock auth., \$2,250,000 (\$100); outstanding, \$200,000. In March 1913 the Nebraska Ry. Comm. granted permission, with certain conditions, to issue \$\$50,000 stockland \$2,250,000 bonds to complete the road, and subsequently amended jits\_order so as to make restrictions and specifications more definite.

EARNINGS.—For 12 mos. end. June 30 1914, gross, \$24,070; net, deficit after taxes, \$4,175.

OFFICERS.—Pres., Harvey Musser; Sec. & Treas., H. S. Norton. Office, 114 North 14th St., Lincoln.

## LITTLEFROCK, ARK.

## LONG BRANCH, N. J.

MONMOUTH COUNTY ELECTRIC CO.

MONMOUTH COUNTY ELECTRIC CO.

ORGANIZATION—Incorporated April 1 1901 as a reorganization of the Atlantic Highlands Red Bank & Long Branch Electric Ry. In April 1903 was granted a 5-yeas franchise to operate in Long Branch, in consideration of which the town is to receive ½ of 1% of gross receipts.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Stock \$500,000 (\$50)

First mixe \$500,000 (\$100 | 1901 4 g J-J. \$325,000

First mixe \$500,000 (\$100 | 1901 4 g J-J. \$300,000 Apr 1 1951 and \$1,000 gold...c\* Int. at Hamilton Tr. Co., Brooklyn, Trustee. Other debts Dec 31 1912. c\* Int. at Hamilton Tr. Co., Brooklyn, Trustee. Other debts Dec 31 1912. Total track, 17,71 miles.

EARNINGS—For calendar year 1912, gross, \$101,378. In 1911, gross, \$103,513; net. \$32,174.

Offficers.—Pres., William F. Hogan, Brooklyn.—V. 72, p. 86, 391.

Mgr., W. O., Wood, Long Island City, N. Y.; Sec. & Treas., Frank E. Haff, Penn. RR. Station, N. Y.—V. 84, p. 868; V. 88, p. 101; V. 94, p. 1696; V. 99, p. 407.

NEW YORK & OUEENS COUNTY RY, 32,048 shares out of total base of 32,350 is owned by the Interborough Rapid Transit Co., which also owns one-half of the stock of the Long Island Electric Ry. and the New York & Long Island Treation.

ORGANIZATION.—Incorporated June 20, 1896 and reorganized on Inne 30, 1890. Purchased the various lines of radroad in Long Island City Known as the Newtown Ry. Co., the Riker Ave. & Sanfords Point R. the Steinway Ry., the Long Island City & Newtown Ry, and the Flushing & College Point Ry. In May 1992 the Queens Ry, was consolidated with it, and thereupon increased its stock from \$2,500,000 to \$5,000,000. The Queens Ry, comprising a line of 6 miles from Flushing to Jamalea, with franchises for lines between Flushing and College Point, Flushing and Hayside and Manhasset. V. 74, p. 1197.

The new Queensboro Bridge across Blackwell's Island was opened in 1990. On Sept. 19 1909 the City of New York's municipal trolley across the bridge began operation. The round trip fare is 5 cents. On Dec. 16 1909 New York & Queens County Ry, was granted a permanent franchise to run cars over the bridge. Operation began on Feb. 5 1910. V. 90, p. 373. Through passengers only are carried across the bridge and no extra fare is charged.

Section of the Stewn Flushing and College Point St. 1895. Sept. D. 150,000 Dec. 1924 New York St. 1995. Sept. Sept.

REPORT.—For fiscal years ending June 30;

Gross. Net. Other Inc. Int.&Taxes. Deficit.

1913—14. \$1.361,880 \$299,019 def.\$286 \$337,245 \$1285,228

1912—13. 1,372,831 \$22,082 def.\$385 \$339,415 \$114,718

OFFICERS.—Pres., W. O. Wood; V.-P., W. L. Pepperman; Sec., H. M. Fisher; Treas., J. H. Campbell.—V. 83, p. 752; V. 84, p. 804; V. 86, p. 548; V. 88, p. 375.

p. 548; V. 88, p. 375.

MANHATTAN & QUEENS TRACTION CORPORATION.
ORGANIZATION.—Incorp. in N. Y. on Nov. 4 1912 to take over the rights of the South Shore Trac. Co. in New York City (see under Patchogue, and also under Manhattan & Jamaica Ry. in V. 95, p. 1207, 420; V. 94; p. 1696.

Asked Public Service Comm. for permission to issue \$1,500,000 stock and \$1,500,000 lst M. 5% bonds, but on March 10 1914 the P. S. Comm. authorized only \$765,000 capital stock and this had to be issued by June 30 1914. Action on the bond issue was deferred until the company should have filed its proposed mixe. for \$10,000,000 with the consent of stockholders. V. 96, p. 700; V. 98, p. 523.

ROAD.—Has a franchise in the City of New York to operate a street surface railroad over the Queensboro Bridge from the Manhattan terminal thereof, along Thomson Ave., Hoffman Boulevard, and other streets and avenues in the Borough of Queens to the boundary line between the City of New York and the County of News, to gether with the right to operate upon the Queensboro Bridge. The line has been completed to the Long Island RR. Station in the former village of Jamaica and cars are in operation to that point.

OFFICIERS.—Pres., Robt. S. Sloan; V.-P., Harold B. Weaver; Sec., Treas, & Gen. Mgr., S. B. Severson; Asst. Treas. & Asst. Sec., G. J. Johnstone.—V. 95, p. 1207, 1274; V. 96, p. 360, 790, 863; V. 93, p. 523.

upon the Queensboro Britisc. The line has been completed to the Long taland RH, station in the former village of Jamake and cars are in operation to OFFICERS.—Press., Robt. St. Sloan; V.-P., Harold R, Weaver, Sec., Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 523. Johnstone.—V. 95, p. 1207, 1274. V. 96, p. 360, 709, 863; V. 95, p. 524. Johnstone.—V. 95, p. 1207, 1274. Johnstone.—V. 95, p. 1207, 1274. Johnstone.

Pacific Electric Ry.

Los Angeles Interribon Hy.

Los Angeles Interribon Hy.

San Bernardino Line Openet.—The line from Los Angeles Tacific Co., Redinade Central Hy.

San Bernardino Line Openet.—The line from Los Angeles Tacific Co., 1274. Johnstone.

In Nov. 1914 the Cal. RR. Comm issued an order extending to June 30, p. 1101. Johnstone. Joh

Lox Angeles Pacific Co. Gen. Consol. bonds have a sink, fund, 1911 to 1915, \$10,000 per ann.: 1916 to 1920, \$15,000 per ann.: 1921 to 1925, \$40,000 ann.: 1926 to 1930, \$75,000 per ann.: 1931 to 1944, \$30,000 ann., and 1945 to 1946, \$90,000 per ann. Of the \$12,500,000 auth., \$5,000,000 are reserved for prior liens. Bonds are not callable.

Los Angeles Pacific Co. 1st Ref. Mige.—Subject to call as a whole or in part on and after Jan. 1 1915 on any int. date at 195 and int. on 3 months notice. Interest payable at company's office or agency in New York. Sinking fund of \$5,000 per annum began in 1910. \$4,481,000 of the bonds are guar., p. & 1., by Southern Pacific Co.; remaining \$3,817,000 bonds held in Southern Pacific Ry.'s treasury.

Redlands St. Ry. 1st Mige. 5% Bonds.—\$50,000 are reserved for the previous issue of 6% bonds. No sinking funds and bonds are not callable. Redlands Central Ry. 1st Mige.—Sinking fund began July 1 1912 and retires \$1,000 per annum to July 1 1917. \$2,000 next 5 years, \$3,000 per annum following 5 years, \$4,000 next 5 years and \$5,000 per annum following 5 years, \$4,000 next 5 years and \$5,000 following 5 yrs. Not callable. Son Bernardino Valley Traction 1st Mige. bonds are subject to call at 105. San Bernardino Valley Traction 1st Mige, bonds are red. at 105. Sink, fund retires at 105 and int. 12 bonds during 1913-15 (Incl.) during 1916 pays off 13 bonds; during 1017. 14 bonds; during 1918-27 pays off each year 25 bonds; during 6 & 3n Am. Heights 1st Mige. bonds are red. at 101 and int. Sink fund 1914 and following 4 years 1% of outstanding bonds. 2% thereafter. LARNINGS.—For year endings Dec. 31 1914, gross, \$9,133,286; net. \$28,14473.

ROAD —Owns 268.85 miles 2d main track, 270.71 miles double main

EARNINGS.—For year ending Dec. 31 1914, gross, yattangee, \$2.814.473.

ROAD.—Owns 268.85 miles 2d main track, 270.71 miles double main track, 11.41 miles four main track and 113.40 miles. Total road, 550.97 miles, equal to 972.02 miles of single track, or which 724.68 miles are on private right of way and 247.34 miles on public highway. In addition, line from Los Angeles to San Bernardino, 50 miles, opened July 11 1914. 14 electric locomotives, 579 pass, cars, 11.54 freight cars and 72 service cars. OFFICEIS.—Pres., Paul Shoup, San Francisco, Sec., H. A. Cullodea, Los Angeles; Treas., I. W. Hellman, San Francisco, General offices, Pacific Electric Bidg., Los Angeles.—V. 93, p. 667, 872, 1463; V. 95, p. 298, 750. V. 96, p. 203, 1298, 1365, 1773; V. 97, p. 522; V. 99, p. 467, 1367, 1598, 1675.

OFFICERS.—Pres., Paul Shoup, San Francisco, General offices, Pacific Electric Bidg., Los Angeles.—V. 93, p. 667, 872, 1463, V. 95, p. 298, 750.

LOS ANGELES RAILWAY CORPORATION.
The sortic \$20,000,000 stock, except directors' qualifying shares, is owned by Mr. H. E. Hantington, and, along with certain amounts of different bond issues of this company and the Pacific Electric Ry, (see above), is pledged as security for the Huntington Land & Improvement collateral trust Issue.—see V. 98, p. 527.
The Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company was organized Dec. 2 1913 to merge the Los Angeles Ry, Company of the Company of th

1273; V. 96, p. 487, 1365; V. 97, p. 521, 1733; V. 98, p. 523; V. 100, p. 1348, 1348.

LOUISVILLE, KY.

LOUISVILLE TRACTION CO.—A holding company.

ORGANIZATION—Incorporated in New Jersey on July 5 1903 and acquired practically all of the stock of the Louisville Ry. Co. Holders of common stock of Louisville Ry., on payment of \$55 in cash, received three shares of new common stock in exchange for each share of old stock held. Holders of the old preferred stock of the Louisville Ry., received share for share of new preferred, with a bonus of 20% in common. The new company provided the Louisville Ry. Co. with needed money to be used for improvements, the railway company issuing \$1,100,000 common stock therefor, See V. 79, p. 968. In April 1907 authorized common stock of the Traction Co. was increased from \$12,000,000 to 315,000,000. V. 84, p. 931. In April 1908 preferred stock was increased from \$2,500,000 to 83,500,000 and the additional \$1,000,000 offered to stockholders at par, all of which was taken.

The old Louisville Ry. Co. was incorporated Jan. 22 1867, and is a Kentucky company, owning all the street railways in the city of Louisville and its suburbs. It bas \$5,500,000 common stock and \$2,500,000 preferred, practically all owned by the Louisville Traction Co. Franchises are partly for 90 years from 1886 and partly perpetual.

The Louisville Ry, to construct a system of urban and interurban lines. Up to recent dates no securities had been issued except \$4,000,000 stock (naccessed to that amt, in Feb. 1913) to Louisville Ry. Co. In Jan. 1911 Louisville & Interurban Ry. has been organized in the interest of the Louisville Ry, to construct a system of urban and interurban lines. Up to recent dates no securities had been issued except \$4,000,000 stock (naccessed to that amt, in Feb. 1913) to Louisville Ry. Co. In Jan. 1911 Louisville & Interurban Ry. as been organized in the interest of the Louisville & Interurban, sold at foreclosure on Jan. 3 1911. V. 92, p. 59, 262.

In Feb. 1913 the Louisville Ry issued a

Bonds.—\$8,000,000 of the gen. mige. bonds of 1910 are reserved to retire prior liens; the remainder is for extensions and improvements. Bonds are not subject to call. Fidelity-Col. Trust Co., Louisville, trustee. Disidends.—On Traction pref., 5% per annum. On com. the first semi-annual dividend, 114%, was paid Oct. 1 1904. In 1905, 3%. In 1906, 4%. In 1907, 4%. In 1908, 3%. 1909 to 1914. Incl., 4% per ann. In 1915, Jan., 1%; April, 1%.

ROAD.—The Louisville Ry. Co. owns 175½ miles of track on 77¼ miles of street, with 13½ miles outside city limits; all is electric. Affords entrance into Louisville for the Lou. & Nor. Ry. & Lig. Co. and Lou. & Sou. Ind. Trac. Co. The Louisville & Interurban operates 102 miles of track in Jefferson County, incl. extensions to La Grange and to Shelbyville in Oldham and Shelby counties. An extension from Kosmosdale to West Point, 3 miles, is proposed.

REPORT.—Of Louisville Railway Co. for fiscal years ending Dec. 31. See 1914 report in V. 100, p. 975.

Cal. Grass Net Other Int. & Pf. Div. Common Balance, Year, Revenue. Earnings. Income. Tates. (5%). Dividend. Surplus. 1914. 33, 166, 482 \$1, 369, 818 \$130,000 \$576, 252 \$125,000 \$545,650 \$2,943 1913. 3, 226,276 1,377,757 196,814 \$52,093 125,000 \$545,650 \$2,943 1913. 3, 226,276 1,377,757 196,814 \$52,093 125,000 \$545,650 \$2,943 surplus of \$15,333.

OFFICERS.—Pres., T. J. Minary; V.-P., A. P. Humphrey; Sec. & Treas., Samuel G. Boyle. V. SS. n. 554, 188, 232 V. 90 p. 167, 232 252.

replus of \$15,333.

OFFICERS.—Pres., T. J. Minary: V.-P., A. P. Humphrey; Sec. & reas., Samuel G. Boyle. V. 88, p. 564, 686, 823; V. 90, p. 167, 372, 503, 77, 1101; V. 92, p. 59, 262, 322; V. 93, p. 105, 164, 408; V. 94, p. 351, 826, 179; V. 96, p. 553, 790, 1015; V. 98, p. 832; V. 100, p. 733, 975.

INDIANAPOLIS & LOUISVILLE TRACTION RY .- A trolley road.

INDIANAPOLIS & LOUISVILLE TRACTION RY.—A trolley road, ORGANIZATION.—Incorp. in March 1912 in Indiana as successor to the Indianapolis & Louisville Traction Co., sold at foreclosure on March 21 1912. V. 94, p. 911. Franchizes in cities and towns are for 50 years from 1905; remainder is on private right of way.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common stock \$600,000.——\$5596,200.——\$76,750

Preferred stock \$600,000.——\$596,200.——\$76,750

First mortgage \$1,500,000 g] 1912 5 g A-O. \$70,750

First mortgage \$1,500,000 g] 1912 5 g A-O. \$49,800 April I 1942 (\$100, \$500 & \$1,000).c\*tf. Int. at Colonial Trust Co., Pittsb., Trustee. Bonds.—Of remaining list M, bonds \$550,200 are for impts. and extens. at 80% of cost. Subj. to call on any int. date at 105 and int. Sink. fund of 2% per annum begins Oct. 1 1917, increasing 1% each year to and including April 1 1921, then reduced to 1% per annum thereafter.

EARNINGS.—For year ending Dec. 31 1914, gross, \$142,951; net. after taxes, \$16,487. In 1913, gross, \$134,522; net, after taxes, \$50,631.

ROAD.—40.9 miles of track from Soldersburg (from which point cars are rum into Louisville over tracks of the Ind. Col. & South. (Interstate Public Service Corp.). Through cars from Louisville to Indianapolis were put into operation in 1908. Standard gauge; 75-lb. T rails.

OFFICERS.—Pres. & Gen. Mgr., John E. Greeley, Scottsburg, Ind.; V.-P., Mark Storen, Scottsburg, Ind.; Sec., W. A. Gadient, New Albany, Ind.—V. 94, p. 911; V. 100, p. 733

LOUISVILLE & NORTHERN RAILWAY & LIGHTING.

y.-F., Mark Storen, Scottsburg, Ind.; Sec., W. A. Gadlent, New Albany, Ind., Treas., E., S. Gwinn, New Albany, Ind.—V. 94, p. 911; V. 100, p. 733.

LOUISVILLE & NORTHERN RAILWAY & LIGHTING.
Interests identified with the Middle West Utilities Co. are in control.
ORGANIZATION.—Incorporated under the general railroad laws of Indiana in Dec. 1905. \$900,000 of the \$1,000,000 stock of the United Gas & Electric Co. and \$232,700 stock of the New Albany Water-Works Co. are deposited under this company's mortgage. Has purchased the electrical equipment of the Kentucky & Indiana Bridge Co. and leases the bridge for 25 years, thus affording independent entrance into Louisville. Company does electric lighting and express and freight business in addition to passenger business. Road is mainly on private right of way.
STOCK AND BONDS——Date. Interest. Outstanding. Maturity. Common \$3,500,000.
Prof \$1,500,000 Series A & B. ——Q.J. 917,130 See text.
First mortgage \$2,500,000 g. 1905. 5 g.J-D. 500,000 Dec 1 1925 (\$500 and \$1,000).——c.\* Int. at American Tr. & Sav. Bank, Chicago.
Trustee, or at Eliot Nat. Bank, Boston.
Bonds.—Unissued bonds can only be issued for 80% of cost of property built or acquired. Are subject to call at 105 and int. V. 82, p. 868.
STOCK.—The Series A pref. stock is 6% cum., the Series B is cum. and is entitled to 2% in 1906, 3% in 1907, 4% in 1908, 5% in 1909 and 6% in 1910 and thereafter.

Dieidends.—Dividends from July 1 1906 on both classes of pref. stock were paid at rates called for up to April 1909, when 4% was paid on both classes; same amount quarterly since to Jan. 1915.
ROAD.—Operates 20 miles of track, Louisville to Sellersburg, with a line branching off at Watson and running to Charlestown. At Sellersburg connects with Ind. & Louisv. Trac. Ry. Co., running to Seymour, where connection is made with the Ind. Col. & So. (Interstate Public Service Co., thus forming a through line between Louisville and Cincinnati. Standard gauge. 70-lb. T rail.

OFFICERS.—Pres., Chester P. Wilson: V.-P., Frank Smith:

Net earnings \$113,151 \$115,264 Interest 76,728 73,809 \$111,980 71,393

Balance.
OFFICERS.—Pres., Choster P. Wilson, V.-P.
Guthrie, all of Indianapolis: Treas., J. F. Stratton, New Albany, Ind.
—V. 80, p. 1236; V. 81, p. 1794; V. 82, p. 871; V. 85, p. 737, 1466.

-V. 80, p. 1236; V. 81, p. 1794; V. 82, p. 871; V. 85, p. 737, 1466.

(a) Louisville & Southern Indiana Traction Co.

ORGANIZATION.—Incorp. In Indiana under the General Railroad Laws in 1903, and is successor to the Southern Indiana Interurban Railway Co. Leases the New Albany Street Railway Co. for 25 years from Aug. 1993 (with privilege of renewal for 25 years) at a yearly rental of \$500, the int. charges and taxes and divs. of 4% on \$100,000 preferred stock. V. 77, p. 769. In Sept. 1904 acquired the Highland RR. for \$10,000 in bonds. V. 79, p. 1643. In Dec. 1905 acquired the Jeffersonville Clty Ry. See V. S1, p. 1792. Is controlled by the United Gas & Electric Co., which see above. Franchises owned are for 50 years; also permitted to carry freight.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$2,000,000 (\$10)

Pref 6% cum \$1,000,000 (\$10)

Pref 6% cum \$1,000,000 (\$10)

First mortsage \$1,000,000 (\$10)

First mortsage \$1,000,000 (\$10)

Int. at Amer. Trust & Sav. Bank, Chicago, and U. S. Trust Co., Louisville, Trustees.

New Albany St Ry \$250,000 (\$10)

Trustee.

Bonds.—1st M. bonds have no sk. fd., but are subj. to call after 10 yrs. at 105 & int. See V. 77, p. 769, 2339. New Albany St. Ry, bonds are subj. to call on any int. date at 105 & int. and are guar. by United Gas & Elec. ROAD.—Operates 33 miles of track, including 1045 miles leased from New Albany Street Ry, and also line between New Albany and Jeffersonville, and city lines in Jeffersonville. An extension to Louisville was completed in Sept. 1905. Has a contract with "Big Four" RR. for the use of its bridge over Ohio River and with Louisville Railway Co., allowing its cars to enter Louisville. Has erected an interurban terminal on Third St., Louisville. Girder rails, 90 lbs.: T rails, 75 and 77½ lbs.

OFFICERS.—Same as for Louisv. & Nor. Ry. & Ltg. Co.—V.81,p.1792.

LOWELL, MASS.
LOWELL & FITCHBURG STREET RV.—A trolley road.
In 1913 W. W. Sargent, President of the Fitchburg & Leominster Street
Ry., and associates acquired control.
ORGANIZATION.—Incorporated in Massachusetts in 1903.
STOCK AND BONDS—Date. Interest. Outstanding, Maturity.
Stock \$752,000 (\$100)
First mtge (see text) gold 1906. 5 g.l-J. 275,000 Jan 1 1926
(\$1,000) no sinking fund. Subject to call at 105 and interest.
Bonds.—First mtge, was originally for \$1,000,000, but has been closed at \$275,000.

Bonds.—First mige, was originally for \$1,000,000, but has been crossed at \$275,000.

EARNINGS.—For year ending June 30 1914, gross, \$55,482; net, after taxes, \$16,784.

ROAD.—Operates 14 miles between North Chalmsford, a suburb of Lowell, and the village of Ayer, with a spur running from North Chalmsford to Westford; connects at North Chalmsford with Lowell St. Ry. and at Ayer with Fitebburg & Leominster St. Ry. Has 7 passenger cars, I snow plow and 2 other cars.

OFFICERS.—Pres., W. W. Sargent; V.-P., C. F Baker; Sec. & Treas., R. N. Wallis, all of Fitchburg, Mass.

Mcalester, Okia.

Mcalester, Okia.

Choctaw Railway & Lighting Co.
In 1914 the Municipal Utilities Corporation acquired control and common stock was increased from \$750,000 to \$1,750,000 and a new general lien mortgage was created.
ORGANIZATION.—Incorporated in June 1905 as successor to the Indian Territory Traction Co. and Choctaw Electric Co. Does a freight business and furnishes power for lighting. Light and power franchise perpetual; railway franchise expires in 1942.
Stock com \$1,750,000 (\$25).

BTOCK AND BONDS.—Date. Interest. Outstanding. Maturity.
Stock com \$1,750,000 (\$25).

Prof 0%, cum \$250,000 (\$25).

Prof 0%, cum \$250,000 (\$25).

Int. at co's office in N. Y., or City Bank & Red at 105 & int.—c'er. & Tr. Co., Mobile, Ala., Trustees.
First utgo \$1,500,000 gold 1914 5 g M-N 250,000 May 1 1954 (\$100, \$250, \$500 & \$1,500) Int. at co's office in N. Y., or City Bank & Red at 105 & int.—c'er. & Tr. Co., Mobile, Ala., Trustees.
First utgo \$1,500,000 gold 1998 5 M-S 894,000 May 1 1938 (\$500 and \$1,000).—(McAlester Trust Co., Trustee.
General mirge (\$100,000).—(McAlester Trust Co., Trustee.
General mirge (\$100,000).—(McAlester Trust Co., Trustee.)
General mirge (\$100,000).—(McAlester and Hartshorne, and an interurban line, over private right of way, between the two cities. 23.26 m. of through sinking fund.

EARNINGS.—For cal. year 1914, gross, \$234,165; net, after taxes, 84,777. In 1913, gross, \$208,702; net, \$81,896.

ROAD.—Operates in cit

McKEESPORT, PA.

PITTSBURGH McKEESPORT & WESTMORELAND RY.
In June 1914 it was understood that the West Penn Traction interests
would take over the securities of this road after foreclosure sale, which was
to have taken place May 18 1915. See V. 99, p. 467, and also item under
caption of West Penn Traction Co. in V. 93, p. 1995.

The road was bid in at receivers sale by Andrew Beck, I. I. Robertson and William Chilvers (V. 96, p. 361, 718).

The road runs between Irwin and McKeesport, about 11 miles.—V. 99,
p. 467; V. 100, p. 1438.

The road vinition Chivers (V. 36, p. 361, 718)
The road runs between Irwin and Mckeesport, about 11 miles.—V. 99, p. 467; V. 100, p. 1435.

MACON, GA.

GEORGIA LIGHT, POWER & RAILWAYS.
OHGANIZATION.—Is a voluntary association formed under Massachemetrs laws in Sept. 1913 a voluntary association formed under Massachemetrs laws in Sept. 1910 and the com. & pref. stocks of Macon Ray. Chinestra laws in Sept. 1910 to 1910 t

ROAD.—Owns and operates about 36.63 miles of track, all of which has been re-laid with 70-lb, rails. 61 cars.

EARNINGS.—For years ending Dec. 31:

Year ending Gross Net (after Int. on Dec. 31—Barns. Taxes). Bonds, &c. (5%). or Deficit. 1914—\$455.622 \$100.016 \$88.086 \$17.016 def.\$5.086 1913—\$48.359 \$95.150 77.382 17.016 sur.752 OFFICIERS.—Pres., Wm. H. Felton; V.-P., P. G. Gossler; Sec. & Treas., Richard Ouderslyus.—V. 97, p. 1286.

(2) Macon Gas Co.

MADISON, WIS.

SOUTHERN WISCONSIN RAILWAY CO.—A trolley road ORGANIZATION.—Successor to the Madison & Interurban Traction Co., which was incorp. in Jan. 1905, and on Sept. 1 1905 purchased the Madison Traction Co., which was treefy in 1932, 1938 and 1944, and are practically exclusive. BTOCK AND BONDS——Date. Interest. Outstanding. Maturity. Stock S109,000 (190).——\$ 1906. 5 g.M.N. \$40,000 May 1 1931. \$955,000 gold (19,000).—\$ 171. at Citizens' Say, & Tr. Co. Clev., Trust. Gen. mixe. \$2,000,000 gold 1907. 5 g.J.-1. \$45,000 june 25 1932. (3500 and \$1,000).—\$ 171. at Merch. Loan & Tr. Co., Clev., Trust. Bonds.—Mad. & Interior. Trac. mixe. was for \$1,200,000, but., inter. was closed and only \$685,000 issued, the balance being canceled. Whole issue callable on any int. data at 192 and int. on 60 days' notice. Originally bonds had no s. f., but by terms of supplemental mixe. \$10,000 was made payable Aug. 20 1912, 315,000 Aug. 20 1913 and \$20,000 annually on each Aug. 20 thereafter until maturity. V. 92; p. 1566. \$15,000 have been canceled. Of the gen. mixe., \$640,000 are reserved to retire above prior items.

EARNINGS.—For year end. Dec. 31 1914, gross, \$273,085; net, after

liens.

EARNINGS:—For year end. Dec. 31 1914, gross, \$273,085; het, after taxes, \$86,797.

ROAD:—Owns 15 miles of standard-gaugo track, including lines in Madison, and extension to Fair Oaks, Elmside, Lake Park Cemetery and South

son, and extension to Fair Oaks, Eimside, Park V.P., Dudley Montgomery; Madison. OFFICERS.—Pres., F. W. Montgomery; V.-P., Dudley Montgomery; Sec. & Treas., Warren Montgomery; Supt., D. Montgomery.—V. 79, p. 501; V. 80, p. 1174; V. 83, p. 96, 156; V. 92, p. 1566.

MANCHESTER, N. H.

MANCHESTER TRACTION. LIGHT & POWER CO.

ORGANIZATION — Incorporated in 1901 in New Hampshire and comprises the several light, power and street railway properties in and around Manchester. The company owns the stock of the Manchester Electric Co., the Manchester Electric Light Co. and the Manchester Street Ry.: also owns entire \$175,000 stock of the Manchester & Derry Street Ry.: Manchester St. Ry. stock now authorized and issued, \$1,219,500.

In June 1906 Manchester Traction, Light & Power acquired the entire \$200,000 (now \$240,000) capital stock of the Goffs Palls Litchfield & Hudson Street Ry. (name changed in Feb. 1907 to Manchester & Nashua Street Ry.) and issued \$350,000 stock to pay for the same and to provide cost of improvements, &c. See V. \$2, p. 1830.

In Nov. 1908 the Comm. authorized the Manchester Trac, Lt. & Pow. Co. to issue \$400,000 additional stock to take over the stocks of the Manchester & Nashua St. Ry. and the Manchester & Derry St. Ry. At the same time the Comm. authorized an increase of \$40,000 in stock of the former company and \$50,000 increase in latter company's stock. V. \$7, p. 1420.

In August 1914 the Manchester Trac, Light & Power Co. acquired approximately 94% of the capital stock of the Nashua Light, Heat & Power Co., which company does the light, heat, power and gas business in Nashua, N. H.

OFFICKIRS.—Pres., E. C. Foster; V.-P. & Gen. Mgr., J. Brodie Smith, Clerk, Edwin F. Janes; Treas., P. L. Saltonstall: Asst. Treas., Clement R. Ford.—V. 87, p. 1160, 1420; V. 93, p. 1787; V. 97, p. 117, 176, 1583, 1895; V. 98, p. 1157; V. 99, p. 1673; V. 100, p. 151d.

## MARION, ILL.

MARION, ILL,

COAL BELT FLECTRIC RY.
In 1904 passed into control of the 8t. Louis Iron Mtn. & Sou, Ry, Co.,
8TOCK AND BONDS— Date. Interest. Outstanding. Manurity.
8200,000 (\$100)
EARNINGS—For fiscal year ending June 30 1914, gross. \$71,437; net.,
\$13,10: taxes, &c., \$9,988; surplus, \$3,050.
ROAD.—Operates 15.33 miles of track from Marion to Carterville and
Herrin. Standard gauge. 52 to 70-lb. T rait.
OFFICIERS—Pres., Geo. J., Gould: V.-P., E. J., Posrson; Gen, Mgr.
J. W. Higgins; Sec., F. W. Irland; Treas., F. M. Hickman; Gen, Aud
J. G. Livergood, 8t. Louis; Suph., W. E. Brooks, Illmo, Mo.

MARION, OHIO.

COLUMBUS MARION & BUCYRUS RY.
ORGANIZATION.—Incorporated in Ohio in May 1913 as a reorganization of the Columbus Marion & Bucyrus RR., sold under foreclosure per plan V. 96, p. 1488, 1839.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity Stock, 2350,000.
First mixe, \$100,000.——If 1914 6% g. 35,000 1934 Gen&Ref M. \$350,000, sold if 1914 8e text. 250,000 1934 Bonds.—The 1st M. 6s are red. at 102½ and int. on any int. day. Remaining \$65,000 is held by trustee pending construction of power-house. The interest on the gen. & ref. mixe. bonds is 3% for the 1st and 2d years, 4% 3d and 4th years and 5% thereafter. \$100,000 reserved to retire 1st M. bonds. V. 96, p. 1488, 1839.

OFFICERS.—Pres., Geo. Whysali; V.-P. & Treas., Jas. H. Caldwell, Troy, N. Y.; Sec. & Asst. Treas., R. C. Oswald.—V. 99, p. 196, 537.

Troy, N. Y.; Sec. & Asst. Treas., R. C. Oswald.—V. 99, p. 196, 537.

MARION & SUBURBAN RAILWAY CO.

Receivership —Int. due Oct. 1 1909 is in default. In Feb. 1910 Geo. Whysall was appointed receiver. Suit has been brought against the directors for an accounting of the proceeds of bonds. The hearing was begun before U.S. District Judge Hollster at Cincinnati on Oct. 191914. V. 99, p. 1528.

ORGANIZATION.—Incorporated in Ohlo Sept. 25 1906 to build the necessary extensions of trackage to the local Marion City lines demanded by the City of Marion. 1½ miles completed; none in operation; no work is being done.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$250,000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Gibt (\$500).

Interest at Cincinnati Trust Co., Trustee. Bonds.—Subject to call after 1912 at 110. Sinking fund of \$5,000 per annum after 1912.

OFFICERS.—Pres., Geo. H. Holzbog: V.-P., J. G. Webb; Treas., N. J. Catrow, Sec., H. B. Hane.—V. 99, p. 1528.

MATTOON CITY, ILL.

CENTRAL ILLINOIS PUBLIC SERVICE CO.

ORGANIZATION.—Incorp. in Illinois in 1902 as the Mattoon City Ry.
and on Aug. 25 1910 changed its name to the above. V. 91, p. 855. Up
to Aug. 1 1912 did merely an electric light, power and heat business in
Mattoon and an electric light and power business in Charleston and Kansas,
Ill., besides operating street railways in Mattoon and Charleston and an interurban railway between those two points. But on July 29 1912 increased capital stock from \$330,000 to \$6,000,000 (\$2,500,000 pref.), and
on Aug. 1 1913 becan acquiring additional public service properties in Central, Southern and Western Illinois, doing electric light and power, sas and
street railway business. For list of properties see V. 95, p. 1744. On
Aug. 31 1912 made a 1st and ref. migo. to the Continental & Comm. Tr. &
Sav. Bank, Chicago.

In Nov. 1913 increased anth, capital stock from \$6,000,000 (\$3,500,000
com. and \$2,600,000 pref.) to \$10,000,000 (\$5,000,000 pref.). V. 97, p.
1583.

Say, Bank, Chicago.

In Nov. 1913 increased anth. capital stock from \$6,000,000 (\$3,500,000 com. and \$2,500,000 pref.) to \$10,000,000 (\$5,000,000 pref.) V. 97. p. 1583.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Common \$5,000,000

Preferred 6% cum \$5,000,000

First and refunding mortgage 1912 5 F-A 3,202,000 Aug 1 1952 gold (\$1,000).

Underlying bonds (including \$512,000 owned).

1,554,500

10-year gold dobentures. 6% 1,257,000

3-year gold dobentures. 6% 1,257,000

Bonds.—The first and ref. bonds are red. at 105 on any interest date. Additional bonds may be issued under certain restrictions. See V. 95. p. 1744. Of the underlying bonds (covering 13 of the properties), the company has in its treasury \$518,000, which it will, as it may require additional funds, exchange for its own bonds, par for par.

ROAD—Owns street railways in Anna, Mattoon, Taylorville and Charleston. The Central Illinois Traction Co., whose stock and bonds are deposited under the mortgage, owns an interurban railway between Mattoon and Charleston and a street railway in Paris. It is contemplated later to extend the interurban to a connection at Paris with an interurban ine now operating between Paris and Indianapolis.

OFFICIERS.—Pres., Marshall E. Sampaell; V.-P., F. 8, Peabody; Sec. & Treas, R. B. Donnelly.—V. 88, p. 52; V. 91, p. 655; V. 95, p. 618, 1744; V. 96, p. 1020; V. 97, p. 1583.

MAUCH CHUNK, PA.

CARBON TRANSIT CO.—A trolley road.

ORGANIZATION.—Incorporated in July 1908 in Pennsylvania as a reorganization of the Carbon Street Ry. sold at foreclosure sale May 16 1908. Property is being improved by reconstruction, new equipment, &c., including the development of Flazstaff Park on Flagstaff Mountain, which is 850 feet above and overlooks the picturesque Mauch Chunk.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$150,000 (\$50,000 and 1008 5 g F-A 150,000 Aug 11938 \$500) gold.——.c.\*tf Int. at Mauch Chunk Trust Co., Mauch (Chunk, Pa., trustee.

Second mixe \$100,000 gold 1910 5 g J-D 46,100 June 1 1940 (\$100 and \$500).—...c\*tf Int. at Mauch Chunk Trust Co., Trustee.

Current liabilities Dec 31 1914 25,54

Bonds.—First mige, bonds may be called at 105 and int. on any int. day, Second mixe, bonds are red. in any amount on any int. day after June 1915 at 105.

EARNINGS.—For the year ending Dec. 31 1914, gross, \$65,347; net. \$20,835; charges and taxes, \$11,753; surplus, \$9,082. In 1913, gross, \$51,637; net, \$17,481; charges and taxes, \$10,798; surplus, \$6,684.

ROAD.—Comprises 1245 miles of track; 24 cars. Owns about 425 acres of valuable real estate, including 75 acres on "Flagstaff Heights." OFFICERS.—Pres., Wm. Dods; V.-P., C. H. Lotte; Sec. & Mgr., J. F. Gelser, Mauch Chunk; Treas., Geo. H. Mayer.—V. 90, p. 1674.

Charles M. Hatch, Eric. General office, Meadwille, N. V. 1971cs, 30 Broad St.—V. 92, p. 1033, 1436; V. 95, p. 420; V. 98, p. 74, 237; V. 98, p. 1246.

MEMPHIS STREET RAILWAY CO.
American Cities Co. (see under New Orleans) owns 86% common and 88% preferred stock.
ORGANIZATION.—Chartered in Tennessee on March 28 1895 and comsolidated with the Claizens' St., East End St., City & Suburban and Memphis & Raleigh Springs ines; Iranchisse run until Nov. 1945. Does the entire street railway business of the city, including suburbs of Binghamdon, Raleigh Springs and South Memphis.
In Mar. 1913 purchased the property excluding the building course in Sent. 1912. Sec. 1800.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure in Sent. 1912) for \$100.000 of the Lakeview Trac. Co. (Sold at foreclosure Traction bonds bearing 2% int. for 2 years. 3 years. 4% for 8 years and 5 % for the last 7 years. V. 98, p. 853. & 60 3 years. 4% for 8 years and 5 % for the last 7 years. V. 98, p. 853. & 60 3 years. 4% for 8 years and 5 % for the last 7 years. V. 98, p. 853. & 60 3 years. 4% for 8 years and 5 % for the last 7 years. White Malone cordinance providing for certain reduced fares. V. 85, p. 654. The Supreme Court of Tennesses rendered a dectain holding invalid the Malone ordinance providing for certain reduced fares. V. 85, p. 654. The Supreme Court base continued the co. 8 franchises in all respects, including right to charge 5 cent fare. City Orlinance win the sent supreme Court base continued to the continued to the f

WESABA, MINN.

MESABA ELECTRIC RAILWAY CO.

ORGANIZATION—Incorp., on June 30 1914 in Mass, as a holding company to own all the stock of the Mesaba Ry. Co., which company was incorporated in Minnesota in Jan. 1911 as an operating company to build a passenger and freight electric road on the Mesaba Iron Kange, Minn., connecting the towns of Hibbing, Chisholm, Buhl, Mountain Iron, Virginia Eveleth and Gilbert, a distance of about 35 miles. V. 94, p. 1317. Road is on private right-of-way except in towns, with steam road construction. Placed in operation Mar. I 1913.

This company (Mesaba Elec. Ry.) was incorp. originally in Malne, but was reincorp. in Mass. in June 1914 and issued its stock (see outstanding amount below) in exchange for \$99,163 cash and \$1,100,000 capital stock of the Mesaba Ry. Co. of Minnesota. V. 99, p. 120.

The first \$1,000,000 Mesaba Ry. 1st 5s were underwritten on basis of \$1,000 bonds, \$500 pref. and \$750 com. stock (of Mesaba Elec. Ry.) for \$1,200 cash. See also V. 98, p. 1157.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Common \$2,500,000 (\$100)

Pf \$1,250,000(\$100) 7%(cum.)

Mesaba Ry 1st M \$2,500,000 1912 5 g M-S 1,100,000 Mar 1 1932 gold (\$1,000) sink fd. c\*eff Int. at Amer. Trust Co., Boston, trusten. Bonds.—Remaining bonds are reserved for ture additions, impts. &c., Subject to call as a whole or in part for sinking fund at 105 & int. Sinking fund. 24 g% of total bonds certified, begins Jan. 1 1917.

EARNINGS.—For 12 mos. end. Feb. 28 1915, gross. \$231.482; net. after taxes, \$96,579.

OFFICERS.—Pres., Geo. D. Appleton; Sec., Merrill Griswolf; Treas., S. F. Shanon.

Officers of Mesaba Ry. (operating co.)—Pres., Oscar Mitchell; V.-P., R. W. Watson; Sec., B. R. Heney; Treas., P. L. Saltonstall.—V. 94, p. 1317; V. 98, p. 1157, 1245; V. 99, p. 49, 120.

MICHIGAN CITY, IND.

CHICAGO LAKE SHORE & SOUTH BEND RY.
ORGANIZATION.—Organized in Indiana December 1901.
No securities in hands of public except equipment bonds. Rest all owned by syndicate, which has used them as collateral only.
STOCK AND BONDS—
Date. Interest. Outstanding Maturity.
Common \$5,000.000 (\$100) — \$5,000.000

Pref \$1,000.000 (\$100) 6% n-c 1007 5 F-A 15 4.054.000 Ang 15 1947 gold.
Lequipment trust \$350,000. 1908 6% 50.000 See text.
Cleveland Trust Co., Cleveland, Trustee.
Equipment trust \$350,000. 1908 6% 50.000 See text.
Cleveland Trust Co., Cleveland, Trustee.
Bonds.—Remaining bonds are reserved for future extensions and inprovements. They are subject to call at 1024 at any int. period. Sink, fund of \$50,000 per annum begins Ang. 15 1917 for 10 years, then 2% of bonds outstanding until maturity. The oquipment trusts cover 31 cars, They mature \$50,000 annually May 15 1910 to May 15 1916 inclusive.
ROAD.—Operates a total of 6014 miles between South Bend and Chicago. 514 miles Hammond to Pullman, owned by Illinois Central RR, is leased to Chicago Lake Shore & South Bend. 70-lb. T-rail.
OFFICERS.—Chairman, F. H. Goff; Pres. and Gen. Mgr., C. N. Wilcoxen; Vice-Pres., S. H. Tolles; Sec. & Treas., H. C. Lang; Asst. Sec. & Treas., A. Born.—V. 86, p. 51, 167, 420, 1528; V. 98, p. 386.

## MIDDLETOWN, N. Y.

WALLKIIL TRANSIT CO.

ORGANIZATION.—Incorporated in New York on March 30 1905 as uccessor, under foreclosure, to the Middletown-Goshen Electric Ry., and the Middletown-Bloomsburg Elec. Ry. See V. 80, p. 1059, 1425. Company was placed in hands of receiver Oct. 1908 on account of a judgment for a jurgment for a jurgment of a judgment for a jurgment of a judgment for a jurgment for

MILFORD, MASS.

MILFORD & UNBRIDGE STREET RY.—Trolley.

ORGANIZATION.—Incorporated in Massachusetts in 1991. On July 19 1992 consolidated by purchase of entire capital stock with the Milford Holliston & Framingham 8t. Ry. Operates the Grafton & Upton RR., from Hopedale to North Grafton, 14 miles, and the Medway & Dedham St. Ry. 21 miles.

STOCK AND HONDS— Date. Interest. Outstanding. Maturity. Stock com \$440,000 See carns.

STOCK AND HONDS— Date. Interest. Outstanding. Maturity. Stock com \$440,000 See carns.

M. Holl. & Fram. 1st mtege. 1898 5 g.y.J 165,000 Jan 1918

\$185,000 (81,000) g.e.\*ntf lbt. at Amer. Trust Co., Boston, Trustee EARNINGS.—For fiscal year ending June 30 1914, gross, \$227,839; net., after taxes, \$56,185; other charges, \$27,210; divs., \$28,000 (5%) on com. and 6% on pref.); surplus, \$978.

ROAD.—Cwn8 36 miles of track, from So. Framingham to Uxbridge and from Milford to Medway and Hopkinton. Also operates the Grafton & Upton RR., from Hopedale to North Grafton, 14 miles, and the Medway & Detham St. Ry., 21 miles. Also controls Lake Nipmur Park, 47 passenger cars, 8 snow plows and 4 miscell; 134 electric motors.

OFFICERS.—Pres., John'T. Manson, New Haven, Conn.; V.-P., Joel A. Sperry, New Haven; See., Wendell Williams; Treas., J. E. Walter, Milford; Supt., W. L. Adams, Milford, Mass.—V. 74, p. 1308; V. 76, p. 102; V. 88, p. 375; V. 90, p. 914; V. 91, p. 463, 1160.

MILLVILLE, N. J.

MILLVILLE TRACTION.—A trolley road,
STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$175,000.

1st mortgage \$400,000 gold \$1894 5 g F-A 208,000 Aug 1 1914.

(\$1,000 each) - c\* Int. at Land Title & Trust Co., Phila., Trust.

"Other debts" Dec 31 1914 156.815

Bonds.—Not subject to call.
I FARNINGS.—For year 1914, gross, \$51,493; def. from oper., \$3,295.

In 1913, gross, \$52,733; def. from oper., \$19,401.

ROAD.—Operates 12.55 miles of track in Millville, Vineland and Township of Landis, of which \$5.67 miles put in operation in 1901.

OFFICERS.—Pres., George Wood; V.-Pres., R. D. Wood; Sec., G. II. Thomas; Treas., Daniel C. Lewis.

MILTON, PA.

LEWISBURG MILTON & WATSONTOWN PASS, RY.—Trolley,
ORGANIZATION.—Chartered Sept. 3 1897. In 1910 Whittaker &
Diehl of Harrisburg purchased control from the Railways Company General,
Under contract with Penn. RR., the Lewisb, Mil. & Watsont. Pass, Ry,
agreed to install storage-battery cars on some 11 miles of track between
Montandon and Miffinburg, and to operate a line in confunction with
steam use of that section of road, connecting with present trolley line at
East Lewisburg.

East Lewisburg.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$150,000

First mortgage \$300,000 gold 1910

S500.

.c\* Int. at Land Title & Tr. Co., Phila., Trustee. Bonds.—Remaining bonds can only be issued for improvements and extensions at \$0% of cost. Sub. to call as a whole on any int. date after Feb. 1920 at par.

EARNINGS.—For 12 mos. end. June 30 1914, gross, \$52,064; net \$14.298.

HARNINGS—FOR 12 lines. State of the Market o

# MILWAUKEE, WIS.

MILWAUKEE, WIS.

THE WISCONSIN EDISON CO.. INC.

ORGANIZATION.—Incorp. in N. Y. on Nov. 7. 1912 to take over the North American Co.'s holdings in Milwaukee and other Wisconsin public at littles. Owns or controls, through stock ownership, the following cos. Milwaukee Light. Heat. & Trac. Co. North Milwaukee Light & Power Co. Milwaukee Elec. Ry. & Light Co. Milwaukee Light & Power Co. Wisconsin Gas & Electric Co. Milwaukee Elec. Ry. & Light Co. Wisconsin Gas & Electric Co. Waterown Gas & Capital Stock Gas & Gas &

| St M. bonds may be called at 110 on any int. date. They are guar., prin. and int., by endorsement, by The Milwankee Bice., Ry. & Light Co. for could be issued immediately, and in June 1989 Wisconsin State RR. Comm. authorised co. to issue this amount. This would raise outstanding amount to \$7.500.000; up to Jan. 1918 \$11.830.000 of \$2.500.000 had been issued; int. day at 110 and int. V. 81, p. 1183. First \$13.000.000 acc to beac 5% int. and remaining \$17.000.000 net over 5%. Disidends—10.5 per annum paid from 1901 be 1907; in 1907, 2%; in 1907. The commanding \$17.000.000 net over 5%. Disidends—10.5 per annum paid from 1901 be 1907; in 1907, 2%; in 1907. The commanding \$17.000.000 net over 5%. Disidends—10.5 per annum paid from 1901 be 1907; in 1907, 2%; in 1907. The commanding \$17.000.000 net over 5%. Disidends—10.5 per annum paid from 1901 be 1907; in 1907, 2%; in 1907. The commanding street in 1909. The commandin

V. 100, p. 807): 1914. 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. | 1914. | 1913. |

Taxes ... 436.701 390.668 Interest ... 823.374 733.323

Net ... \$1,773.071 \$1.810.482 Surplus ... \$1.015.503 \$1.122.337

Passengers carried in 1914, 97.874.919, against 190.073.659 in 1913.

Dividends — Regular quarterly dividends of 14% have been paid on the cref, since Feb. 1900. On the com, stock in 1903, 4%; in 1904, 5%; in 1905, 5%; in 1906 to 1912, incl., 6% per ann. No later information.

OFFICERS—Same as for Milw. Lt., 11k. & Trac. Co., except that Chus. F. Prister is not Vice-President.

INDEX —V. 93, p. 164, 1193, 1337, 1600, 1787; V. 94, p. 827, 912; V. 95, p. 481, 544, 818, 1274; V. 96, p. 203, 487, 790, 1629; V. 97, p. 299, 521, 1733; V. 98, p. 74, 518; V. 99, p. 67; V. 100, p. 474, 897.

(b) Wisconsin Gas & Electric Co.

ORGANIZATION. —Succeeded in 1912 the Racine Gas Light Co. (incorp. in Feb. 1867) and acquired the Konosha Gas & Electric Go, and Kenosha Electric Ry. Does entire gas business in Racine and Kenosha and the entire electric-lighting, power and street-railway business in the latter city. Elec. light and power business in Kenosha is done under indeterminate permit. Franchise for street railway extends until 1952. The company has the right to conduct its gas business either under an indeterminate permit. Franchise for street railway extends until 1952. The company has the right to conduct its gas business either under an indeterminate permit or under the special (perpetual and exclusive) franchises originally granted.

STOCK AND BONDS— Dale. Interest. Outstanding. Majurity.

# F. J. Boehm.—V. 95, p. 986, 1124, 1275; V. 96, p. 424. WISCONSIN TRACTION, LIGHT, HEAT & POWER CO. ORGANIZATION.—This company was incorporated at Milwaukee in Aug. 1900 with a nominal capital of \$10,000 (since increased to \$1,000,000), for the nurpose of uniting certain properties in the Fox River Valley, Secured control of the Fox River Valley Electric Ry, and the Appleton Electric Light & Power Co., and has consolidated them. In Sept. 1904 purchased entire capital stock of the Fox River Valley Gas & Electric Light Co. and guarantees its bonds, principal and interest. See V. 79, p. 787, 127. Proposed Hydro-Electric Plant.—For statement of Pres. Beggs with regard to new hydro-electric plant on Wolf River, see V. 91; p. 1770. In Mar. 1914 the Wisconsin Supreme Court sustained the State RR. Comm. in holding, in company's suit against the city of Memaka, that the city cannot do a commercial lighting business in connection with 11s own

milities sidings and furniouis; total; 21,15 miles. Owns electric-manus, plants in Appleton, Neansh and Manash and supplies gas to Necessah. More and Appleton, You and John a

Transfer pass, carried	184,352,963	175,895,811	162,407,993	154.380,730	
	66,742,000	63,914,277	57,584,451	51.844.378	
	\$9,227,602	88,818,178	\$8,147,199	\$7,749.158	
	72,043	52,158	61,768	62,035	
Total receipts Operating expenses Net earnings Interest and taxes Divs. on pref. stk. (7%) Divs. on com. stk. (6%)	\$9,299,645	\$8,870,336	\$8,208,967	\$7,811,193	
	\$4,838,110	\$4,500,641	\$4,198,001	\$3,906,716	
	\$4,461,535	\$4,369,605	\$4,010,966	\$3,904,477	
	\$1,579,822	\$1,561,440	\$1,529,230	\$1,486,129	
	210,000	210,000	210,000	210,000	
	1,250,514	1,206,000	1,206,000	1,206,000	
Tree I	THE RESERVE TO SHAPE	THE RESIDENCE OF THE PARTY OF T	THE RESERVE THE PARTY OF THE PA	-	

Total \$3.040,336 \$2,977,440 \$2,945,230 \$2,902,129 Balance, surplus \$31,421,199 \$1,392,255 \$1,065,736 \$1,002,348 \$1 1914 \$994,072 was appropriated from this amount for renewal fund, against \$1,060,000 in 1913, \$755,000 in 1912 and \$750,000 in 1911.

OFFICERS.—Pres., Calvin G. Goodrich: 1st V.-P., Horace Lowry: 2d V.-P., John R. Mitchell; 3d V.-P. & Sec., A. M. Robertson: Aud., D. J. Strouse: Treas., E. A. Crosby.—V. 92, p. 190, 324, 753, 1637; V. 94, p. 345, 352, V. 96, p. 381, 859; V. 97, p. 1735; V. 98, p. 388, 604, 1768, 1847; V. 99, p. 50, 1301, 1453; V. 100, p. 399, 728, 1439.

MINNEAPOLIS ST. PAUL ROCH. & DUBUQUE E! EC. TRAC. CO. Commonly known as "Dan Patch Elec. Line." Operates a unit power

—Commonly known as "Dan Patch Elec. Line." Operates a unit power car system.

ORGANIZATION.—Incorp. on June 10 1907 in Maine to construct a line 300 miles long connecting Minneapolis and St. Paul, Minn., and Dudune, in . 125 miles of road between Minneapolis and Mankato, Minn., in operation (3 miles of which is on private right-of-way in Minneapolis) bringing passenger and freight cars into the heart of the business district of Minneapolis. In June 1914 leased from the Chicago Great Western RR. for 50 years the portion of its line extending from Randolph to Mankato, Minn. 67 miles. V. 99, p. 197. Auth. com. stock, 515,000,000; issued, \$4,951, 500; auth. pref. (6% non-cum., red., after 1913), \$10,000,000; issued, \$3,332,400. There is no bonded debt. Pres. & Treas., M. W. Savage: Sec., M. H. Boutelle.—V. 92, p. 1109; V. 93, p. 731; V. 99, p. 197.

MOBILE, ALA.

MOBILE LIGHT & RAILROAD.—Trolley.

ORGANIZATION.—A consolidation on Sept. 1 1901 of the Mobile Light & Railroad and the Mobile Street RR.; the franchises of both companies were extended on Sept. 12 1901 to March 12 1955. See V. 73, p. 616.

In July 1906 the Mobile Elec. Co. purchased the electric-light plant of the company and under contract of purchase pays to the Mobile Lt. & RR. seventy semi-annual payments of \$11,464.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,250,000 (par \$100).

First mige gold (\$1,000). ntf. 1897 5 g.J-D. 379,000 July 1 1937.

Mobile Street RR first mige gold \$300,000......c\*ntf Farmers' Loan & Trust Co., N. Y., Trustee. Stock \$2,250,000 c.....c\*ntf Farmers' Loan & Trust Co., N. Y., Trustee. Interest at National City Bank, New York. 1901. 5 g.M-S. 1.445,000 Sept. 1 1941. Sco. 1901. 5 g.M-S. 1.445,000 Sept. 1 1941. Sco. 1901. 5 g.M-S. 1.445,000 Sept. 1 1941. Sco. 1907. Company, \$75,000 have been retried. EARNINGS.—For cal. year 1914, gross, \$581,353; net after taxes, \$216.-947; charges, \$103,495; surplus, \$113,452.

Dieldends.—Initial dividend—15%—Aug. 1 1909; in 1910, July, 14%; in 1911, Jan., 14% June, 14% Sept., 24%; in 1912, June, 14% In 1913, Sept., 2% In 1914, May, 17%; June, 19; Nov., 2%. ROAD, &c.—Owns 61 miles of track in Mobile and extensions to Magane Polita, Spring Hill, Whistier and Monroe Park. Company also owns "Monroe Park" and water power and 320 acres of land. OFFICIERS—Pres., J. H. Wilson; V.-P., J. W. Whiting, Sec. & Aud., M. W. Glover; Treas., C. White Spunner; Gen. Mgr., P. P. Crafts.—V. 86.

MONMOUTH, ILL.

ROCK ISLAND SOUTHERN RAILWAY.—An electric and steam road.
ORGANIZATION.—Incorporated in Illinois under the steam railroad law on April 25 1905. Has private right of way between cities and through Monmouth. V. 89, p. 1668. Leases Rock Island Southern RR. (see below).

New Securities. Marger. (&c.—In Nov. 1913 the shareholders voted on: (1) Increasing capital stock to \$3,550,000 to be 5% cum. pref. and \$2,500,000 com. (2) Purchasing Aledo Terminal Ry. and Alexiv Ry. already operated. (3) If such purchase is authorized, the sale of \$2,500,000 bonds. The building of a line into the city of Rock Island from the present terminus of the line upon the outskirts of the city was stated to be one of the principal improvements proposed. V. 97, p. 951. No information is available as to whether this plan was consummated or whether it is simply held in abeyance.

principal improvements proposed. V. 97, p. 951. No information is a valuable as to whether this plan was consummated or whether it is simply held in abeyance.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,500,000.

First mortgage \$2,500,0001 1908 5 g J-J. \$2,500,000 Jan 1 1947 g (\$100, \$500 & \$1,000). tf Int. at Central Trust Co., Chicago, Trustee. New bonds.

Ronds—Additional bonds may be issued for betterments and improvements. Bonds are subject to call after Sept. 10 1913 at 105 and interest. See V. 84, p. 104; V. 89, p. 1660; V. 95, p. 545.

ROAD.—Runs north from Monmouth to a connection with the Chic. Rock Island & Pac. Ry. at Monmouth Junction, 31 miles, and thence operating into city of Rock Island, a distance of 22 miles, by lease over the Chic. R. 1. & Pac. Ry., which has been electrified. Also 7 miles from Gilchrist Junc, to Aledo and 6 miles from Alexis Jot. to Alexis. Total miles of single track operated, 72.29. Has connections for Davenport, Ia., Moline and Galesburg, Ill. 10 pass., 243 freight, 2 express and freight and 7 work cars; 7 steam locomotives. 75-85-ib, rails.

EARNINGS.—Combined earnings for cal. year 1913, gross, \$430,788; net, \$192,842.—Pres., E. C. Walsh; V.-P., M. A. Walsh; V.-P., G. H.

EARNOVANDE CONTROL OF THE CONTROL OF T

MONTOURSVILLE, PA.

MONTOURSVILLE PASSENGER RAILWAY.—A trolley road.
ORGANIZATION.—Chartered in Pennsylvania June 28 1897. Commenced operations Dec. 16 1897. Owns all the stock of the Montoursville Electric Light Co. Stock auth. and issued, \$75.000. Funded debt auth. and issued, \$15.000. Funded debt auth. and issued, \$112.000 5% 30 year gold bonds (17) dated May 1 1998, int. M. & N. Operates 514 m. of track from Williamsport to Montoursville, Pa. EARNINGS.—12 mos. ending April 30 1915 (incl. Mont. Elec. Lt. Co.). gross, \$29,587; expenses, taxes, interest, &c., \$31,181; deficit, \$1,574.

OFFICERS.—Pres., C. L. Peaslee, Williamsport; V.-P., F. C. Leonard, Coudersport; Sec. & Treas., W. P. Beeber, Williamsport; Gen. Mgc.-Frank Renninger, Montoursville.—V. 88, p. 375; V. 91, p. 1026; V. 94 p. 207, 1764; V. 95, p. 47.

MORRISTOWN, N. J.

MORRIS COUNTY TRACTION.—An electric road.

ORGANIZATION.—Incorporated in New Jersey in 1899. Charter gives company right of eminent domain. Built mostly on private right of way. Franchises through towns are perpetual or for 35 years.

On Feb. 21 1913 the N. J. Pub. Utility Comm. approved the plan to Issue \$300,000 cap. stock to retire the \$3.000,000 existing stock come new share for ten old, and \$4.179,000 bonds of an auth. \$5,000,000, to be secured by a mag. to the 8afe Dep. & Tr. Co. of Pittsburgh, as trustee; \$3,000,000 for refunding existing bonds and \$1,179,000 for other indebtedness. V. 95, p. 1746, 680; V. 96, p. 653.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock common (see text).

Stock commo

MOUNT HOLLY, N. J.

BURLINGTON COUNTY TRANSIT CO.—Trolley.
ORGANIZATION.—Incorporated in New Jersey on July 1 1910, as successor to the Burlington County Ry. Co. V. 90, p. 1612. Stock auth. and issued, \$120,000 (\$50). No bonds.

EARNINGS.—For year end. June 30 1914, gross, \$70,745; loss from oper. \$1,991; divs. (5%). \$5,738; der., \$7,729.

ROAD.—About 15 miles of track from Burlington through Mt. Holly and Halnesport to Moorestown. 60-lb. Trail. Gauge, 5 ft.
OFFIGERS.—Pres., I. Snowden Haines; V.-P., Albert Haines; Sec. & Treas., Armitt H. Coate; Mgr., Louis Richards.

MUSKEGON, MICH.

MUSKEGON TRACTION & LIGHTING CO.

Jan. 1906 almost the entire stock was acquired by the American Light

Traction Co. V. 82, p. 49.

ORGANIZATION—Incorporated in Michigan on March 1 1901, and is
a consolidation of the street railway, electric-light and gas companies of the
city. Franchises expire: gas, 1925; electric, 1930; railway, indeterminate.

Does not now do city lighting. V. 93, p. 1387.

STOCK AND BONDS—Date. Interest. Outstanding, Maturity.
Stock \$600,000 (\$100)

Preferred \$100,000 6% cum.

101 6 93,000 See text

First mortgage \$600,000 gold 1901 5 g M-S 600,000

First mortgage \$600,000 gold 1901 5 g M-S 600,000 Mar 1 1931

(\$1,000)— tf Interest at Wyoming Valley Trust Co.,
Callable at 105— Wilkes-Barre, Pa., Trustee.

Dividends.—On preferred stock 6% yearly from 1902 to date.

ROAD.—Owns 15 miles of road and serves as a terminal for the Grand
Rapids Grand Haven & Muskegon Ry., which operates 40 miles of track
between points indicated in the title.

OFFICERS.—Pres., John Vanderwerp; V.-P., J. T. Young: Sec. &
Treas., H. P. Lewis, Muskegon: Asst. Sec. & Asst. Treas., C. N. Jeliffe;
Aud., H. P. Lewis; Gen. Supt., Walter Eyke.—V. 92, p. 595; V. 91, p. 1387;

V. 96, p. 1840.

NASHVILLE, TENN.
TENNESSEE RAILWAY LIGHT & POWER CO.
OEGANIZATION.—Incorp, in Maine on April 23 1912. V. 94, p. 1120.
Is a holding company and owns all the stock of Tennessee Power Co., a
large majority of the Nashville Ry. & Lt. Co. com. and Chatt. Ry. & Light
Co. com. and pref., and all the stock of the Harpeth Elec. Light & Power

large majority of the Nashville Ry, & Lt. Co. com. and Chart. Ly, & Light & Power Co. com. and pref., and all the stock of the Harpeth Elec. Light & Power Co.

Bankers offered Temessee Power Co. bonds and Tennessee Ry. Light & Power com. and pref. stocks in April 1912 on basis of \$1,450 for each block of \$1,000 bond and \$500 pref. and \$1,000 com. stock. V. 94, p. 1120.

STOCK AUTHORIZED— Outstanding. Last Div.

Common \$20,000,000 (\$100) \$20,000,000

Pref \$50,000,000 (\$100) 6% cum (see (ext) 10,250,000 See text)

One-year coil note 6% 2,500,000 June 22 1015 (This note is held by the Guaranty Trust Co. of N. Y. and is secured by \$2,000,000 Tenn. Pow. Co. 1st 5s and \$2,000,000 common stock of the Nashville Ry. & Light Co.)

STOCK.—Pref. stock is entitled to cum. divs. from June 1 1912. V. 94, p. 1120.

STOCK.—Pref. stock is entitled to cum. divs. from June 1 1912. V. 94, p. 1120.

Dividends.—Initial div. on pref., paid Sept. 1912, 145%; same amount, quarterly since to and incl. June 1914. None since.

EARNINGS.—Combined earnings of constituent companies for calendar year 1914 were: Gross, \$3.762, 387; net, after taxes, \$1.491,398; interest, &c. \$1.094,420; surplus, \$396,978.

PROPLETTY, &C.—The constituent cos. own and operate electric-light, power and traction properties in Nashville, Chattanooga, Cleveland, and several smaller cities. A number of other cities, including Knoxville, Tenn., and Dalton and Rome, Ga., are under contract for electric service.

OFFICERS.—Pres., C. M. Clark; V.-Ps., ft. M. Byllesby, Geo. B. Hardy and F. C. Wolcott; Sec. & Treas., G. L. Estabrook; Asst. Sec. & Asst. Treas., William Lilley. Under management of E. W. Clark Management Corp.—V. 94, p. 1120; 1187, 1696; V. 95, p. 481, 549; V. 97, p. 1287; V. 98, p. 913; V. 99, p. 539; V. 100, p. 1593, 1667.

(1) Nashville Railway & Light Co.—Street railway and lighting system. \$335,300 of the pref. and practically all of the common stock owned by Tenn. Ry, Lt. & Pow. Co.

(1) Nashville Railway & Light Co.—Street railway and lighting system. \$325,500 of the pref. and practically all of the common stock owned by Tenn. By. Lt. & Pow. Co.

ORGANIZATION.—Incorporated in Tennessee on June 26 1903. Is a reorganization of the Nashville Railway Co., sold under foreclosiver of the latter's first consol. mige. The Nashville Ry. was a consolidation in 1900 of the Nashville Street Railway, the Nashville & Suburban and the Clitizons' Rapid Transit, the Cumberland Electric-Light & Power and the Union Light & Power Co. Owns and operates all the street railways and does entire commercial electric-lighting and power business in Nashville. Franchizes perpetual.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Common \$1,000.000.

Common \$1,000.000.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Common \$1,000.000.

Pref 5% cum \$2,500.000.

Pref 5% cum \$2,500.000.

Ref Wt Vitorse RR IskMi 1888 6-J 2,500.000 Mar 15, 14 MeG & Mt V Horse RR IskMi 1888 6-J 2,500.000 Mar 15, 14 MeG & Mt V Horse RR IskMi 1888 6-J 2,500.000 Mar 15, 14 MeG & Mt V Horse RR IskMi 1888 6-J 2,500.000 Mar 15, 14 MeG & Mt V Horse RR IskMi 1888 6-J 2,000.000 Mar 15, 14 MeG & Mt V Horse Robert Interest. On the Ref 1888 1-J 17 Med 1889 1-J 1

Tress., Wm. Blocham.—V. S9, p. 285, 840; V. 95, p. 543, 1122.

(a) Lookout Mountain Railway Co.

ORGANIZATION.—Owns electric line on top of Lookout Mountain and, through stock ownership, controls the Lookout Incline Co. (whose stock and bonds are deposited under the company's mortgage). Stock all owned by the Chattanooga Railway & Light Co. Private right-of-way except short piece of track on which franchise expires in 1926.

STOCK AND BONDS— Date. Interest. Outstanding. Mainrity. Stock (\$500,000).

1st mtgc \$2,000,000 (\$1,000) 1013 6 g M.N. 380,000 May 1 1956 gold—2000,000 (\$1,000) 1013, Fr., Safe Dep. & Ins. Co. Phills., Pa., Bonds—Lookout Min. Ry. bonds are red. at 105 and int. on any int. date. \$1,611,000 reserved for impts., &c., at 85% of cost of same. Bonds outstanding are piedged as part security for Chattanooga Ry. & Le. 5% notes. Int. payable at offices of E. W. Clark & Co., Phila, and Hodenpy!, Hardy & Co., New York.

EARNINGS.—Included in Chattanooga Ry. & Light Co. earnings.

ROAD—Operates a cable road of 5,000 feet and has 9.8 miles of electric

ROAD.—Operates a cable road of 5,000 feet and has 9.8 miles of electric road around and on top of mountain. 12 passenger cars.

OFFICERS.—Pres., C. M. Clark; V.-P., M. 8, Hopkins; Sec. & Treas., G. L. Estabrook; Gen. Mgr., F. W. Hoover.—V. 83, p. 323; V. 87, p. 226.

(3) Tennessee Power Co.

(3) Tennessee Power Co.

Stock all owned by Tennessee Ry., Light & Power Co.
ORGANIZATION.—Incorp. in Tennessee on April 24 1912 as a consolidation of the Eastern Tennessee Power Co. and Great Falls Power Co.; has also acquired the property formerly belonging to Sweetwater Elec. Ltc. Co., Cleveland (Tenn.) Elec. Co., Sparta Elec. Light & Power Co., Sparta Elec. Ltd., Sparta Elec., Ltd., Sparta Elec. Ltd., Sparta Elec., Ltd., Sparta Elec. Ltd., Sparta Elec., Ltd., Sparta El

PROPERTY, &C.—Owns water-power sites on the Ocoee River near Parksville, Tenn., with an ultimate capacity of 80,000 h. p. Option has been secured on sites for the development of 30,000 h. p. additional, and at Great Falls, Tenn., owns a site capable of developing 80,000 h. p. Of the development in operation, No. I was put in operation Jan. 1912 and No. 2 in complete operation April 1 1914. Total capacity, 34,800 k.w. Also owns 506.77 miles high-tension transmission lines extending from the power plants to Nashville. Knoxville, Chattanooga, the Georgia State Line, where connection is made with the Georgia Power Co., serving Rome, Ga. Supplies all current used by the Nashville Ry. & Light Co., Knoxville Ry. & Lt. Co., Chattanooga, Ry. & Lt. Co., Oleveland Elec. Co. and, through the Georgia Power Co., to the electric light and power and street raiway system in Dalton and Rome, Ga. Power is also purchased from the Chattanooga and Tennessen Power Co. See V. 98, p. 1698, 1618.

NASHVILLE-GALLATIN INTERURBAN RY.
ORGANIZATION.—Incorp. in Tennessee. Capital stock auth. and outstanding, \$750,000. Authorized and outstanding, \$600,000 30-year 5% gold bonds (c\*) dated July 1 1911 and due July 1 1941. Callable on or after July 1 1916 at 105 and int. Int. J. & J. in Nashville. Nashville Trust Co., trustee.

NIGHT Trust Co., trustee.

ROAD.—Operates approx. 28 miles between Nashville and Gallatin. Road was placed in operation for passenger service on April 5 1913. Total length of track, 30 miles. 70-1b. A. S. C. E. rails. Standard gauge. Enters Nashville over tracks of Nashville Ry. & Light Co. An extension to Springfield, Tenn., about 15 miles, is contemplated.

OFFICERS,—Pres., F. W. Hoover; V.-P. & Gen. Mgr., B. C. Edgar; Sec. & Treas., H. C. Walters,—V. 95, p. 111; V. 96, p. 1157; V. 99, p. 1215.

NASHVILLE TRACTION CO.

This company late in 1914 increased its authorized capital from \$500,000 to \$1,000,000 and is constructing a troiley line in Nashville from the northern boundary of the city near 8t. Ceclia Academy to the boundary on Lafayette 8t. It is stated that about half the construction has been completed. Other work also contemplated. The road is being built by the Nashville & Detroit Construction Co., with which Nashville, Tenn., and Detroit, Mich., parties are identified. In April 1915 it was reported that the Detroit interests had sold their control. V. 100, p. 1349; V. 100, p. 1349.

OFFICERS.—Pres., Walter O. Palmer, Sec., Capt. T. M. Steger, both of Nashville.—V. 99, p. 1365; V. 100, p. 1349.

## NATCHEZ, MISS.

SOUTHERN RAILWAY & LIGHT CO.—Street, railway, gas and electric.

SOUTHERN RAILWAY & LIGHT CO.—Street, railway, as a line electric.

ORGANIZATION.—Incorporated in 1908 and took over Southern Light & Traction Co. (V. 85, p. 1144), which was a consolidation of the Natchez Electric Street Ry, & Power Co., the Natchez Light, Power & Transit Co. and the Natchez Gas Light Co. Gas franchise perpetual; street railway and electric lighting franchises expire in 1949. Does the entire street railway, gas, electric-lighting and power business of Natchez. Has contract with city for street lighting which expires in 1919.

8TOCK AND BONDS— Date. Interest. Outstanding, Maturity. Stock 345,670 (\$100)

Stock 345,670 (\$100)

Cetains, Trustee, or at First Nat. Bk., N. Y. Bonds.—\$160,000 are reserved for betterments and extensions. Are subject to call at 105 and int. \$5,000 have been retired. See V. 76, p. 1086. ROAD.—Operates 6 miles of track; 12 cars.

OFFICERS.—Pres., Frank J. Duffy, Natchez; V.—P., E. H. Ratcliff, Natchez; Sec. & Treas., J. W. Billingsloy, New Orleans.—V. 86, p. 1691.

NEWARK, N. J.

PUBLIC SERVICE CORPORATION OF NEW JERSEY.—Street railway, gas and electric.—(See map on pages 80 and 81.)

ORGANIZATION.—Incorporated in New Jersey on May 6 1903 and controls, through ownership of stock, Public Service Ry, Co., Public Service Gas Co., Public Service Elec. Co., Orange & Passale Valley Ry, Co. and United Elec. Co. of N. J. The stockholders of the two cos. Last named and also the stockholders of certain of the cos. ont of which Public Service Ry. Co. was subsequently formed (namely North Jersey Street Ry. Co., Jersey City Hobolcon & Paterson St. Ry. Co. and Elizabeth Plainfield & Central New Jersey Ry. Co.) were given certificates described below in exch. for their stock. See plan in v. 76. p. 855 and also p. 1249. The Fidelity Trust Co. of Newark financed the transaction.

Controls practically the entire street railway business of Northern New Jersey and the gas and lighting interests of the greater part of New Jersey. Also owns entire capital stock of Middlesex Electric Light & Power Co., Morristown Gas Light Co. (V. 21, p. 95). Nichols Elec. Light & Power Co., Morristown Gas Light Co. (V. 21, p. 95). Nichols Elec. Light & Power Co. of Nutley, N. J., Burlington Elec. Light & Power Co., Public Service RR, and Weehawken Contracting Co.; a majority of stock of Princeton Light, Heat & Power Co. and Shore Lighting Co. and practically all of the common stock of New Jersey. & Hudson River Ry. & Perry Co.

Merger of Subsidiaries.—In 1907 North Jersey Street Ry. Co., Jersey City Hoboken & Paterson Street Ry. Co. and United Street Ry. Co. of Central Jersey were consolidated under the name of Public Service Ry. Co., Sho have been transferred the leases of various railways formerly held by Public Service Gas Co., which see below. V. 55, p. 406 and 470. To Public Service Ry. Co. also have been transferred the leases of various railways formerly held by Public Service Gas Co., which see below; also V, 89, p. 594.721, 347.

In fully 1910 all leasehold interest in electric light and power propert

\*Of which \$864.485 owned by the Corporation.

\*Of which \$864.485 owned by the Corporation.

\*Slock.—Stock listed on N. Y. Stock Exchange, \$25,000,000.

\*Bonds.—The trust certifs, bore 2% int. (dating from June 1 1903) the first two years, 2½% the third year, and increased by ½% each following year until 6% was reached in the tenth year, which is the rate now paid. See V. SO. p. 184. The following shows the terms upon which the stocks of the constituent companies were exchanged for the trust certificates. The stocks acquired are pledged as security for the trust certificates.

Total Stock. North Jersey Street Ry. \$15,000,0 Jersey City Hoboken & Pat-	Total Deposited, 00 \$11,994,400	catex.	Total Ctfs. If All Stock Exchanged. \$6,000,000
erson Street Ry 20,000,0	00 19.984.600	35%	7,000,000
tral Jersey Ry. Co	00 923,500	30%	900,000 300,000 6,000,000

Total gross earnings \$36,275,615 \$34,970,446 \$32,654,470 Operating expenses and taxes \$19,892,708 \$18,844,608 \$17,779,434 Amortization charges 1,303,609 1,007,591 722,078 Total expenses \$21.196.317 \$19.852.199 \$18.501.512
Net earnings \$15.079.298 \$15.118.247 \$14.152.958
Pub. Serv. Corp. of N. J. income from secure pledged & from misc. sources 2,484.645 2,308.874 1,939,339
Total income \$17.563.943 \$17.427.121 \$16.092.297 

Total deductions \$17.480,854 \$17.241,180 \$15.539,073
Balance, surplus \$83.089 \$185,941 \$553,224
OFFICERS.—Pres., Thos. N. McCarter; 1st V.-P., George J. Roberts;
2d V.-P., John J. Burleigh; 3d V.-P., Randal Morgan; 4th V.-P., Anthony
R. Kuser; Sec., Ed. W. Hine; Treas., Percy 8, Young,—V. 93, p. 111, 1208;
V. 96, p. 136, 941, 951; V. 97, p. 238, 366, 522, 1879; V. 98, p. 1072, 1151,
1317, 1846; V. 99, p. 1529, 1748, 1833, 1911; V. 100, p. 309, 902, 974, 1000,
1259, 1511, 1593.

(1) Public Service RR.

ORGANIZATION.—A consolidation (under agreement dated June 30 1913) of the Elizabeth New Brunswick & Trenton RR, and the Trenton Terminal RR. Capital stock, \$105.000, all owned by Public Service Corp. of New Jersey except directors' shares. Regular trolley service between Newark and Trenton July 1 1913, and service between Newark and Preth Amboy inaugurated about July 1 1914. V. 97, p. 522.

PUBLIC SERVICE ELECTRIC CO.

Controlled by Public Service Corporation by ownership of entire capital stock.

Controlled by Public Service Corporation by ownership of entire capital stock.

ORGANIZATION.—Incorporated in New Jersey on June 13 1910.

Leases.—In July 1910 Public Service Corp. assigned to Public Service Electric Co. the leases of United Elec. Co. of N. J., Middlesx Elec. Light & Power Co., Weehawken Contracting Co., Nichols Elec. Lt. & Power Co. of Nutley N. J., and Clitizens Elec. Light, Heat & Power Co. and the electric properties of South Jersey Gas, Elec. & Trac. Co., The Paterson & Passaic Gas & Elec. Co., Somerset Union & Middlesx Lighting Co. and The Gas & Electric Co. of Bergen County. Also leases Burlington El. Lt. & Pow. Co. Cinaminson Elec. Lt., Pow. & Heating Co. and Bordentown Elec. Co., and electric properties of Princeton Light, Heat & Power Co. and Shore Lighting Co. In addition leases and operates the power stations owned by Public Service Railway Co.

Stock authorized, \$30,000.000; outstanding, \$19,000.000, all owned except directors' shares) by Public Service Corp. No bonds. Real estate misress., \$438,000. In Oct. 1914 obtained permission from N. J. Public Utilities Comm. to Issue \$3,000,000 stock for extensions, &c., which stock is included in amount reported outstanding.

Dividends.—Initial dividend, 1%, paid Dec. 31 1910. In 1911, 1912, 1913 and 1914, 8%. Practically entire stock owned by Public Service Corp. and dividends no longer reported.

PROPERTY, &C.—On Dec. 31 1914 had 26 generating stations and 59 sub-stations, with a total capacity of 253,033 k. w.; 636 miles of transmission line and 125 miles of conduit. Meters, 110,205. Number of street are lamps, 13,334, and street incandescent lamps, 24,067.

OFFICERS.—Press. Thos. N. McCarter; V.-Ps., George J. Roberts and John J. Burleigh; V.-P. & Treas... Percy S. H. Young; V.-P. & Gen. Mgr., Dudloy Farrand; Sec., E. Wilhe.

ORGANIZATION.—Organized March 4 1899.
Leased—Leased July 1 1907 for 909 years to Public Service Corporation. In July 1910 lease assigned to Public Service Electric Co. Under the lease that \$400,000 surplus cash associated for Company were divided and the lease that \$400,000 surplus cash associated for Company were divided and the lease that \$400,000 surplus cash associated for Company were divided and \$400,000 surplus cash associated for Company were divided and the lease that \$400,000 surplus cash associated for Company were divided and \$400,000 surplus cash associated for Company were divided and \$400,000 surplus cash associated for Company were divided and \$400,000 surplus cash associated for Company were divided for \$400,000 for its first mortgage bonds.

8TOCK AND BONDS—Date. Interest. Outstanding. Maturity. Stock \$20,000,000 social 1899 4g 3-D 18,617,500 June 11949 (\$500 and \$1,000).—et filmt. at N.J. Title Gu. & Tr. Co., J. C. Trus. On Life Heat & Pow \$1,000 (1898 g 3-D 18,617,500 June 11949 (\$500 and \$1,000).—et filmt. at N.J. Title Gu. & Tr. Co., J. C. Trus. Bonds.—In addition to the above there are \$115,000 Con. Lt., Ht. & Pow. Bonds in hands of trustee. Int. on 1st mage. Is guaranteed by Pub. Serv. Corp., which also agrees to provide for payment of prin. by extension, refunding or otherwise. V. 90, p. 114, 1105; V. 93, p. 444; V. 94, p. 987.

Middlesex Electric Light & Power Co. on May 1 1908 for 990 years to Public Service Corp. for an annual round of 5% on stock and int. on bonds.—Lease assigned to Public Service Corp. No bonds are reserved to refuse the mortgage bloods.

9 Nichols Electric Light & Power Co. of Nutley, N. J. ORGANIZATION.—Incorp. in N.J. Jan. 1896. Stock \$25,000 (\$50) all owned by Public Service Corp. No bonds. Was leased May 1 1908 for 990 years to Public Service Corp. No bonds. Was leased May 1 1908 for 1909 ye

Cinniminson Elec. Light, Power & Heating Co. of Riverton, N. J.
ORGANIZATION.—Incorp. Nov. 28 1892 and leased to Public Service
Elec. Co. April 1 1914 for 46 years at a rental consisting of the amount
necessary to maintain the corporate organization of the lessor, the interest
on bonded indebtedness of lessor, and \$100 per ann., payable each Apr. 1.
All stock (\$50,000 authorized and \$20,000 outstanding) and bonds
(\$20,000) owned by Riverside Traction Co.

(\$20,000) owned by Riverside Traction Co.

Bordentown Electric Co.

ORGANIZATION.—Incorp. May 28 1912, and is leased to Public Serv. Elec. Co. April 1 1914 for 46 years for \$100 per annum and amount necessary to maintain corporate organization of the lessor. All the \$50,000 auch. and outstanding stock of this company is owned by the Riverside Traction Co. No bonds.

Paterson & Passaic Gas & Slectric Co.
South Jersey Gas. Elec. & Traction Co.
South Jersey Gas. Elec. & Traction Co.
Shore Lighting Co.
Princeton Light, Heat & Power Co.

Essex & Hudson Gas Company, ORGANIZATION.—Incorporated in Nov. 1898 in New Jersey and on Dec. I 1898 assumed the lease of Newark Consol. Gas Co. to United Gas

Improvement Co. for 999 years from Dec. 1 1898. Essex & Hudson Gas Co. was leased to Pub. Service Corp. for 900 years from June 1 1903 and lease assigned Oct. I 1999 to Public Service Gas Co. Under lease, div. rate is now 8% per annum. Stock auth. and outstanding. \$6,500,000. V. 67, p. 1902, 1160. Newark Consolidated Gas Company.

The East Newark Gas Light Co.

This company was leased to Public Service Corporation for 999 years from Sept. 1 1909 for annual rental of 6% on stock, and lease assigned Oct. I 1909 to Public Service Gas Co.

ORGANIZATION.—Incorporated in New Jersey. Stock \$60,000 (\$25): all out: no bonds. Stock is owned by Essex & Hudson Gas Co. and Newark Consolidated Gas Co. Operates in Harrison, Kearney, Arlington, North Arlington and East Newark.

Consolidated Gas Co. Operates in Harrison, Kearney, Arlington, North Arlington and East Newark.

Hidson County Gas Co.

This company was leased to Public Service Corporation for 900 years from June 1 1903. Oct. 1 1909 lease was assigned to Public Service Gas Co. Under lease, div. rate is now 8% per annum.

ORGANIZATION.—Incorporated in New Jersey in October 1899, and is a consolidation of the various gas plants in Jersey City and Hoboken.

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

Stocks \$10.500,000 (\$100).

First mortgage \$10.500,000 | 1899. 5 g.M.N. 10.500,000 Nov 1 1949 gold.

PLANT.—Controls all gas plants in Jersey City, Hoboken and Bayonne.—V.78, p. 770; V. 84, p. 1555.

ORGANIZATION—Incorporated April 24 1900. Is leased to Public Service Gas Co. for 999 years from July 1 1910 at rental of \$2,000 per aum.

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

Stocks \$100,000

First mortgage \$100,000 at 1 1900. \$100,000 June 1 1925. Second mige \$100,000 at 1 1900. \$100,000 June 1 1925. Int. at Equitable Tr. Co., N. Y., trustee.

Morristown Gas Light Co.

And the service of th

| Soc. | 2000 | Soc. | Active | Paterson Savings Institution, trustee. | Roads.—Of the new \$5,000,000 migo, of 1899, \$951,000 is reserved for underlying liens. The new bonds are not subject to call. The Paterson Safe Deposit & Trust Co. is trustee. | Somerset Union & Middlesex Lighting Co. | ORGANIZATION.—Incorporated in New Jersey on Dec. | 1903 in the interest of Public Service Corporation, as a consolidation of Somerset Lighting Co. | of Somerville, N. J. | Phinfield Gas & Electric Light Co. | of Plainfield, N. J. and Citzens Electric Co. | ON Orth Plainfield (Y. 78, p. 107). | On Dec. | 30 1903 Central Elec. | Co. | was also merged in the same. | Public Service Corp. owns \$422,400 of the stock. | \$573,138 Som. Un. & Mid. | Lig. | Co. | bonds. | \$21,000 Somerset Lig. | Co. | 18 Saving Corp. | on you years from Jan. | 1904 on the following terms, viz.: | All interest, expenses and taxes to be paid by Public Service Corporation, and, as rental, a dividend on the stock accruing as follows: | From Dec. | 1905, 1%. | Dec. | 1907, 2%; | Dec. | 1908, 24%; | Dec. | 1907, 28%; | Dec. | 1908, 24%; | Dec. | 1909, 34%; | Dec. | 1901, 34%; | Dec. | 1911 and thereafter, 4%. | So much of lease as relates to manufacture and distribution of gas has been assigned to Pub. | Serv. | Gas Co. | remainder of lease applying to electric properties has been assigned to Prublic Service Electric Co. | STOCK AND BONDS | Date. | Interest. | Outstanding, | Mainting. | Stock \$1,050,000 (190) | Reservice Electric Co. | STOCK AND BONDS | Date. | Interest. | Outstanding, | Mainting. | Stock \$1,050,000 | Sec text. | Stock \$1,050,000 (190) | Reservice Electric Co. | New York, | Trustee. | Critzens | Electric text mort- | 1895, | SM. | 40,000 | Nov | 1915 | Smortsage \$50,000 | . . . . . . | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 |

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$6,000.000 (\$100) — \$6,000.000 Sec text. 1st. mtgc \$15,000.000 gold 1 1003 5 g.M-S. 12,892.000 Meh 1 1953 (\$1,000) — \$6,000.000 Sec text. 1st. mtgc \$15,000.000 Meh 1 1953 Sg.M-S. 2,000.000 Meh 1 1953 (\$1,000 Sec text. 1 100.000 Meh 1 1949 Sg.M-S. 2,000.000 Meh 1 1949 Sg.M-S. 2,000.000 Meh 1 1949 Sg.M-S. 100.000 May 1 1021 Sg.M-S. 2,000 May 1 1021 Sg.M-S. Sg.M-S. 2,000.000 May 1 1021 Sg.M-S. Sg.M-S. 2,000.000 May 1 1021 Sg.M-S. Sg.M-S. 2,000.000 May 1 1021 Sg.M-S. Sg.M-S. Sg.M-S. 2,000.000 May 1 1021 Sg.M-S. Sg.M-S

(\$500 and \$1,000) ....c\*tf(Int. at Fidelity Trust Co., Newark, trustee.

(a) The Gas Light Co. of the City of New Brunswick.

ORGANIZATION.—Incorporated on Mar. 18 1851. Stock authorized and outstanding, \$400,000, all owned by New Brunswick Lt., Ht. & Power Co. except directors shares. Was leased to the Public Service Corp. for 900 years from Jan. 2 1905 (June 1 1906 lease assigned to South Jersey Gas, Elec. & Trac. Co.), rental being payment of Int. on bonds of New Brunswick Lt., Ht. & Pow. Co. and divs. on stock of Gas Lt. Co., of City of New Brunswick, as follows: 2% in each of the years 1905 and 1906, 2½% in 1907 and 1908, 3% in 1909 and 1910, 3½% in 1911, 4% in 1912, 4½% in 1913 and 5% in 1914 and thereafter. The company is now controlled by Public Service Gas Co. by reason of assignment of lease of gas properties of South Jersey Gas, Electric & Traction Co.

Gas & Electric Co., of Rergen County.

prior Hens. Bonds are guar. p., & I., by Pub. Serv. Corp. Red. on any Int. day at 105 and int. Sinking fund 4% of gross earnings of company begun in 1910.—V. 91, p. 399.

PUBLIC SERVICE RAILWAY CO.—(See map on pages 80 and 81.)
Controlled by Public Service Corporation through ownership of 99% of stock. No lease.

ORGANIZATION.—Organized Aug. 30 1907 as a consolidation of the North Jersey Street Ry. Co., Jersey City Hoboken & Paterson St. Ry. Co. and United Street Ry. Co. of Central Jersey. V. 85, p. 406. North Jersey Street Ry. In Jan. 1898 absorbed the Newark & South Orange. The Jersey City Hoboken & Paterson was a consolidation in November 1899 of the following: Jersey City Hoboken & Rutherford Electric Ry. Co., Paderson Horse RR. Co., Paterson Central Electric Ry. Co., Saddle River Traction Co., White Line Traction Co., formerly the New Jersey Electric Ry. Co. In 1901 it absorbed Paterson Ry. Co. and North Hudson Co. Ry. Co. In 1901 it absorbed Paterson Ry. Co. and North Hudson Co. Ry. Co. United Street Ry. Co. of Central Jersey was a consolidation in July 1907 of Elizabeth Plainfield & Central Jersey Ry. Co. (which was chartered in 1900 as a consolidation of Plainfield St. Ry. Co. and other companies) and Elizabeth & Raritan River Street Ry. Co. (which was a consolidation of April 30 1904 of Middlesex & Somerset Traction Co., Bergen Turnpike Co., Orange & Maplewood Traction Co., Bergen Turnpike Co., Orange & Passale Valley Ry. Co., Camden & Suburban Ry. Co., Camden Gloucester & Woodbury Ry. Co., Canden Suburban Ry. Co., Canden Co., South Orange & Maplewood Traction Co., Bergen Turnpike Co., Orange & Passale Valley Ry. Co., Canden & Suburban Ry. Co., Canden Gloucester & Woodbury Ry. Co., Canden & Suburban Ry. Co., Canden Gloucester & Woodbury Ry. Co., Canden & Suburban Ry. Co., Canden Gloucester & Woodbury Ry. Co., Canden & Suburban Ry. Co., Canden Gloucester & Woodbury Ry. Co., Canden & Gloucester Ry. Edge Ry. Co., Canden Gloucester Ry. Edge Ry. Edge Ry. Edge Ry. Co., Canden Gloucester Ry. Edge Ry. Edge Ry.

Total\_\_\_\_\_\$39,000,000 \$38,981,600 \$38,000,000

RAILWAYS

Date: Rate: Outstanding. Maturity
Services over the Service. The Car trust certs Service. The Car trust certificate Series. The

\*On this \$18,000 has been paid in.

(a) Jersey City & Bergen Railroad.

ROAD.—Owns from Jersey City to Bergen Point, &c., total track, 41¼ miles. Controlled by Consolidated Traction Co., all the stock being deposited as part security for the Traction Co. is mortgage.

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

First mortgage \$1,000,000 | 1873 | 4½ JJ | 258,000 Jan 1 1923 (\$1,000) c c nt | 142 JJ | 258,000 Jan 1 1923 (\$1,000) maturity. Stock | 258,000 Jan 1 1

tended as 4/2 for 20 years from that date.

(b) Newark Passenger Railway.—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, N. J. Traction Co. having been leased to Cons. Trac. Co. Jan. 2 1894 for 999 years. Charter said to be perpetual. LEASE AND RENTAL.—Rental under the lease, 3105,000 yearly.

STOCK AND BONDS.— Par. Interest. Outstanding. Maturity. Stock.—STOCK AND BONDS.—Par. Interest. Outstanding. Maturity. Stock.—Sto

(c) Rapid Transit Street Railway Co. of the City of Newark.

ORGANIZATION.—June 1 1893 leased to Newark Passenger Ry., and included with it in lease to New Jersey Traction, and so forms part of Consolidated Traction system.

New Jersey Traction companies upon the scores.

(d) Passaic & Newark Electric Traction Co.
ORGANIZATION.—Incorporated April 30 1895 and acquired all the
\$1,000.000 stock of Passaic & Newark Electric Ry. Consolidated Traction Co. owns all the stock and guarantees the bonds.

8 TOCK AND BONDS.— Date. Interest. Outstanding. Maturity.

8 tock \$1,000.000 (\$100).—

1st M \$1,000.000 guar p & if 1897 5 g J-D 550.000 June 1 1937

by Consol Trac of N J.—tf Int. at N. J. TitleGu.&Tr. Jersey City Trus.

by Cossol Trac of N J. tf | 1897 | 5 g J-D | 550,000 June 1 1937 by Cossol Trac of N J. tf | 181. at N. J. TkleGukTr. Jersey City Trus.

(2) South Orange & Maplewood Traction Co. This company was leased on Oct. 1 1903 to North Jersey St. Ry. Co. (now merged in Public Service Ry. Co.) in perpetuity, the rental being \$2,000 on the preferred stock for first year and increasing \$500 yearly until ninth year, when \$6,000 is paid, which amount is to be paid thereafter. Rental is guaranteed by Public Service Corporation of New Jersey. V. 77, p. 824.

ORGANIZATION.—Consolidation in July 1901 of South Orange & Maplewood Tr. Co. and South Orange & Maplewood St. Ry. Co. Stock auth. and out., common, \$75,000; preferred, \$150,000. No bonds.

(3) Bergen Turnpike Co.
Leased to Public Service Ry. Co. Jan. 1 1908.

ORGANIZATION.—Originally chartered on Oct. 27 1802 with \$51,990 capital (\$10 shares), and owns the turnpike from Hoboken to Hackensack, a distance of 12 milles, over which an electric road was constructed in 1902. Jersey City Hoboken & Paterson (now merged in the Public Service Ry. Co.) owned a majority of the stock and guaranteed its \$1,000,000 5% bonds, dated 1901, due July 1 1951; interest J-J (tf; prin. and int. payable New Jersey Title Guar. & Trust Co., Jersey City, Trustee.

(4) Orange & Passaic Valley Ry. Co.
Leased for 900 years from Nov. 1 1903 to Public Service Corporation for Interest on the trust certificates issued in exchange for stock. Lease was assigned to North Jersey Street Ry. Co. July 23 1907 and now held by Public Service Ry. Co. \$23,000 of the stock owned by Pub Serv. Corp. ORGANIZATION.—Incorporated in 1898 as successor of Suburban Traction Co., sold in foreclosure July 6 1898.

BONDS—

Date. Interest. Outstanding. Maturity. Stock

18th Mag. St. D. Sa3,000 Dec. 11938.

N. J. Tit. Gu. & Tr. Co. of Jersey City, Trus. \$83,000 of outstanding bonds are owned by Public Service Corporation.

(6) Camden & Suburban Rallway Co.
Was leased on May 1 1904 to Public Service Corporation for 999 years

[N. J. Tit, Gu. & Tr. Co. of Jersey City, Trus. \$53,000 of outstanding bonds are owned by Public Service Corporation.

(5) Camden & Suburban Railway Co.

Was teased on May 1 1904 to Public Service Corporation for 999 years rental being (in addition to fixed charges) \$30,000 for first year (1905), \$36,000 the second year, \$42,000 the third year, \$48,000 the fourth year, \$54,000 the fifth year, \$10,000 the third year, \$48,000 the fourth year, \$96,000 the fifth year, \$108,000 the ninth year and \$120,000 the tenth year and thereafter. V. 78, p. 2333. Lease was assigned to Public Service Railway Co. Sept. 24 1907.

ORGANIZATION.—Formed in 1896. Controls Camden Horse RR. (which is leased) and West Jersey Traction Co. (stock \$60,000).

STOCK AND BONDS— Date. Interest. Outstanding. Maturitys Stock \$3,000,000 (\$25).

Ist mortsage \$3,000,000 gold/ 1896. 5-J-J \$1,940,000 July 11946 (\$1,000).

Cit/ Int.at N.J. Tr. & SafeDep.Co., Camden, Trus. Slock.—The stock is all outstanding; 20% paid in.

Bonds.—Of the 1st mage. bonds, \$1,000,000 are reserved to retire stock of Camden Horse RR. and \$60,000 are for extensions. V. 94, p. 1185.

ROAD.—Operates 91.3 miles of track. Connection through to Trenton is made over Riverside Traction (now leased by P. S. Ry.). V. 78, p. 1781, 2383; V. 88, p. 1126; V. 89, p. 164; V. 94, p. 1117, 1185.

(a) Camden Horse Railroad Co.

ORGANIZATION.—Incorp. March 23 1866. Stock, \$250,000 (\$25). Leased to Camden & Suburban Ry. from which is paid 24% on stock. All bonds have been canceled.

ROAD.—Has 30.11 miles of track.

(6) Camden Gloucester & Woodbury Railway Co.

Leased to Public Service Ry. Co.

(6) Camden Gloucester & Woodbury Railway Co.
Leased to Public Service Ry. Co.
ORGANIZATION.—Entire \$600,000 stock is owned by South Jersey
Gas, Electric & Traction Co. All bonds have been canceled.
ROAD.—Comprises 25 miles of road.

Fares.—For suli brought in U. S. Dist. Court asking that a resolution passed by the Board of Chosen Freeholders of Bergen County, N. J., reducing the fares of this company, be declared lilegal and vold, see V. 99, b. 47.

STOCK AND BONDS— Date. Interest. Outstanding. Dividends. Stock, com. \$5,250,000 (\$100) — \$2,500,000 (\$2,000 (\$100) — \$2,500,000 (\$2,500 (\$100) — \$2,500,000 (\$2,500 (\$100) — \$2,500,000 (\$2,500 (\$100) — \$2,500,000 (\$2,500 (\$100) — \$2,500,000 (\$2,500 (\$1,000) — \$2,500,000 (\$1,000) — \$2,500 (\$1,000) — \$2,500,000 (\$1,000) — \$2,500 (\$1,000) — \$2,500,000 (\$1,000) — \$2,500 (\$1,500 (\$1,500)

NEW BEDFORD, MASS.

NEW BEDFORD & ONSET STREET RY.—A trolley road.
ORGANIZATION.—Incorporated in Massachusetts in 1901. This company is owned in the same interest as the Union St. Ry. Co. In June 1906 issued \$55,000 new stock in exchange for the \$150,000 stock of the Tainton & Buzzard's Bay 8t. Ry., which was a reorganization of the Middleboro Warcham & Buzzard's Bay St. Ry. V. \$2, p. 1438.

STOCK AND BONDS— Date: Interest. Outstanding. Maturity Stock, \$550,000 (\$100).

First mortgage, \$500,000, 1902 5 g J-J. \$550,000 Dec. '13, 32 gold (\$1,000)......c\*ntf int. at international Tr. Co., Boston, Trus. No sinking fund and not subject to call.

M W & B B 1st mortgage, 1901 4 g A-O. 150,000 Cct. 1 1921 \$150,000 (\$1,000) g...cntf int. at Federal Trust Co., Boston, Trustee, Bonds.—The Middleboro Warcham & Buzzard's Bay bonds have no sinking fund, but are subject to call before Oct. 1 1921 at 105 and int. See V. 73, p. 1313. Int. was formerly 5%, but on consolidation with New Bedford & Onset was reduced to 4%.

ROAD.—Owns 44.119 miles of track between Fairhaven and Onset and in Middleboro and to Buzzard's Bay and to Monument Beach. 28 passenger cars, 4 snow plows, 4 miscellaneous and 104 electric motors.

EARNINGS.—For 12 mos. ending June 30 1914, gross, \$162,071; net. \$41,383; charges and taxes, \$29,640; divs., \$16,500; deficit, \$4,758.

Revenue passengers carried in 1913-14, 2.703,698, against 2,683,157 in OFFICERS.—Pres., H. H. Crapo; V.-P., E. S. Wilde; Sec., Clarence A. Cook; Treas., E. F. Nicholson; Supt., Geo. P. Dole.—V. 82, p. 1438.

UNION STREET RAILWAY.—A trolby road.

A. Cook; Treas., E. F. Nicholson; Supt., Geo. P. Dole.—V. 82, p. 1438,

UNION STREET RAILWAY.—A trolloy road.
ORGANIZATION.—Incorporated in Massachusetts on March 18 1887
as a consolidation of Acusinet 8t. Ry, and New Bedford & Fairhaven 8t.
Ry, On Nov. 1 1910 consolidated with Dartmouth & Westport St. Ry.
V. 91, p. 465, 519, 718, 1096.
STOCK AND BONDS.— Date. Interest, Outstanding, Last die. &c.
Stock, 81, 625,000 (par \$100).

Q-F \$1,625,000 May 15, 2%
First M \$2,000,000 (\$1,000). 1914 44g g.J. 250,000 Jan. 1 1934
gold, no sinking fund...ntf Int. at Old Colony Trust Co., Boston, Trust.
Notes payable June 30 1914
Bonds.—Redeemable after Jan. 1 1919 at 110. Issued to retire consol,
mige. of 1894, due Jan. 1 1914. V. 97, p. 1584, 1664.

Disidends.—In 1896-97, 10%; in 1897-98, 6%; 1898-99 to 1906-07, incl.,
8% per ann.; 1908 to 1914 incl., 8% per ann. in 1915. Feb., 2%; May, 2%,
ROAD.—Operates 63,92 miles (of which 51,09 miles are owned) in New
Bedford and adiacent towns and connects New Bedford and Fall River,
220 passenger cars; 14 freight and service cars and 14 snow plows.
EARNINGS.—For 12 mos. ending June 30 1914, gross, \$1,004,350; net,
\$356,881; charges and taxes, \$119,528; div. (8%), \$130,000; surpins,
\$107,352. Revenue passengers carried in 1913-14, 19,174,068, against
18,404,656 in 1912-13. H. H. Crapo; V.-P. E. S. Wilde; Sec., C. A.
Cook; Treas, E. F. Nicholson; Supt., E. S. Wilde, all of New Bodford.—
V. 70, p. 947, 1050; V. 75, p. 1088; V. 88, p. 946; V. 89, p. 780; V. 91, p.
465, 519, 718, 1096; V. 97, p. 1584, 1664, 1735; V. 98, p. 525.

NEW HAVEN, CONN.

NEW YORK NEW HAVEN & HARTFORD RY. (Trolley lines.)
The New York New Haven & Hartford's interests in trolley lines have been very extensive, but under an agreement reached with the U.S. Govt. in 1914 the company has pledged itself to dispose of the same.
The trolley companies owned by the N.Y. N. H. & H., and which are now to be disposed of—control being meanwhile held by designated trustees—are as follows:
Berickhre Street Ry.
Connecticut Co.
New York & Stamford Ry.
Rhode Island Co.
The Vermont Co.
The Vermont Co.
The N.Y. N. H. & H. also owns \$4.924.137 of the atock, \$2,000,000 ist
M. bonds and \$5.812.423 notes of the N.Y. Westchester & Boston Ky., and electric road, which it is under no obligation to dispose of and which will be developed as part of the New Haven system.

—V. 97, p. 1020, 1357; V. 98, p. 266, 1000, 1245, 1316, 1393; V. 99, p. 270, 604, 1126, 1210; V. 100, p. 612.

developed as part of the New Haven system.

—V. 97, p. 1020, 1357; V. 98, p. 266, 1000, 1245, 1316, 1393; V. 99, p. 270.
604, 1125, 1210; V. 100, p. 642.

CONNECTICUT COMPANY.

Control Passes to Trivilees.—On Oct. 27 1914 the \$40,000,000 capital stock of this company held by the New Haven Co. was transferred to the five trustees, pursuant to the requirements of the U. S. Dept. of Justice. V. 99, p. 1451. The New Haven Co. has bound itself to selt the stock, and the trustees are to use their best endeavor to complete the sale before July 1 1919. The trustees are, Judge Walter C. Noyes of New London, William Waldo Hyde of Hartford, Lyman B. Brainerd of Hartford, George E. Hill of Bridgeport and Charles Chency of South Manchester. See remarks under N. Y. N. H. & H., RR. Co. above and V. 98, p. 1000, 1245.

This is the company which operates the trology lines in Connecticut controlled by the N. Y. N. H. & H. and which formerly were comprised in the Consolidated Railway Co.

ORGANIZATION.—Incorp. in Connecticut. Stock, \$40,000,000, all owned by N. Y. N. H. & H. but see abovo. New Haven Co. also owns \$2,025,000 notes. June 1 1907 began operating the lines comprising the Consolidated Rv. merged in 1907 in the N. Y. N. H. & H.) Feb. 23 1910 purchased substantially all the various street railway properties of the N. Y. N. H. & H. h. Connecticut.

On March 1 1910 all the gas, water and electric-light properties formerly operated by the Connecticut Co. but owned or leased by N. Y. N. H. & H. RR. Co., were transferred to the Housatonic Power Co. and also the lines supplying electricity (not the power plants) in Waterbury, New Britain, Greenwich, Norwalk and Naugastuck were taken over under a sub-lease for 194 years dated oct. 1 1911 by the United Elec. Lt. & Water Co. V. 94, p. 71; V. 93, p. 1669.

Lease.—The Connecticut Co. owns and has leased to the Shore Line Elec. Ry. (179, p. 268, New Haven St. Ry. V. 79, p. 268, New Hav

The N. Y. N. H. & H. RR. offered to exchange \$100 of its stock for \$200 of certain issues of the Consol. Ry. Co.'s debentures. See V. 82, p. 803, and V. 83, p. 1037. \$17,347,000 of debentures have been so exchanged for \$8,673,500 N. Y. N. H. & H. RR. stock. See V. 84, p. 1114. The following shows the details for each issue of debentures:

\*Debentures of The Consolidated Railway Company—All tax free.

	Er, for Stk. o.	200000000000000000000000000000000000000	Description of The Confestioners
	Pur. & Cancel		Issue Authorized.
a\$4.255,000	\$745,000	\$5,000,000	July 1'04, 50-yr., 4g J-J \$5,000,000
a2,309,000 a1,340,000		4,000,000	Jan. 2 '05, 50-yr., 4g J-J 4,000,000
a2.011.000	2,160,000 7,989,000	*10,000,000	Apr. 1 '05, 50-yr., 4g A-O 3,500,000
	5,000,000	5,000,000	Jan. 1 '06, 50-yr., 4g J-J 10,000,000 Mar. 1 '07, 10-yr., 5% con. 15,000,000
\$9,915,000	\$17,585,000	\$27,500,000	Total exchangeable \$37,500,000
972,000	28,000	1,000,000	b Feb. 1 1905, 25-yr., 3. 316 and 4 g F-A 1.000,000
\$10,887,000	\$17,613,000	\$28,500,000	Total of all\$38,500,000

Total exchangeshbe, 487, 200, 000 827,000 000 57,000, 000 58,000 59,000, 000 57,000 000 57,000 000 58,000 59,000 50,000 57,000 50,000 57,000 50,000 57,000 50,000 57,000 50,000 51,000,000 50,000 51,000,000 50,000 510,000,000 50,000 510,000,000 50,000 510,000,000 50,000 510,000,000 50,000 510,000,000 50,000 510,000,000 510,000,000 50,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,000,000 510,

V. 79, p. 626, for form of guaranty. Offer expired Oct. 1 1904 and was accepted by \$10,782,000 of outstanding bonds. See V. 83, p. 969.

accepted by \$10,782,000 of outstandity. Ofter expired Oct. 1 1994 and was accepted by \$10,782,000 of outstanding bonds. See V. 83, p. 969.

ROAD.—Owns 168.788 miles malu, 71.12 miles second and 9.152 miles side tracks; total, 249.652 miles, reaching Milford, Bridgeport, Shelton, Derby, Ansonia, Seymour, Westport, Saugatuck, Southport, Shelton, Derby, Ansonia, Seymour, Westport, Saugatuck, Norwalk, South Norwalk, New Britain, Darlen and Stamford; also lines in Naugatuck, Waterbury, &c. System connects with the Fair Haven & Westville RR, into New Haven from Bridgeport and Derby, and company also has traffic contract with the Hartford Street Ry, for reaching Hartford. Gauge, 4 feet 314 inches. 40 to 95-b. rails.

EQUIPMENT.—Total cars, 474; closed passenger, 199; open passenger, 201; miscellaneous, 74. Car barns, 20; also 4 complete electric-light plants; also owns gas plant at Norwalk and operates gas plant at Waterbury. REPORT.—For year ending June 30 1914, rental, 81, 374, 418; interest, \$1,519; gross income, \$1,375,937; interest paid, \$610,545; expenses, \$2,630; sinking fund, \$62,755; dividends, \$648,804; surplus, \$15,203.

OFFICERS.—Pres., R. A. C. Smith; V.-P., Walton Clark; Sec., G. W. Curran; V.-P. & Treas., Lewis Lillie, Office, New Haven, Conn.—V. 84, p. 390, 507, 1113, 1366; V. 85, p. 921; V. 86, p. 228.

(2) West Shore Rallway.

ORGANIZATION.—Organized Dec. 15 1893. Leased on Dec. 14 1895 to Winchester Ave. RR. for 99 yrs. for int. on bonds and 5% div. on stock. Lease assumed Feb. 28 1910 by the Connecticut Company, which operates the property and purchased the \$30.000 fat mage, bonds which fell due July 1 1914.

ock, \$200,000 (\$25) \_\_\_\_\_\_\_\_ \$80. ROAD.—Owns 7.42 miles of track. Standard gauge.

Stock, \$200,000 (\$25)

BOAD.—Owns 7.42 miles of track. Standard gauge.

SHORE LINE ELECTRIC RY. (Connecticut).

ORGANIZATION.—Incorp. in Conn. in 1905 to construct an electric railway between New Haven, Stony Creek, Guilford, Madison, Clinton, Westbrook, Old Baybrook, Essex, Ivorytown and Deep River. Entrance to New Haven over tracks of Connecticut Co. Extended its line in 1913 from Deep River to Chester and took under 99-year lease that portion of the Connecticut Co. known as the New London Division, 104 miles. In Aug. 1913 leased the New London & East Lyme St. Ry. V. 96, p. 1298: V. 97, p. 445.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common, \$700,000 (\$100).

Preferred, \$300.000 (\$1.00).

STOO,000 pold.

Interest at American Trust Co., Boston.

1900 5 g M-N 250.000 May 1 1920 interest at American Trust Co., Boston.

1900 5 g M-N 250.000 May 1 1920 interest at American Trust Co., Boston.

1900 5 g M-N 250.000 May 1 1920 interest at N. Y. Secur. & Trust Co., Trust.

Norwich St. Ry first mitge. 1933 5 g A-O 350.000 Oct 2 1923 \$35.000 (\$1,000). g. -ntf Interest at N. Y. Secur. & Trust Co., Trust.

Norwich St. Ry first mitge. 1933 5 g A-O 350.000 Oct 2 1923 \$35.000 (\$1,000). g. -ntf Interest at N. Y. Secur. & Trust Co., Trust.

Norwich St. Ry first mitge. 1933 5 g A-O 350.000 Oct 2 1923 \$35.000 (\$1,000). g. -ntf Interest at N. Y. Secur. & Trust Co., Boston.

New Lond & E Lyme 1st M., 1905 5 g A-O 200.000 April 1 1935 \$200.000, g. (\$1,000). ... c\* Int. at Nat. Bk. of Comm. New Lon., Comm. Bonds.—Of the Worcester & Connecticut Eastern bonds, no more will be issued, A sinking fund on these bonds commenced in 1908 of not to exceed 1% of bonds outstanding. Bonds cannot be called, but may be bought on a 3% basis or better, and kept alive for sink, Id. See V. 75. p. 1204. Of the Montville St. Ry, 1st mitge, gold bonds, the balance unissued can only be issued foe 66% of actual certified cost

THE RHODE ISLAND CO.

THE RHODE ISLAND CO.

Control Passes to Trustees.—On Nov. 7 1914 the securities of the Rhode Island Co., the Providence and Danleison Ry, and the Seaview RR. (see V. 99, p. 1452), recently held by the N. Y. N. H. & H. RR. Co. and carrying complete control of the system, were transferred to five trustees are quired by the U. S. Department of Justice.—V. 99, p. 1452. These trustees are to exercise their best effort to sell the securities of these companies by July 1 1919. The trustees are: Rathbone Gardner. Theodore Francis Greene, John O. Ames, John P. Farnsworth and Chas. C. Mumford, all of Providence. See N. Y. N. H. & H. RR. statement above and V. 98, p. 1600, 1245.

ORGANIZATION.—Created in 1902 by Special Act of the Rhode Island Legislature. Leases the Union Railroad Co., the Pawtuckst Street Railway Co. and the Rhode Island Suburban Railway Co.—see terms under United Traction & Electric below. The Rhode Island Co. has no bonds. In June 1907 purchased the Providence & Burriliville Street Ry., the Columbian Street Ry. and the Woonsocket Street Ry. companies. V. 84, p. 1368. In June 1911 leased the Providence & Danleison Ry., the Scaylew RR. and Narragansett Pier RR.—see terms under separate companies below. V. 92, p. 1566.

Franchise.—On May 27 1912 entered into an agreement with city of

BECURITIES PLEDGED.—The bonds are secured by the piedge of the following securities deposited with the Central Trust Co. of N. Y., as trustee of the bondholders: All of the \$9,000,000 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 \$50,000,000 first mortgage bonds of the Union RR. of Providence. Also, through the ownership of the Union RR. Co., \$299,—800 of the \$300,000 capital stock, being all but 2 shares, of the Providence Cable Tramway Co. (no bonds). The Providence Cable Tramway Co. is leased to the Union RR. Co. for 50 years for 6% on its capital stock.

TREASURY SECURITIES.—The United Traction & Electric Co. has in its treasury the entire capital stock (\$5,000,000) of the Rhode Island Suburban Ry. Co.—V. 87, p. 1012; V. 89, p. 105; V. 99, p. 1599.

In its treasury the entire capital stock (\$5,000,000) of the Rhode Island Suburban Ry. Co.—V. 87, p. 1012; V. 89, p. 105; V. 99, p. 1599.

(b) Rhode Island Suburban Railway.—A trolley road,
ORGANIZATION.—Chartered June 2 1899 by the Lexislature of the State of Rhode Island with power to construct, purchase, lease or operate trolley roads in any part of the State, except Newport County. By the terms of its charter it is vested with the power of eminent domain, and the light to transport passengers, freight, express matter and United States mall in any territory where it is authorized to do business. Leased to Rhode Island Co. June 30 1904.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$5,000,000.

First mortgage (\$1,000), guar | 1900 | 4 g.J. J. 4,682,000 Jan. 1 1950 prin and int, \$5,000,000. Union Trust Co., Providence, Trustee, gold.—

Collided Traction & Electric Co. owns the entire capital stock and guarantees the bonds, principal and interest.

Bonds.—There are reserved in the hands of the trustee \$318,000 to take up and retrie \$247,200 5% gold first mortgage bonds of the Pawtuxet Valley Electric Street Ry. Co., and \$69,000 6% gold first mortgage bonds of the Cumberland Street Ry. Co., the former issue being guaranteed, principal and interest, by the United Traction & Electric Co., which guarantees the payment of the Interest on the Cumberland bonds.

SECURITIES PLE DGED.—The bonds are secured by a mortgage on all the property owned or hereafter acquired by the company, and by pledge of the following securities; 700 shares of the Cumberland Street Ry. Co., 3,985 shares of the Bartington Warren & Bristol Street Ry. Co. and 5,000 shares of the Bartington Warren & Bristol Street Ry. Co. and 5,000 shares of the Bartington Warren & Bristol Street Ry. Co. and 5,000 shares of the Bartington Warren & Bristol Street Ry. Co.

ROAD.—Consists of 57.03 miles of line.

(c) Providence & Danielson Railway Co.—A trolley road.

On June 30 1914 New England Nav. Co. owned \$913.200 stock and the entre \$600.000 1st 5s. See remarks above under Rhode Island Co. concerning transfer of control to trustees,

Lease—is leased to Rhode Island Co. for 999 years from June 30 1911;
lessee to pay 1% on stock, interest, taxes and all charges. V. 92. p. 1501.

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

STOCK AND BONDS— Date. Interest. \$1,000.000

1st M \$600.000 gold (\$1,000) 1901 5 g M-N 600.000 May 1 1931

No s f and not callable.ntf | Int. at Industrial Tr. Co., Providence, Trus.

ROAD.—Operates from Providence-Johnston line, R. 1., to East Killingly, Comm., and Centredale to Chepachet, R. 1., 31.72 miles; 60-lb. T rails; standard gauge.—V. 90, p. 447; V. 92, p. 726, 1501.

(e) Narragansett Pier Railroad.

ORGANIZATION.—Is leased to Bhode Island Co. for 99 years from June 1911; lessee to pay int. on bonds and 4% on stock. Stock, \$133,800. First M. 4s, \$70,000, due Aug. 1 1916; int. F.-A. at Rhode Island Hospital Trust Co. Providence, trustee. Extends from Narragansett Pier to Kingston, 8.41 miles. Is operated by steam.

First M. 4s, \$70,000, due Aug. 1 1916; int. F. A. at Rhode Island Hospital Trust Co. Providence, trustee. Extends from Narragansett Pier to Kingston, 8.41 miles. Is operated by steam.

BERKSHIRE STREET RAILWAY.

Proposed Sale of Stock.—The entire capital stock of the Berkshire St. Ry, and 6.500 shares of stock of the Vermont Co. (see below) owned by the New Haven Co., is to be sold before July 1 1919, provided sale is authorized by the State of Massachusetts or the Court.

On June 30 1914 N. Y. N. H. & H. owned all the stock, the entire (\$200,000) issue of debentures and the \$3,297,500 notes.

In June 1913 the Mass. Legislature enacted, over the veto of Gov. Foss, a law permitting the consolidation of the trolloy lines in Western Massachusetts and their acquisition by the N. Y. N. H. & H.

On Dec. 12 1913 Chairman Elliott of the N. Y. N. H. & H. RR. submitted an estimate, as required by the Western Mass. Trolley Act, to the Mass. P. S. Comm., to the effect that it would cost \$19,000,000 to purchase the additional Berkshire Ry, stock needed to carry out the provisions of the Act, Incl. purchase of the Springfield & Worcester trolley. V. 97, p. 1898.

ORGANIZATION.—Incorp. in Mass. on June 20 1901. Franchise perpetual. In 1906 absorbed the Hoosac Valley St. Ry, through exchange of stock. In May 1910 took over the Pittsfield Elec. St. Ry, issuing \$300,000 stock in exchange for stock of that company. V. 90, p. 1295.

In March 1912 Mass. RR. Commission approved the 99-year lease of the Vermont Co., to which the Hoosac Valley St. Ry. under agreement with Vermont Co., to which the Hoosac Valley St. By 1810 (1912) and 1912 (19

(1) Vermont Company.

Lease.—Is leased to the Berkshire St. Ry, for 99 years from Feb. 1 1911.

Owns 20.85 miles of line (serving Bennington and Pownal), being that part of the former Bennington & North Adams St. Ry, 1ying within the State of Vermont. Also owns the stock of the Hoosick Falls Ry. On June 30 1914 the M. Y. N. H. & H. owned 6,500 shares of stock and \$846,000 lat M. bonds (tf).

(a) Hoosick Falls Railroad. Incorp. in 1910 to acquire that portion of the former Bennington & North Adams St. Ry. Iying in New York State. On Feb. 1 1913 was leased to the Vermont Co. for 99 years but is being operated by the Berkshire St. Ry.

by agreement. All the stock is owned by Vermont Co., Owns 7.53 miles of line serving towns of Walloomsic, North Hoosiek and Hoosiek Falls, N. Y.

NEW YORK & STAMFORD RAILWAY CO.

NEW YORK & STAMFORD RAILWAY CO.

The New Haven Co. is to sell on or before July 1 1919, pursuant to the decree of the U. S. Gove, 5,000 shares of the stock and \$678,000 honds. The New Haven company intends merging this company with the Westchesser Street RR. and the Shore Line Electric RR. and will dispose of all the securities whenever a reasonable price may be realized.

On June 30 1914 N. Y. N. H. & H. owned entire capital stock and the \$185,000 notes.

ORGANIZATION.—Chartered in New York on Aug. 3,1804 as

On June 30 1914 N. Y. N. H. & H. owned entire capital stock and the \$185,000 notes.

ORGANIZATION.—Chartered in New York on Aug. 3 1901 as a consolidation of Port Chester Street Ry. and Larchmont Horse Ry. On Feb. 4 1913 the P. S. Comm. auth. the Issuance of \$651,000 ist & ref. M. bonds (incl. below) to pay notes and loans made for improvements. V. 96, p. 420.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity, Stock \$500,000.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity, Stock \$500,000.

First mtge \$450,000 (\$1,000) 1001 5 g A-O 426,000 Oct 1 1931 gold.

C. Hif link at New York Trust Co. N. Y., Trustee, First & ref mtge \$2,000,000 1998 4% 925,000 Nov 1958 gold.

Lif Guar., p. & i., by N. Y. N. H. & Hartford. N. Y. & Stamford Ry notes.

EARNINGS.—For year ending June 30 1914, gross, \$371,462; net, after taxes, \$86,947; other income, \$458; int., rentals, &c., \$93,229; deficit for year, \$5,524. Passengers carried in 1914, 7,309,123.

ROAD.—Operates 37,510 miles of line (of which 24,367 miles are owned, 7,553 leased and 5,580 operated under trackage rights), serving cities of Stamford, Coun., and New Rochelle, N. Y., and towns of Greenwich, Coun., and Rye, Port Chester, Harrison and Mamaroneck, N. Y. 79 pass, and 8 other cars and 3 snow-plows. V. 96, p. 420.

OFFICERS.—Pres., Howard Elliott; V.-P., L. S. Storrs; Treas., A. S. May; Aud., I. A. May; Gent. Mgr., J. K. Funderford.

WESTCHESTER STREET RAILROAD.

May; Aud., I. A. May; Gen. Mgr., J. K. Punderford.

WESTCHESTER STREET RAILROAD.

The New Haven Co. Intends to morge this company with the N. Y. & Stamford Ry. and Shore Line Elec. RR. and to dispose of all the securities.

ORGANIZATION.—Incorporated in New York on Dec. 1 1909 as successor to the Tarrytown White Plains & Mamaroneck Ry. sold at forcessor to the Tarrytown White Plains & Mamaroneck Ry. sold at forcessor to the Tarrytown White Plains & Mamaroneck Ry. sold at forcessor to the Tarrytown White Plains & Mamaroneck Ry. sold at forcessor to the English Ry. 1918 and the Company. V. 89, p. 1282 in three sections, two of which form the road of this company. V. 89, p. 1484. On July 1 1913 commenced operation of line of Shore Line Electric RR. Co. under lease. 1.466 miles in village of Mamaroneck. Standard gauge; 70-lb. and 125-lb. rails.

On Sept. 22 1914 the Public Serv. Comm. of N. Y. (2d Dist.) authorized the company to execute a mige. to secure an issue of \$2,000,000 1st M. bonds (see below) and to issue \$386,000 for impts., extensions, &c. V. 90, p. 895. This authorization was the second amendment of the original order dated April 24 1912.

BTOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$700,000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$700,000.

C\* Int. at Farmers' L. & Tr. Co., N. Y. Teus. Bonds.—Subject to call at 102 on and after Sept. 1 1915 on 6d days notice. Remaining \$1,614,000 issuable only to reimburse the company for cost of future additions, improvements, &c.

EARNINGS.—For year ending June 30 1914, gross, \$252,186; net, after

cost of future additions, improvements, &c.

EARNINGS.—For year ending June 30 1914, gross, \$252,186; net, after taxes, \$18,173; other income, \$205; int. & rentals, \$13,494; surplus for year, \$4,884. Passengers carried in 1914, 4,942,556.

ROAD.—Operates 30,670 miles of line (23,035 m. owned, 1,466 m. leased and 6,169 m. under trackage rights) serving city of Mt. Vernon and towns of Tarrytown. Elimsford, Greenburg, White Plains, Harrison, Scarsdale, East-chester and Mamaroneck, N. Y.

OFFICERS.—Same as for N. Y. & Stamford Ry. Co. above.—V. 90, p. 504; V. 93, p. 1536; V. 94, p. 1121, 1765; V. 98, p. 1246; V. 99, p. 895, 1912; V. 100, p. 644.

SHORE LINE ELECTRIC RR.—

Merger, &c.—For reference to merger with Westchester Street RR. and N. Y. & Stamford Ry. and disposition of securities, see latter co. above.

ORGANIZATION.—Incorp. in New York on Dec. 18 1999 to take over the section of the Tarrytown White Plains & Mamaroneck Ry. (sold at forcelosure) between Mamaroneck and Larchmont, a distance of 1.46 miles, Leased to Westchester Street RR. from July 1 1913. Stock auth. \$300.—000. In Aug. 1913 the New York P. S. Comm. authorized the N. Y. N. H. & H. R. to acquire all the capital stock of the company to be authorized by the Commission (V. 97, p. 597).

NEW ENGLAND INVESTMENT & SECURITY CO.

New Control—The \$100,000 common stock of this company formerly held by Sangheron & Dever was another by a preferred social control of the preduction of t

## RAILWAYS

| Sand property of the Electric Mig. Co. and \$50,000 for the purchase of the Quinsigamond Park property for a pleasure resort. The company is authorized to establish a sinking find by annual payment of \$1,049 till mathorized to establish a sinking find by annual payment of \$1,049 till mathorized to establish a sinking find by annual payment of \$1,049 till mathorized to establish a sinking find by annual payment of \$1,049 till mathorized to establish a sinking find by the stockholders) to pay floating debt. V. 99, p. 1075.

### STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$5,112,000 (\$100)

### STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$5,112,000 (\$100)

### Stock \$5,112,000 (\$100)

### Stock \$5,112,000 (\$100)

### Stock \$5,112,000 (\$1,000)

### Stock \$5,100,000 (\$1,000)

### Stock \$5,100 (\$1,000)

### Stock \$5,100,000 (\$1,000)

### Stock

NEW ORLEANS, LA.

NEW ORLEANS RAILWAY & LIGHT CO,—Railway and lighting system.

In July 1911 American Cities Company (see below) acquired control per plan under caption of Amer. Cities Ry. & Lt. in V. 92, p. 1373, 1434.

ORGANIZATION.—Incorporated in Louisiana on June 12 1995 as an organization of the New Orleans Rys. Co. per plan in V. 80, p. 651. Old common stockholders paid an assessment of \$10 per share and received \$10 new preferred and \$35 new common; old preferred paid \$20 assessment and received \$20 in new preferred and \$100 in new common. Comprises all the street railway and lighting interests (with the exception of one small electric company) of New Orleans. Stock and bonds were listed on N. Y. Stock Exchange in June 1906 and June 1909. V. 82, p. 1497; V. 88, p. 1621.

On Dec 31 1914 owned the following stocks. We show also the total amounts outstanding of each issue:

Amount Issued.	N.O.Ry. &
Section with	Lt. Co.
	\$2,473,400
	4,862,300
4,600,000	4,588,000
	2,500,000
	952,300
234,700	234,700
349,800	349,800
	5,210,700
10,000	10,000

itized for FRASER o://fraser.stlouisfed.org/

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

Edison Elee of N O 1st M 1899 5.4-J \$2.209.000 Jan 2.1929

(\$1,000) s f \$2,500.000 c\*ff Int. at American Trust Co. Boston, Tristes. Merchants' Elee Co 1st mires 1899 5.4-J 300.000 July 1.1929

\$500.000 gold (\$500)...c\*ff Int. at Merch. L. & Tr. Co. Chicago, Trust St. Charles St 1st M \$600.0001 1902 4 g J.J 375,000 Jan 1.1952

\$500.000 gold .....cntf Interest at office of company.

Bonds.—On the New Orleans & Carrollton consolidated bonds \$330,000 per annum is provided for the redemption of the N. O. City & Lake RR. bonds. The Merchants' Elec. Co. bonds are sub. to call at 102 and inb. at any time. The St. Charles Street RR. bonds are not subject to call, but a proportionate amount will be retired yearly by purchase in open market. The N. O. Traction Co. bonds have a sinking fund of \$7,500 per annum for redemption of bonds at 105. Edison Elec. Co. of N. O. bonds have sinking fund of 1% per annum of bonds out.

Of the \$30,000,000 general mortgage of the New Orleans Railway & Light Company \$727,000 are in treasury and \$11,729,000 are reserved for prior lens. They are subject to call on any interest date upon 4 weeks notice at 105 and interest. See V. 82. p. 1497. See description of bonds any only be issued for betterments and improvements at 75% of cost and for acquisitions of additional securities of sub-bonds; remaining bonds may only be issued for betterments and improvements at 75% of cost and for acquisitions of additional securities of sub-bonds; remaining bonds may only be issued for betterments and improvements at 75% of cost and for acquisitions of additional securities of sub-bonds; remaining bonds may only be issued for betterments and improvements at 75% of cost and for acquisitions of additional securities of sub-bonds; remaining bonds may only be issued for betterments and improvements at 75% of cost and for acquisitions of additional securities of sub-bonds.—First quar. (iv. on pref. stock—114%—paid in Jan. 1906, and same amount quar. thereaft

a 2%; b 1+; %:

Revenue passengers carried in 1914, 87,249,918; transfer, 22,979,988.

Gross carnings in 1914 (87,012,124) include \$4,398,507 from railway,
\$1,427,295 from electric dept. and \$1,186,322 from gas.

OFFICERS.—Chairman Board of Directors, Hugh McCloskey; Pres.
D. D. Curran; V.-P., John J. Gannon; Sec., Joseph H. DeGrange; Tress.,
H. A. Perradon; Aud. C. B. Murphy.—V. 95, p. 298, 1684; V. 96, p. 203,
360, 1022, 1292, 1365, 1489, 1773; V. 97, p. 299, 1287, 1733; V. 98, p. 155,
523, 1310, 1393; V. 99, p. 343, 1452, 1749, 1833; V. 100, p. 1587.

## MERICAN CITIES COMPANY .- A holding company.

AMERICAN CITIES COMPANY.—A holding company.

ORGANIZATION.—Incorporated in New Jersey on June 21 1911 to take over the entire stock holdings of the American Cities Ry. & Light Co. and at least two-thirds of the common and preferred stocks of the New Orleans Ry. & Light Co., per plan in V. 92, p. 1373, 1434. Controls the companies named below.

Purchase by United Gas & Electric Co.—The United Gas & Elec. Corp. in 1913 purchased a majority of the com, stock of the American Cities Co., for terms, see statement of United Gas & Elec. Corp. under "New York" and V. 97, p. 597, 952, 1292.

In July 1911, Bertron, Griscom & Jenks of New York offered at par and accrued div. the pref. stock of Amer. Cities Co., with 50% com. stock as bonus. V. 93, p. 228.

In Nov. 1912 Bertron, Griscom & Co. received an offer from an English syndicate for a large block of common stock, 40% of which to be purchased and paid for by Dec. I 1912 at \$47.50 a share in cash, and the remainder to be optioned for 6, 9 and 12 mos., respectively, at \$65 per share flat. Same terms were offered to all common shareholders. V. 93, p. 1471.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$25,000,000 (8100)

Pref \$35,000,000 (8100)

Pref \$35,000,000 (8100)

Fref \$35,000,000 (8100)

1015. Companies Controlled.—The following shows the companies controlled, with the amount of stock outstanding in each case and the proportion controlled by the American Cities Company.

New Orleans (La.) Ry. & Lt. Co. Birm. (Ala.) Ry., Lt. & P. Co. Memphis (Tenn.) St. Ry. Co. Little Rock (Ark.) Ry. & Elec. Co. Knoxyille (Tenn.) Ry. & Lt. Co. Houston (Tex.) Ltg. & P. Co. 190!	3,500,000 2,500,000 750,000	Owned. 88% 79% 88%	-Common Outstanding. \$20,000,000 3,900,000 2,500,000 1,500,000 1,500,000	0ion'd. 97% 89% 86% 81% 100%
		***	1,000,000	100.29

Total \$11.450.000 \$31.450.000 Detailed statements for all the above companies will be found under the receive cities in this publication except the Houston Lighting & Power Co., lose return is given below.

# Earnings of American Cities Co. System—12 Mos. end. Dec. 31 1914 OPERATING COMPANIES.

Year— Gross Year— Earnings. 1914———\$14,822,105 1913————14,680,302	\$9,133,582 9,117,986	Net Earnings. \$5,688.523 5,562,316	Interest, Disc.,&c. \$3,480,973 3,347,799	Balance, Surplus, \$2,207,550 2,214,517
Of American Office C	o Buttelline as	making a some V. Br.		The second second

Of American Cities Co. (holding company) for calendar year 1914, gross \$1,928,975, net, after taxes, \$1,833,307; bond int., \$500,000; pref. div. (6%), \$1,233,210; surplus, \$100.597.

OFFICERS.—Pres., Hugh McCloskey; V.-P's, Geo, Bullock and J. S. Pewear; See, & Treas, Howard S. McNair; Asst. Treas, & Asst. Sec. Ira Lockwood.—V. 94, p. 558, 696, 826, 1625, 1604, 1760, 1761; V. 05, p. 1471, 1540; V. 96, p. 486, 715, 1014, 1487; V. 97, p. 952, 1202, 1424; V. 98, p. 837; V. 99, p. 266, 536; V. 100, p. 810, 1251.

## (a) Houston Lighting & Power Co. (1905) .- Controlled by the American Cities Co.

can Citles Co.

ORGANIZATION.—Incorp. in Texas Jan. 8 1906 and took over the business of the (old) Houston Lighting & Power Co. Owns and operates the entire municipal and commercial electric-lighting and power facilities in Houston. Franchises are perpetual.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$2,000,000 (\$1100)

First mortgage \$5,000,000 [1911 5 g A-O 1,500,000 Apr 1 1931 (\$1,000) gold \_\_\_\_\_\_\_c\* Whitney Cent. Tr.&S.Bk., New Orl., Trustee. Bonds.—Redeemable at 105 and int. at any int. period on 30 days' notice; callable by lot. Sink, fund 1% of aggregate amount of face value of bonds out to be paid to trustee beginning July 1 1915.

EARNINGS.—For year ending Dec. 31 1914, gross. \$773.346, not. after.

EARNINGS.—For year ending Dec. 31 1914, gross, \$773,346; net, after taxes, \$374,707; charges, \$87,791; surplus, \$286,916.

## NEW YORK CITY, N. Y.

MANHATTAN RAILWAY. - See "Railway and Industrial" Supplement.

NEW YORK RAILWAYS CO .- Underground, trolley and horse,

The Interborough-Metropolitan, by virtue of its participation in the reorganization plan of the old Met. St. Ry., acquired \$15,256.743 stock, \$4,-363.864 lst real est. & ref. mtge. bonds and \$2,616.006 add, mtge. 5s of the Now York Rys. Co. See V. 94. p. 208. The 1st real estate & ref. bonds and add, mtge. bonds were, however, disposed of by the Interborough-Metropolitan in order to help provide the cash for the assessment called for under plan.

First real estate and refunding mige, is not limited as to amount of auth issue, but further bonds may be issued to refund or acquire underlying bonds, subsidiary bonds and other bonds, any obligations secured upon mortgaged or leased properties; to acquire securities of other companies to be pledged under migo, and for add'ns, exten's and impts. See purposes for further issue in full in V. 94, p. 977. Bonds are redeemable on Jan. I 1916 or any int. date thereafter on 12 weeks' notice, at 105 and int. See V. 94, p. 977. Bonds are listed on N. Y. Stock Exch. V. 94, p. 827, 977. Dis, on Income Bonds.—Initial div. of \$7.71 (0.771%) paid oct. 1 1912 (V. 95, p. 544). In 1913, April, \$22.50 (244%). Oct., \$10.30 (1.63%). In 1914, April, \$23.45 (2.34%); Oct., \$12.88 (1.288%). In 1915, April, \$17.69 (1.759%). Lexington Ass. & Paronia Ferry 5s and Columbus & Ninth Ass. 5s were fully described in V. 60, p. 1146. Both were guar, and later assumed by the Metropolitan Street Ry. Co. (now New York Railways). Amortisation Fund.—On Dec. 10 1912 P. 3. Commission modified its order of Feb. 27 1912 (see V. 94, p. 698) by striking out the provisions requiring the setting aside each year of a specified amount as an amortization fund, as its found it did not have power to make such requirement. It e-affirmed, however, its order requiring the setting aside each month, beginning Jan. 1 1912, for maintenance and depreciation of a sum at least a writ of certiforar to review the order. V. 96, p. 1157.

Adjustment Income Mortgages are redeemable on any Jan. 1 or July 1, 1803. V. 94, p. 698. On April 17 1913 Supreme Court Justice Platzek granted a writ of certiforar to review the order. V. 96, p. 1157.

Adjustment Income Mortgages are redeemable on any Jan. 1 or July 1, 1804. While the provisions shall have the power, by vote of a majority thereof, to elect one less than analogive of the members of the board of directors until the full 5% per ann. shall have been paid to holders annually for 3 successive years, and again thereafter, during

REPORT.—For fiscal year end. June 30 (1913-14 report in V. 99, p. 1211) 1913-14. 1912-13. State revenue 13,860,838 14,065,159 Total revenue 13,860,838 14,065,159 Other income. 434,200 410,030 Gross income. 4,442,059 4,529,332 Bond Int.,lease, rents. 8c. 4,439,026 4,537,557 Net earns. 5,100,864 5,289,197 Taxes ..... 1,092,105 1,169,895

Net earns. 5,100,864 5,289,197
Taxes ... 1,092,105 1,169,895
Oper, inc. 4,008,759 4,119,302
ROAD.—Owns 43,395 miles of track, of which 29,539 miles are under ground electric and 13,856 miles horse; leases 99,559 miles (92,864 under ground elec, and 6,695 horse); oper, under agreement 11,384 miles (11,096 underground elec, and 0,288 horse); total track, 154,338 (133,499 elec, and 20,839 horse). Owns and controls 2,303 pass, (2,125 elec, and 178 horse) and 177 service (142 elec, and 35 horse), 46 storage battery pass, cars; total all cars, 2,526. Main power station equipped with eleven 3,500 k, w, generating units and 5 sub-stations and distributing systems, incl., 1,615 miles of single-power transmission ducts.

OFFICERS.—Pres., Theodore P, Shonts; Asst. to Pres., W. Leon Pepperman; V.-P. & Gen. Mgr., Frank Hedley; V.-P., D. W. Ross; Sec., H. M. Fisher, Treas, J. H. Campbell; Counsel, Richard Reid Rogers; Gen. Attorney, J. L. Quackenbush; Aud., E. F. J. Gaynor. Gen. offices, 165 Broadway, N. Y.

INDEX.—V. 95, p. 361, 544, 619, 676, 1207, 1473, 1808; V. 96, p. 360, 653, 716, 790, 1157, 1298, 1424, 1557; V.-97, p. 50, 596, 125, 1116, 1664; V.-98, p. 237, 690, 1072, 1538, 1767, 1845, 1994; V.-99, p. 49, 343, 675, 970, 1211, 1300, 1367, 1462, 1674, 1749; V. 100, p. 141, 734, 1079.

Companies Controlled by New York Railways.

Companies Controlled by New York Railways.

(1) Bleecker Street & Fulton Ferry RR.—Horse and electric.
ORGANIZATION.—Chartered Dec. 12 1864. Leased to 23d Street
Railway Co. Jan. 10 1876 for 99 years; lease assigned to Metropolican Street
Ry. (now New York Rys.). Rental is interest on \$700.000 bonds and
15 % per annum on stock.

STOCK AND BONDS—Par. Interest. Outstanding. Maturity.
Stock
STOCK AND BONDS—Par. Interest. Outstanding. Maturity.
Stock
Stock — \$100 114 % J-J \$900.000 See text.

Ist M gold, were formerly 7s. 1,000 4 g.J-J 700.000 Jan 1 1950
extended in 1900 as 4s. ntf (Guaranty Trust Co., New York, Trustee.
ROAD.—Owns 8.79 miles of track. Electric on 14th St.—V. 90, p. 913

(2) Broadway & Seventh Avenue.—Change to underground electricoccurred in Aug. 1901.

(2) Broadway & Seventh Avenue.—Change to underground electric occurred in Aug. 1901.

ORGANIZATION.—Chartered May 26 1864. Leased May 13 1890 for onexpired term of charter, and for any extensions of the same, to Houston West St. & Pavonia Ferry, now New York Railways. Franchises perpetual RENTAL.—Interest on bonds and 10% on \$2,100,000 stock, of which New York Railways owns \$1,400,000.

STOCK AND BONDS.— Par. Interest. Outstanding. Maturity. Stock \$2,100,000 (\$100)...—\$100 10 Q-J \$2,100,000 See text. 1st M (all held by N Y Rys).—\$76 1,500,000 1904 Broadway Surface first guar.—\$1,000 5 J-J 1,500,000 July 1 1924 South Ferry first guaranteed.—\$1,000 5 J-J 1,500,000 July 1 1924 South Ferry first guaranteed.—\$1,000 5 J-D 8,150,000 Der 1 1943 of 1,893 for \$12,500,000. ntf Int. at Guaranty Trust Co., N. Y., Trustee. Of the consolidated mortgage of 1893 for \$12,500,000, \$3,350,000 is re-reserved to retire at maturity the other bonds in the table. The Broadway Surface 2d mige. bonds, due in 1905 (all held by the New York Rys. Co.) were canceled in 1914. The consols were guaranteed, principal and interest, under the terms of the mige. by Metrop. Street Ry. Co., since foreclosed. They cover the road owned in fee and also the right to use the tracks on Broadway from 15th St. to the Battery; they are also a direct lien on the cable (since changed to electricity), &c. Closed issue except for refunding purposes.

The Bway. & 7th Ave. assumed the Broadway Surface 1st M. bonds for \$1,500,000 and payment of int. on the 2d M. bonds for \$1,000,000 (now ferry Sustander Lighting (May 31 1912) equivalent to 1,303,526 16-candle-power incandes (3) Central Crosstown RR.—Electric and borse.

ORGANIZATION.—Chartered March 28 1873. May 28 1890 leased the Christopher & Tenth Street RR; see separate statement of latter.

The receivers of Mot. St. Ry, undertook to operate road subj. to the condition that they would be released from obligation to pay the 15% divonoustanding stock as required by the lease. and also be released from payment of 5

a portion of its route (on 17th and 18th Sts.) formerly operated by horseBONDS—

BONDS—

Date: Interest. Outstanding. Maturity.

1882 6 M-N \$250,000 Nov 1 1922

Interest at Guaranty Trust Co., New York;

American Loan & Trust Co., Trustee.

ROAD.—Track owned is 2.58 miles, of which .8 miles is electric and 1.78
miles horse; leases from Christopher & Tenth Streets RR. 4.16 miles. Total
track, 6.74 miles.—V. 89, p. 528; V. 94, p. 766; V. 96, p. 1772.

(a) Christopher & Tenth Streets RR.—Electric.

ORGANIZATION.—Chartered April 25 1873. Leased to Central Crosstown May 1 1890 for 999 years at 8% on stock and int. on bonds and not
more than \$1,500 per annum for organization expenses.

STOCK AND BONDS—

Par. Interest, Outstanding, Maturity,
Stock (\$190).————————\$100 8 Q-J \$650,000 See text.

First mortgage extended in 1,000 4 A-O 210,000 Oct 1 1918
1898 (V. 67, p. 370).— ntf Guaranty Trust Co., New York, Trustee.
ROAD.—Track owned is 4.16 miles.—V. 67, p. 370.

(4) Elighth Avenue RR.—Underground trolley road.
ORGANIZATION.—Chartered Jan. 10 1835. Road was leased to Met.
St. Ry., now N. Y. Rys., for 99 yrs. from Nov. 23 1895 at rental of \$215,000
per annum, which provides for interest on the serip, 16% dividends on stock
and \$5,000 additional for organization expenses. V. 62, p. 40. Underground-electric traction system used between 158th 8t, and Battery Place
V. 67, p. 178, 956.

(6) Forty-Second St. & Grand St. Ferry RR.—Horse and electric.
ORGANIZATION.—Chartered Feb. 16 1863. Leased to Met. St. Ry.
Co., now N. Y. Rys., from April 6 1893 for duration of charter and renewals
thereof, at 18% on stock, payable in lawful money. Stock, \$748,000
(\$100), of which \$400,000 is owned by N. Y. Rys. 1st M. 6% bonds (due
1909) of 42d St. & Grand St. Ferry RR. formerly deposited under Met.
St. Ry. ref. mtge. have been canceled.
ROAD.—Owns 6.80 miles of track. V. 74, p. 1139; V. 89, p. 993.

ROAD.—Owns 6.80 miles of track. V. 74, p. 1139; V. 89, p. 993.

(7) New York & Harlem RR.—Underground electric railroad.

ORGANIZATION.—Chartered April 23 1831. Owns also a steam road leased to New York Central, 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 our "Railway and Industrial" Section.

The electric (formerly horse) lines (19.52 miles of track) were leased to the Met. St. Ry., now New York Rys., for 999 years from June 11 1896 for a rental of \$359,000 per annum the first five years and \$400,000 per annum thereafter, which is equal to 4% on the \$10,000,000 stock; in addition \$2,500 is allowed for organization expenses. V. 62, p. 1088.

On Jan. 23 1911 a div. of 7% was paid, covering in full divs. withheld from 1909 to 1911, out of street railway rental, owing to franchise tax litigation (now settled). V. 94, p. 124; V. 93, p. 731; V. 91, p. 717. Line operated electrically from March 1898 from City Hall to 135th Street.—V. 91, p. 717; V. 93, p. 731, 1600; V. 94, p. 124, 208, 768, 1057; V. 95, p. 47, 1040; V. 96, p. 1424.

(8) Ninth Avenue RR.—An electric railroad.

1040; V. 96, p. 1424.

(8) Ninth Avenue RR.—An electric railroad.
ORGANIZATION.—Chartered July 29 1859. The road was leased to the Met. 8t, Ry., now New York Rys., for 99 years from March 12 1892.
Rental.—For first five years, \$48,000, which is equal to 6% on capital stock (\$500,000), and thereafter \$64,000—8%—on the same and \$2,500 for organization expenses. Stock, \$800,000; par, \$100; dividends Q.-J. Road—Fulton 8t, to 126th 8t., total track owned and operated, 15.90 miles.

(9) Sixth Avenue RR.—Underground trolley.
ORGANIZATION.—Leased to Met. 8t, Ry., now New York Rys., Feb. 1 1892 for 800 years. Rental \$145,000 per ann. which is 7% on stock and \$5,000 for organization expenses (V. 61, p. 925). Stock, \$2,000,000; par, \$100. An extra dividend of 38% was paid in Aux. 1901 out of proceeds of sale of stable property at 8 ixth Ave. and 43d 8t. Road, including Lenox Ave. branch (track operated), 12.06 miles. In Feb. 1899 began operating underground trolley all the way to Battery Place.—V. 86, p. 53, 106; V. 88, p. 946.

(10) Thirty-Fourth Street Crosstown Ry.—Underground electric.

underground trolley all the way to Battery Place.—V. 86. p. 33, 109; V. 88. p. 946.

(10) Thirty-Fourth Street Crosstown Ry.—Underground electric.
ORGANIZATION.—Chartered March 18 1896, being a consolidation of the 34th Street Railroad Co. and the 34th Street Ferry & Eleventh Avenue Railroad Co. and the 34th Street Ferry & Eleventh Avenue Railroad Co. s090,000 of the stock of the 34th Street Crosstown Railway Co. is owned by the New York Rys. Operated under agreement dated Dec. 21 1896, guaranteeing principal and interest of the bonds.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity Stock (5100)

First mortgage (\$1,000) guar (1896 5 A-O 1,000,000 April 1 1996 prin & int by N Y Rys.,ntf Central Trust Co., New York. Trustee.

ROAD.—Track owned is 0.95 miles. V. 62, p. 549; V. 71, p. 135.

(11) Twenty-Third Street Ry.—Underground trolley.
ORGANIZATION.—Chartered Jan. 29 1872. Leased from Apr. 25 1893 to the Met. St. Ry. Co. (now N. Y. Rys.) for the unexpired term of the charter and for any extensions of the same. Rental is 18% on stock. The New York Rys. owns all of the debentures due 1906. \$430,500 of the S600,000 stock and \$200,000 of the first mortgage bonds due 1909, remaining \$50,000 being held by Metropolitan Street Ry. receiver, but will ultimately be acquired by the New York Railways Co.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity, Stock (5100)

First mortgage \$250,000.——1896 6 J-J 250,000 Jan 1 1906 Debentures (\$1,000) Jan 1 1906 Limpt & ref. mige \$1,500,000 [1912 5 g J-J 1,500,000 Jan 1 1906 [1912 6 g J-J 1,500,000 Jan 1 1906] Debentures (\$1,000]. Stock and Rys. Deventures (\$1,000] sold.——c.\* Bankers Trust Co., N. Y., Trustee.

Bonds.—The impt. & ref. mige. bonds are red. in whole or in part at the option of the company or for the sink, fund on any int. date at 107 and int. on 4 weeks notice.

ROAD.—Including 14th St., Bleecker St. and Canal St. branches, track owned, 4.54 miles. Rails, 47 to 113 18th, standard gauge. V. 74, v. 1139, V. 95, p. 1333; V. 98, p. 1695, 1768, 1921, 1995; V

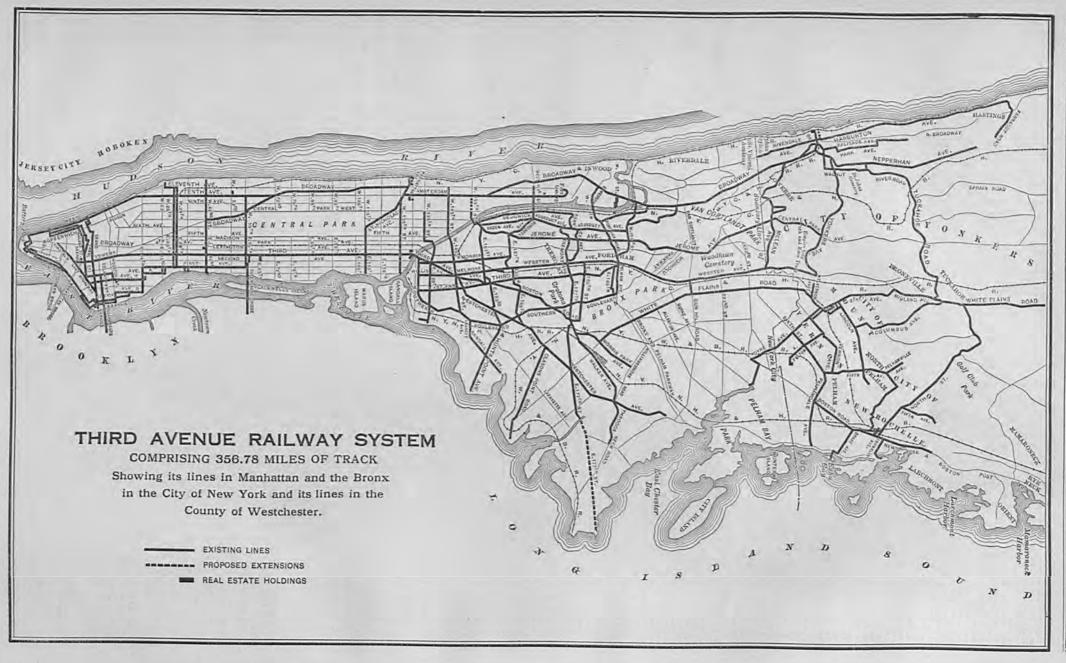
owned, 4.54 miles. Rails, 47 to 113 lbs., standard gauge. V. 74, p. 1139. V. 95, p. 1333; V. 98, p. 1695, 1768, 1921, 1995; V. 99, p. 1807, 1675.

SECOND AVENUE RR.—Underground electric.

Receivership.—In Sept. 1908 Justice Bischoff in Supreme Court appointed George W. Linch separate receiver in suit by Guaranty Trist Co. to fore-close consolidated mortgage. At midnight on Nov. 12 1908 Mr. Linch took possession of the property. Div. on stock due June '08 was defaulted. Default of int. on bonds occurred as follows: 1st (gen.) Mr. Nov. 1 '08 (subsequently retired; V. 91, p. 1255); first consols, Aug. 1 1908; debentures, July 1 1908. A committee was formed to protect the interests of the first consol. 5% bds. V. 87, p. 347, 1238. On Oct. 1 1919, Justice Amend in Supreme Court authorized receiver to issue \$2,500,000 receiver's cerfs, to be used to retire \$1,280,000 gen. consol. 5s and \$500,000 receiver's cerfs, to be used to retire \$1,280,000 gen. consol. 5s and \$500,000 receiver's cerfs, to be used to retire \$1,280,000 gen. consol. 5s and \$500,000 receiver's cerfs, to be used to retire \$1,280,000 gen. consol. 5s and \$500,000 receiver's cerfs, to be used to retire \$1,280,000 gen. consol. 5s and \$500,000 receiver's cerfs, to consol. 1 1910, and for franchise taxes, improvements and equipment. V. 91, p. 946. In Jan. 1911 \$500,000 additional cerfs. were authorized for improvements and equipment. V. 92, p. 204. As these matured, various or there issues were made from time to time. In Oct. 1913 \$3,200,000 1-year of the results of the certific were authorized to retire \$1,140,000 failing due Oct. 1 132. V. 97, p. 952. On Sept. 10 1914 Judge Lacombe in the U. 8. Dist. Court signed an order allowing claims amounting to \$594,727 against the N. Y. City ity. for special franchise taxes due and for damages. See V. 99, p. 749.

Recreter's Certificates Not Paid at Maturity.—See text below and V. 99, p. 970. April 1915 interest on certificates was paid.

ORGANIZATION.—Chartered Jan. 21 1833. Was formerly leased for length of char



THIRD AVENUE RY .- Underground trolley (See Map on page 76.).

THIRD AVENUE RY.—Underground trolley (See Map on page 76.).
ORGANIZATION.—Incorporated in New York on Apr. 20 1910 and on Jun. 1 1912 (Control of Appeals having affirmed the decision of the Appellate Division of Supreme Court, which reversed the order of the Public Serv. Comm., refusing to approve reorganization plan; subsequently approved by the Comm. on Jan. 17 1912. V. 94, p. 209; V. 93, p. 1464; V. 22, p. 1637, 1567; V. 91, p. 338) took over the property of the old Third Avenue Rg., sold at foreclosure on Mar. 1 1910. V. 93, p. 1835.

Owns all or practically all of the stock of the following Serv. 1900; S. 1900;

Stock and bonds all listed on N. Y. Stock Exchange.

Bonds.—Coupon bonds of both issues are in denom. \$500 and \$1,000: registered bonds are for \$500 and \$1,000 or multiplies of \$1,000. Int. on both issues is payable at office of company or its agency in N. Y. City. Of the remaining 1st ref. bonds, \$12,118,000 are reserved for underlying bonds and \$7,912,000 for future extensions and improvements under proper restrictions. They are redeemable on any interest date on or after July 1 1914 at 105 and int. on 3 months notice. See V. 94, p. 706. Int. on income bonds is cum. after Dec. 31 1912. Inc. bonds are red. as a whole but not in part on 1st day of any month on 3 mos. notice at par and int. Adjust. Inc. mige. holders to have full voting powers until full int., including accum., shall have been paid for five successive years. See V. 94, p. 706. Int. for 6 mos. end. June 30 1912 on incomes was not paid. V. 95, p. 112.

Dividend on Income Bonds.—An initial dividend of 114 % on the adjusting. bonds was paid April 1 1913 for the 6 mos. end. Dec. 31 1912. V. 96, p. 138. On Oct. 1 1913 2½% for the 6 mos. end. June 30 1913. April 1914, 2½% paid for 6 mos. end. June 30 1914. 2½% was paid April 1 1915 for the 6 mos. end. Dec. 31 1914.

ROAD—Operated.

Miles.

the 6 mos. end. Dec. 31 1914.

ROAD—Operated.
Third Avenue Ry. Co. 27.154 | Bronx Traction Co. 22.662 | Kingsbridge Ry. Co. 7.058 | N. Y. City Interboro. Ry. Co. 36.803 | A2d St. M. & St. N. Ave. Ry. 20.340 | Southern Boulevard RR. 9.024 | Dry Dock E. B. & B. RR. 19.355 | Westchester Elec. RR. 41.644 | Ref. Line Ry. Corp. 24.475 | Yonkers RR. 41.843 | Third Ave. Bridge Co. 3.665 | N. Y. West. & Coun. Trac 5.153 | Mid-Crosstown Ry. Co. 4.416 | Union Ry. Co. of N. Y. City 93.991 | Total 357.623 | CARS.—Owns 1,134; controls 563; total, 1,697 cars.

EARNINGS .- Of system for 9 months ending March 31: Gross Net (after Taxes. 1014-15. \$8.104.805 \$2.379.431 1013-14. \$0.013,377 2.234.568 Other Inter., Sink. Fund, &c. \$61.087 46,109 1,919.025 REPORT.—For years ending June 30 (1913-14 report in V. 99, p. 1447);

1913-14. 1912-13.

Total op. rev\_ 10,858,216 10,117,847 Interest revenue 75,215 70,170

Total op. expen.7,006,035 6,350,139 Gross revenue 3,196,612 3,112,185

Net op. rev\_ 3,852,181 3,767,708 73,006,035 725,693 (2013). Net op. rev.\_3,852,181 3,767,708 Taxes \_\_\_\_\_ 730,784 725,693 Net income.\_ 626,306 916,958

Oper. income\_3,121,396 3,042,015 OFFICERS.—Pres., Frederick W. Whitridge: V.-P. & Gen. Mgr., Edward A. Maher; Sec., Shelton E. Martin; Treas., A. D. Sage; Aud., Reune Martin.

DIRECTORS.—James N. Wallace, Adrian Iselin, Harry Bronner, Frederick W. Whitridge, Frederick H. Shipman, W. Emlen Roosevelt, John W. Platten, Albert W. Scholle, Joseph H. Seaman, George W. Davison, Edward A. Maher, Lyon F. Stranss and Edwin M. Burghart.—V. 97, p. 177, 729, 1287, 1428; V. 98, p. 74, 238, 306, 691, 840; V. 99, p. 122, 192, 199, 610, 1447, 1452, 1534; V. 100, p. 310, 475, 734, 1080.

(1) Dry Dock East Broadway & Battery RR,
RECEIVERSHIP.—Feb. 1 1903 Judge Lacombe appointed Frederick
W. Whitridge, then receiver of Third Avenue RR., receiver of this company. Interest due Feb. 1 1908 on the \$1,100,000 certificates of indotedness has not been paid. V. 86, p. 337. Judge Lacombe in U. 8. Circuit
Court on April 18 1911 authorized issue of not exceeding \$350,000 receiver's
certificates. V. 92, p. 1108. In July 1913 \$179,000 additional receiver's
certificates were issued, to be known as Series 'B,' and to bear 4% interest.
V. 97, p. 237. Int. on general mtge, bonds has been regularly paid.
The Appellate Div. of the N. Y. Supreme Court on May 7 1915 sustained
the rulins of the Pub. Serv. Commission made April 28 1914, denying
authority to make a gen. & ref. mtge. (as per plan in V. 96, p. 1628) and
issue bonds thereunder. V. 100, p. 1672.
ORGANIZATION.—Incorporated Dec. 8 1863. Third Aye, Ry. owns

ORGANIZATION.—Incorporated Dec. 8 1863. Third Ave. Ry. owns \$1,196,500 of the stock. In Jan. 1906 began operating Grand St. line by electricity. On Oct. I 1911 changed from horse cars to storage-battery cars on Avenue B and Caml St. lines. V. 93, p. 1105. On Oct. 25 1912 received permission from P. S. Commission to electrify road on Canal St. V. 95, p. 1206.

Cert of debt, not sub to call if 100 5 f-A 1,100,000 Feb 1 1914 ROAD.—16.02 miles of track. REPORT.—See above. INDEX.—V. 87, p. 1010; V. 92, p. 1108; V. 93, p. 1105; V. 95, p. 1206 V. 96, p. 1628; V. 97, p. 116, 237; V. 100, p. 54.

ROAD.—21 miles of track. REPORT.—See above.—V. 92, p. 59, 659; V. 93, p. 346, 730, 1668; . 94, p. 1056, 1695; V. 95, p. 679,

(3) Union Railway Co. of New York City.—A trolley road.
Receiver has been discharged.
ORGANIZATION.—Operates from 129th St. and Third Ave. through
the Borough of the Bronx, and with subsidiary lines continuing thence to
and through Mt. Vernon.
Owns \$58,100 (all the outstanding stock) of the Bronx Traction CG.

Owns \$58,100 (all the outstanding stock) of the Bronx Traction CG.

New Franchise.—On July 2 1914 the Board of Estimate and Apportionment granted the company a franchise to cross the Willis Ave. bridge over the Harlem River to 125th St., and along 125th St. to the Fort Lee Ferry, without obligation to give transfers to the Third Avenue Ry. cars. The franchise was granted with the stipulation that the P. S. Comm. might, at any time, require the company to furnish the transfers. V. 99, p. 50.

STOCK AND BONDS. Par. Interest. Outstanding, Last die., &c. Stock

Stock

First mortgage 1892gold. tf., 1,000 5 g F-A 2,000,000 Aug 1 1942.

Guaranteed Loans—

Guaranteed Loans—
Westchester 1st M gu p & 1 \$1,000 5 g J-J 500,000 July 1943 gold 1893

ntf Bankers Trust Co., New York, Trustee.
Southern Boulevard RR 1st 5 g J-J 250,000 July 1 1945 gold 1895

tf Central Trust Co., New York, Trustee.
Yonkers RR first mortgage See below

ROAD,-Including Bronx Traction, operates 113.45 miles of track. REPORT.—See above.—V. 87, p. 1161; V. 90, p. 1297; V. 91, p. 655; V. 92, p. 1567; V. 94, p. 489, 1318; V. 99, p. 50, 1971.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$750.000.

Ist mtge \$4,000,000 gold red | 1913 | 5% | See text | Jan. 1 1943 as a whole at 105.....tf | Central Trust Co., N. Y., trustee. Bonds are guaranteed by Third Avenue Ry. ROAD.—Owns road on 59th St., East and West, with belt line on East and West Stites to South Ferry—19.07 miles of track. All elec. on 59th St. P. S. Comm. has granted permission to substitute electric storage battery cars for horse cars on East and West Side bel lines. Owns 79 storage-battery cars.—V. 95, p. 1744; V. 96, p. 200, 234; 759, 862, 946, 1020, 1235; V. 97, p. 174, 520, 1203, 1286, 1356; V. 98, p. 1692, 1919; V. 99, p. 1450.

V. 97. p. 174. 520. 1203, 1286, 1356; V. 98. p. 1692, 1919; V. 99. p. 1450.

(8) Mid-Crosstown Railway Co.—Storage-battery cars.
Acquired by the Third Ave. Ry. late in 1913.

ORGANIZATION.—Incorp. in New York on Feb. 14 1912, in the interest of the reorganization committee, as successor to the 28th & 29th 8ts. Crosstown RR., sold at foreclosure on Jan. 4 1912 (V. 94. p. 69). Stock auth., \$150.000. See plan of reorganization in V. 93. p. 1790.

In Feb. 1914 the P. S. Commission authorized the company to acquire and hold the \$150.000 stock of the Mid-Crosstown Ry. Co., inc., and in April 1914, in payment therefor, the Third Ave. Ry. Co. issued \$180.000 of bonds, and gave its 4% promissory note for \$250.000, payable in three equal annual installments, and canceled ciaims amounting to \$34.442 against the Mid-Crosstown Co. That company has no other stock outstanding, and on the completion of the purchase had no indebtedness (V. 99. p. 1447).

For notice to depositing bondholders see V. 98. p. 1461.

STOCK—

Date. Interest. Outstanding. Maturity.

Common, \$150.000 (\$100).

EARNINGS.—For 12 mos. ending June 30 1914, gross, \$86.613; net after taxes, \$3.001; other income, \$13; interest ,rents, &c., \$14,502; deficit. \$11.488.

ROAD.—Track operated, 4.14 miles.—V. 94, p. 487; V. 95, p. 1403.

ROAD.—Track operated, 4.14 miles.—V 94, p. 487; V. 95, p. 1403; V. 97, p. 666, 1116; V. 98, p. 304 and 306, 611.

(9) Pelham Park & City Island Ry. Co., Inc. ORGANIZATION, &c.—Incorp. May 10 1913 in N. Y. and on July 9 1914 the Third Ave. Ry. acquired control. Auth. common stock, \$125,000; outstanding, \$45,000. Length of road, 2.886 miles, from Belden Point, City Island, to Eastern Boulevard, on New Rochelle Road.

City Island, to Eastern Boulevard, om New Rochelle Road.

FEDERAL LIGHT & TRACTION CO.

ORGANIZATION.—Incorporated in 1910 in New York. Holds a controlling interest in the following companies operating gas, electric lighting steam heat, ice and traction properties located in cities mentioned in titles. Albuquerque (N. M.) Gas, Elec. Lt. Hobart (Okla.) Electric Co.

& Power Co. (V. 84, p. 997).

Albuquerque (N. M.) Elec. Pow. Co.
Las Vegas (N. M.) Lt. & Power Co.
Central Arkansas Ry. & Lt. Corp.,
Hot Springs Street Ry.
Hot Springs Street Ry.
Hot Springs Street Ry.
Hot Springs Street Ry.
Grays Harbor Ry. & Lt. Co., Aberdan (Wyo.) Elec. Lt. & Fuel Co.
Consumers' Gas Co.
Deming (N. M.) Ice & Elec. Co.
Grays Harbor Ry. & Lt. Co., Aberdan (Wyo.) Country Elec. Co.
Springfield (Mo.) Ry. & Light Co.
Consumers' Gas Co.
Tinidad (Col.) El-Transm. Ry. & Gas
Tucson (Ariz.) Gas, Elec. Light &
Power Co.
Tucson Rapid Transit Co.
Tracson (Ariz.) Rapid Transit Co.
Trinidad (Col.) El-Transm. Ry. & Gas
Tucson (Ariz.) Rapid Transit Co.
Tucson Rapid Transit Co.—See "New Franchise" in V. 90, p. 1490.

As of March 1 1911 acquired the entire capital stock of the Springfield
(Mo.) Ry. & Light Co. V. 92, p. 1419.

As of March 1 1911 acquired the entire capital stock of the Springfield
(Mo.) Ry. & Light Co. V. 92, p. 1419.

As of March 1 1913 took over the Central Arkansas Ry. & Light Corp.
V. 96, p. 1154. In the early part of 1913 sold the Montrose (Colo.) Electric Transmission, Ry. & Gas Co. (a reorganization of the Colorado Ry., Light & Power Co. V. 94, p. 1056.

On March 1 1913 took over the Central Arkansas Ry. & Light Corp.
V. 96, p. 1154. In the early part of 1913 sold the Montrose (Colo.) Elect. Light & Power Co.
In Dec. 1913 S725,000 10-year gold notes were issued (auth., \$10,000,000.

See below) carrying an equal amount of common stock option warrants entiting holders to obtain such stock at pasany time prior to Dec. I 1923.
See also V. 97, p. 1533, 1822. In June 1914 a further \$715,000 of these notes were issued at 6%.

Ing Sept. 1914. Dividend psylicide and act of the companies after elimination of inter-company carnings (excluding depreciation):

Gross Net Int. Fed. L. Fed. L. &Tr. Cent. Ark. R. Bal., Cal. Earns. Earns. Chyes. &T. Co. Pref. Div. Lt. Pf. Div. Surp. Years. \$ 36.969. 1914. -2.416.960 918.276 586, 155 29.623 (4½) 112.500 (7%) 183.000 105.998 1913. -2.372.174 928.940 531.787 36.640 (6%) 150.000 (7%) 63.000 147.513 ROAD.—Controlled properties operate 85.16 miles of track.

OFFICERS.—Pres. Edwin N. Sanderson: V.-Ps.. Francis Blossom. Craig Colgate and F. L. Dame, Treas. and Asst. Sec., L. C. Gerry: Sec., J. B. Marsh.—V. 90, p. 1490; V. 91, p. 38, 336; V. 92, p. 460, 526, 1499; V. 93, p. 411, 1532, 786; V. 94, p. 207, 559, 908, 910, 982, 1056, 1249; V. 95, p. 419; V. 96, p. 284, 716, 947, 1154, 1772; V. 97, p. 1683, 1822; V. 98, p. 453; V. 99, p. 1673; V. 100, p. 140, 555.

453; V. 99, p. 1673; V. 100, p. 140, 555.

(1) Central Arkansas Railway & Light Corporation.
On Mar. I 1913 was taken over by Federal Light & Traction Co., which owns entire common stock.

ORGANIZATION.—Incorp. Feb. 19 1913 in Virginia, taking over the Hot Springs St. Ry, and other properties. Through its constituent companies does entire water, street railway, gas, electric light and power business in Hot Springs and vicinity. Has contract with city of Hot Springs for street lighting.
Franchises.—Street railway expires in 1954, and exclusive as to streets occupied until that date. Water, exclusive and expires Nov. 1931. Electric light and power, expires 1933. Artificial gas, unlimited as to time, Also has a natural gas franchise, expiring in 1931, which provides for a maximum rate of 50c. per 1,000 cu. ft., this rate being protected by a contract with the Arkansas Natural Gas Co. for natural gas, the Central Ark, Ry. & Light Corp. receiving about 30% of the gross carnings as its share of the profit. Should supply of natural gas fail, company will revert to artificial gas franchise.

A. R. Marshall; Gen. Man., S. E. Dillon.—V. 96, p. 715, 789.

(2) Springfield (Mo.) Railway & Light Co.
As of Mar. 1 1911 entire stock was acquired by Fed. Light & Trac. Co.
ORGANIZATION.—Incorp. in Maine in Nov. 1905. Owns entire capital stocks of the Springfield Traction Co. and the Springfield Gas & Electric Co.
The Edekapoo Transit Co. is also part of system. Electric Light franchise perpetual; gas franchise expires in 1929; street railway franchise in 1944 and steam heating franchise in 1930. Does entire traction, gas, electric light and power business of city. Also does steam heating.
On June 24 1914 the P. S. Comm. ordered a reduction of about 30% in rates of the Springfield Gas & Elec. Co., holding that a net return of 7% is adequate for the company.
Company has brought suit for an injunction.
V. 100, p. 1263.
STOCK AND BONDS— Date. Interest. Outstanding. Manurity

Pacific Coal Co. with \$50,000 words of power annually. V. 90, p. 1912.

R. W. Rail, 60-lb. T. standard gauge.—V. 39, p. 100; V. 90, p. 1912.

K. W. Rail, 60-lb. T. standard gauge.—V. 39, p. 100; V. 90, p. 1912.

(THE) UNITED GAS & ELECTRIC CORPORATION.

ORGANIZATION.—Incorp. in Connecticut on June 6 1912 as a consolidation of Susquehanna Ry., Lt. & Pow. Co. and United Gas & Elec. Corp. (Incorp. Mar. 8 1912.) Jowns entire common stocks of the following common stock of the following common stocks of the following common stocks of the following common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo), and over 95% of the common stock of Internat. Trac. Co., Buffalo, N. Y. (see latter company on preceding page under Suffalo, N. Y. (see latter compa

(1) United Gas & Electric Co.

ORGANIZATION.—Incorp. in Dec. 1901 in New Jersey. All the common stock was acquired by the Susquehanna Ry. Lt. & Pow. Co., which on June 6 1912 was consolidated with United Gas & Electric Corp. Owns and controls the following gas and electric properties:

Altoona (Pa.) Gas Light & Fuel Co. Leavenworth (Kan.) Lt., H. & P. Co. Cit. Gas & Fuel Co., Terre H'te, Ind. Lockport (N.Y.) Lt. Ht. & Pow. Co. Colo. Spgs. (Col.) Lt. Ht. & Pow. Co. Richmond (Ind.) Lt. Ht. & Pow. Co. Hartford (Conn.) City Gas Lt. Co. Also controls the Elmira Water Lt. & RR. Co., which see under "Elmira, N. Y."

net, after taxes, \$1.124,847; charges, \$617,573; surplus, \$507.274.

OFFICERS.—Pres., George Bullock; V.Ps., Richard S. Stores and S. J. Dill; Sec. & Asst. Treas., Honry Morgan; Tress., H. J. Pritchard; Asst. Sec. & Asst. Treas., M. D. Evans.—V. 93, p. 1783.

(2) Harrisburg Light & Power Co.
ORGANIZATION.—Incorp. July 1912 to take over the Harrisburg Light, Hb. & Pow. Co. and Paxtang Elec. Co., whose franchizes are perpetual. In Feb. 1913 the Harrisburg Elec. Co., whose franchizes are perpetual. In Feb. 1913 the Harrisburg Elec. Co., whose franchizes are perpetual. In Feb. 1913 the Harrisburg Light and the Harrisburg Light of the pref. owned by the United Gas & Elec. Corporation.

BONDS.—Harrisburg Light Ht & Power | Date, Interest. Outstanding, Maturity Harrisburg Light Ht & Power | Commonwealth Tr. Co., Harrisb. Trustee. Harrisburg L. & Pisk Fred M. 1912 5 ff A. 2037, 300 Aug 1 1952 \$10,000,000 gr (\$100, \$500 Fidelity Teust Co., Philadelphia, Trustee. and \$1,000 the straight of the prior liens, \$7,015,000 for impts, extens., &c., under certain restrictions. Red. at 105 and int. on any int. day.—V. 95, p. 239.

(2) Consumers Electric Light & Power Co.
Operates an electric light and power system in New Orleans. STOCK AND BONDS.—Date. Interest. Outstanding. Maturity. Common \$1,000,000. And I owned by United Gas & Elec. Corp. Preferred \$500,000 (7% cum) First may \$2,500,000 gold 1911 5 g.J.J. 1,256,000 Jan 1 1936 (\$100, \$500 and \$1,000).—All owned by United Gas & Elec. Corp. Stock.—Preferred atock 7% cum. from April 1913.

Bonds.—Stock.—Preferred atock 7% cum. from April 1913.

Bonds.—Stock.—Preferred atock 7% cum. from April 1913.

Bonds.—Stock Spile Common and vicinity. Has acquired Houston Gas Corp. Stock.—Preferred atock 7% cum. from April 1913.

Bonds.—Stock.—Preferred atock 7% cum. from April 1913.

Bonds.—Stock Spile Common Stock Spile Co

EARNINGS.—For year end. Dec. 31 1914, gross, \$179,224; net, after taxes, &c., \$72,921; charges, \$39,501; pref. divs., \$17,500; surplus, \$15,920.

CITIES SERVICE COMPANY-A holding company.

par and accrued div.\_\_e\* | Trustee. | May 30 1917

Dieidends.—Dividends on both stocks were begun in January 1911.
Rate Feb. 1 1911 to Jan. 1912. on common, 3% per annum (4 of 1% monthly); Feb. 1912 to Jan. 1913. 4% per ann. (1-3 of 1% monthly); Feb. 10 Nov. 1913. 5% per ann. (5-12 of 1% monthly); Dec. 1913 to July 1914. 6% per annum (4 of 1% monthly); On pret., 6% (4 of 1% monthly). Payments on both common and pref. were deferred (incl. payments) dual, 1 1914 on account of financial conditions growing out of the European war. See V. 99, p. 673, 466, 405; also V. 99, p. 1130, 1831. Up to May 1915 payments had not been resumed.

NOTES.—\$3.000,000 of the 7% 5-year notes were sold to London interests. They are red. at 102 and convertible into pref. stoc': at par. No additional indebtedness is to be incurred except to provide for retrings the notes. V. 96, p. 1775. The stock trust cifs, above were issued by Guar. Tr. Co. of N. Y. against deposit of 31,948 shares of stock of St. Joseph Ry., Lt., Ht. & Pow. Co. (V. 99, p. 1750). Sink, fund will retire these cifs, before maturity, payments being made monthly in amounts aggregating \$150,000 for 1915 and 1916 and \$218,000 by May 20 1917. See V. 99, p. 1750, for further particulars.

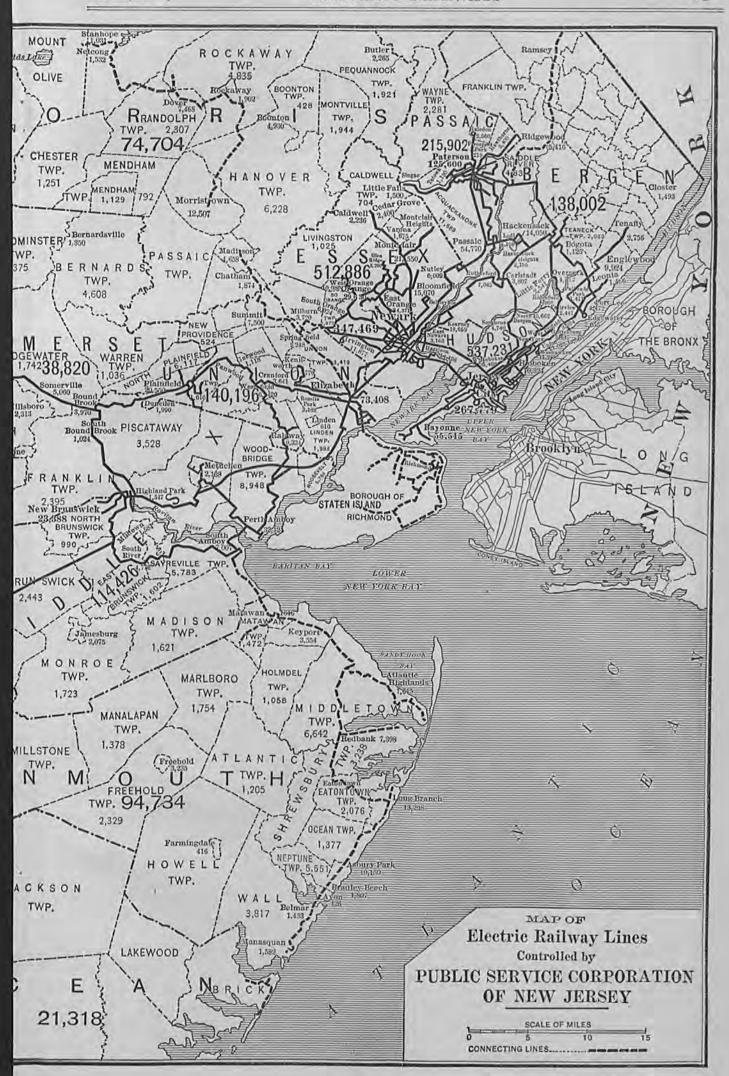
In March 1914 the Denver Gas & Electric Light Co. Issued \$3,500,000

in March 1914 the Denver Gas & Electric Light Co. Issued \$3,500,000 notes.

Capital Stock of Subsidiary Companies Owned or Contracted for by Cities Service Co. Dec. 1 1914 [Par of shares: a \$100; b \$50; c \$25] Also Bonded Debt of Subsidiary Co's of Same Date. —Bonded Debt - Stock

	-Bonded	Debt-	-Stoc	k
	Bonds	Cities Service		Cities Serv-
	Jutstanding.	Company.	Outstanding.	ice Co.
	\$	\$	3	970
*Alliance Gas & Power Co	463,500	ANTESS	a550.000	99.872
Amarillo St. Ry. Co	125,000	125,000	a212,000	99.764
Arkansas Valley Gas Co		Total Control	a150,000	99.533
Athens Ry & Elec. Co	735,000	Antonia	a750,000	98.280
Preferred stock		******	a300,000	*****
Bartlesville Gas & Oil Co.		*****	6300,000	99.958
Bartlesville Int. Ry. Co.	217,500	*****	c143,550	99.808
*Bristol Gas & Electric Co	425,000	1,319,000	a300,000	97.666
Brush Electric Co.	_ 1,500.000	T'919'000	a2,000,000 a200,000	99.865 99.65
Buckeye State Gas & Fuel	214.000		a200,000	92.5
*Citizens' Gas, Elec. & Ht		263,700	41,000,000	99.93
*City Light & Traction Co	761,600	200,100	a400,000	20.00
Preferred stock	300,000	*****	a1,000,000	99.85
*City Light & Water Co Preferred stock	- 900,000	*****	a100,000	22.00
Columbus Nat. Gas Co	38,200	38,200	4400,000	89.375
Coshocton Gas Co.	42,000	11,000	a80,000	99.25
Preferred stock	- 42,000	11,000	a16,000	100.00
*Cumb.&West. El. Ry. Co	655,000	******	5625,000	85.84
Danb. & Reth. G.&ELLtC	0 150,000	500000	c400,000	09.938
Denver Gas & El. Lt. Co. *Dominion Gas Co	-10.669.900	464,000	a10,000,000	99.8755
*Dominion Gas Co.	4.200.000	1,950,000	a3,000,000	100.00
Sub.co's secur. not owner	99,800	210001000	97,540	
Preferred stock			500	
Durham Traction Co	350,000		a300,000	94.76
Preferred stock		*****	a200,000	100.00
Elyria & Lorain	10	100%	10	80.00
Empire Dist. Elec. Co	* * ******	*****	w	100.00
Empire Dist. Elec. Co	4,984,500		a3.000.000	99.95
Emp. Gas & F. Co. of Okla	300.000	*****	a7,500,000	64.07
Glenwood Natural Gas Co.		100000	4750.000	99.933
*Knoxville Gas Co	448,000	*****	a300,000	86.066
Preferred stock	* *****		a100,000 a800,000	99.912
Manufac'rs' Nat'l Gas Co Mansfield Gas Light Co	35,000	*****	636,500	99.04
	. 00,000	*****	698,500	00.04
*Massillon Elec.& Gas Con	362,000	116,000	a500,000	99.86
Medina Gas & Fuel Co	150,000	150,000	a400,000	99.875
*Meridian Light & Ry. Co	WT 944 000	30,000	a2,000,000	99.815
Hattlesburg Trac. Co	474,000	447744	100001000	001010
Neosho Elec. Light Co	. 11 11000		a20,000	98.50
Producers' Nat. Gas Co	3 500000		a200,000	99.75
Quanaw Gas Co	700,000		43,000,000	99.310
Quapaw Gas Co	2,800,000	2,800,000	a1,000,000	99.95
Salina Lt., Pow. & Gas Co	200,000	*****	a500,000	99.90
*Southern Ont, Gas Co., Lt	000.000.6		44,000,500	99.988
Southw. Okla. Gas & F. Co	350,000	350,000	a500,000	99.9
sSpokane Gas & Fuel Co.	1,345,000	10,000	42,000.000	99.935
Preferred stock		200000	300,000	00 700
St.JosephRy.,Lt.,Ht.&PC	0 5,326,000	271,000	a3,500,000	03.726 19.23
Toledo Trac. Lt. & P. Co.	- m 027 555	*****	1,560,000	27 050
		******	47,966,300	37.659
Preferred stock "Toledo Rys. & Lt. Co.	20 201 000	******	\$1,845,400	8.85
Other sub. co's securitie	1 800 000	2000000	3,100	
Other aud. co a securitie	a 1,000,000		9,100	





	-Bonde	d Debr-	Stoc	
Prumbull Pub. Serv. Co. Preferred stock. Preferred stock. Preferred stock. Walnes & Root Gas Co. Washita Gas & Fuel Co. Watanga Power Co. Western Olda. Gas & F.Co. Western Olda. Gas & F.Co. Wichte Natural Gas Co.	Bonds (standing. 989,500 899,500 250,000 300,000 100,000 465,000 2,000,000	250,000 300,000		
com.stk. in cos. marked*1	000,000,0	3.000.000		
Total	0 927 200	11,897,900	80.101.840	

m This company has also \$75,000 i.year collateral notes. V. 99, p. 1677.

w Application being made to Commission for securities which will be the property of Cities Service Co. according to percentages shown.

I The controlled companies of the Dominion Gas Co., which owns all of their capital stock except \$500 pref. and \$97,540 common. and all of their bonded debt, except the amounts here shown, are the following: Beaver Oil & Gas Co. Brantford Gas Co. (bonds, \$18,800). Dominion Natural Gas Co., Lid., bonds, \$75,000). Enterprise Gas Co., Ingersoil Gas Light Co., Norfolk Gas Co., Petr Rowan Natural Gas Co., Thoroid Natural Gas Co., Utiled Gas Co., Etd., and Woodstock Gas Light Co. (bonds, \$6,000).

y Coupons clipped on \$210,000 to and incl. Mar. 1 1915.

EARNINGS OF CITIES SERVICE CO.—The 12 months' statement anding March 31 1915 compares as follows: (Report for calendar year 1914 in V. 100, p. 1588):

	2 Mos. end.	ending Mar. *12 Mo. end. Mar. 31 '14.	31 and Moni Month of March '15.	th of March, Month of Mar, 1914.
Gross earnings Expenses	\$3,941,424		\$347,372 12,315	\$348,447 11,309
Net earnings Interest on notes Divs. on preferred stock. Divs. on common stock.	\$3,810,152 455,000 a1,617,995 235,534	\$2,777,734 210,562 1,128,876 601,356	\$335,057 40,833 a130,833	\$337,138 29,167 136,833 78,476
		20000.010	2700.001	200,000

1683; V. 99, p. 1299.

(4) Cumberland & Westernport Electric Ry.—A trolley road. ORGANIZATION.—Organized in Maryland on April 11 1902 by special Act of the Legislature, as successor to the Frostburg Eckhart & Cumberland Ry. Has absorbed the Lonaconing Middland & Frostburg Ry. and the Westernport & Lonaconing.

Strike.—The strike of the motormen and conductors in effect since Ang. 18 1914 was ended Ang. 27 1914, the company granting a uniform scale of 26 cents an hour. V. 99, p. 537, 608.

STOCK AND BONDS—Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$50).

Westernport & Lonaconing cpt 1903 5 J-1 15 225,000 Jan 15 1928 Frost Eck & Cum 1st M \$250.~ 1901 5 g J-D 15 \$230,000 June 15 '26 000 g (\$500 & \$1,000. c\*cpt Int. at Real Estate Trust Co., Phila., Trust,

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Lonac Mid & Frost first mtge! 1901 5 g J-D 15 200.000 June15 1926
\$220,000 g (\$1,000) \_ c\*cpt Int. at Real Estate Trust Co., Phila., trust.
Certain of the above issues can be called at 105.

ROAD.—Operatos 25 miles of track between Cumberland, Eckhart,
Frostburg, Lonaconing and Westernport; 60, 75 and 92-lb. T and girder
rall; standard gaugo.—V. 89, p. 1410; V. 95, p. 110; V. 99, p. 537, 698.

(5) Meridian Light & Railway Co.

ORGANIZATION.—Incorp. In Miss. In 1901 as a reorganization of the
Meridian St. Ry. & Pow. Co. Owns and operates the Meridian Gas Light
Co. Does entire street railway, gas and electric business in Meridian. Owns
all the stock of the Hattlesburg Trac, Co. Franchises are for 59 years from
Oct. 4 1895 for street railway and from Dec. 1900 for gas and electricity.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity.
Common \$5,000,000.

Ist mtge \$750,000 gold (\$500) 1904 5 g M-8 750,000 Mar 1 1944
and \$1,000.——————c\* Into 5 g M-8 750,000 Mar 1 1944
and \$1,000.————c\* Int. at City Bk. & Tr. Co., Mobile, trustee.
Gen mtge \$750,000 gold (\$500) 1904 5 g M-8 8 see text. Mar 1 1945
Bonds.—There were \$225,000 of first 5s outstanding, but these have been
deposited as collateral for the new 1st M. bonds of 1904. A sinking fund of
1% of new 1st M. bonds out became operative March 1 1906. \$75,000 of
outstanding bonds are held in sink, fund. Bonds are subject to call on 60
days notice at 105. V. 92, p. 1311. There are \$1,635,000 of gen, mtge.
bonds issued, of which \$441,000 are in treas, leaving \$1,194,000 outstanding. Of the amount out, \$210,000 do not bear int. until 80pt. 1915.
\$750,000 of gen, mtge. bonds are reserved to retire 1st mtge, bonds. Sinkng fund of 1% of gen, mtge, bonds out begins Sopt. 1 1917.

ROAD.—12 miles of track. 30 cars.

OFFICERS.—Pres. H. L. Doberty; V. P., F. W. Frineauff; V.-P.,
A. B. Patterson: Gen. Mgr., A. B. Patterson: Sec. & Treas, L. H. ArcherAsst. Sec. & Asst. Treas. Carl B. Gilbert. V. 90, p. 914; V. 91, p. 3

(a) Hattiesburg Traction Co.

Meridian Lt. & Ry. Co. owns all the stock.

ORGANIZATION.—Organized in 1905. Sopt. 2 1907 purchased Hattlesburg Gas Co. and Hattiesburg Light & Power Co., giving company control of gas. street railway and electric-light business of city. Street railway franchise 25 years from 1906.

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

Stock \$500,000.

1st mtge \$300,000 (\$1,000) 1908 6 J.J. 270,000 Jan 1 1928 gold.

Corpt | Standard Trust Co., New York, Trustee.

Gen lem mtge \$2,590,000 gold. 1912 J.J. 204,000 July 1 1952 (\$1,000).

Bonds.—Skg. fd. retires 1st mtge. by purchase \$5,000 bonds annually. beginning Jan. 1 1999. at a premium up to a 5% basis; bonds cannot be called. V. S7. p. 97; \$30,000 have been retired. Of gea. lien bonds. \$300,000 are reserved to retire 1st mtge. bonds. Bonds are called. Sonds are called. Int. at office of trustee and office of H. L. Doherty & Co., N. Y. Sinking fund. 1%, begins July 1 1916.

ROAD.—Has completed 7.34 miles of track. Began operations Sept. 12 1909.

OFFICERS.—Pres., Heary L. Doherty, N. Y.; V.—Ps., C. Z. Stevens.

stimming Jan. 1, 1909. As a premium up for a 5% basis; bonds cannot be called by S.T. p. 97, 230,000 how been relief. Of gea. Hen bonds, \$300,000 are reserved to retire is migo bonds. Bonds are callable at 103 & Ind. on any control of the property of the of the prope

7:30 a. m. and 4:30 to 6:30 p. m., with six tickets for a quarter; other hours, V. 99, p. 818.

V. 99, p. 818. On Aug. 4 1914 a city election was held to decide on the issuance of \$8,000,000 of bonds for the purchase of the company by the city. A ma-jority of 1,159 votes in favor of the bonds was cast, but there is doubt as to whether the ordinance required a bare majority or two-thirds of the votes

\$8,000,000 of bonds for the purchase of the company by she city. A happer jority of 1,150 votes in favor of the bonds was case, but there is doubt as to whether the ordinance required a bare majority or two-thirds of the votes cast.

For details of the negotiations with the city, see V. 98, p. 1073. See also V. 100, p. 1438.

On May 22 1913 the Ohio P. S. Comm. set aside the action of the City Council, which (on Jan. 29 1912) granted the company a new franchise for 5 years, but made the flat rate of 70c. per 1,000 cu. ft. for artificial gas for both illuminating and fuel. The Commission allowed the old rate of 90c. for gas for illuminating purposes. V. 96, p. 163.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$9.200.000 (\$1000.6% cum See text 7,687.000

Pref \$8,000,000 (\$1000.6% cum See text 7,687.000

Pref \$8,000,000 (\$1000.6% cum See text 7,687.000

First lien \$7,500,000 (\$1,000.1) 1913 6 F-A 6,746,000 Feb 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.6 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (red at 101 and inb.-e\*cpt | 101.5 by 1 1,000.000 Jan 1 1918 (

company is held in a voting trust and the company has contracted with H. L. Doherty & Co. for the supervision of the operation of its subsidiary properties).

BONDS.—Remaining first lien notes are reserved for improvements. &c., at 75% of cost and under certain conditions. See V. 96, p. 555. The notes are secured by deposit of the following securities: \$5.998.000 of the \$6,000,000 5% consols, of the Tol. Trac. Co., over 94% of the \$6,000,000 4% consol, 1st M. bonds of the Tol. Rys. & Lt.; over 95% of the \$6,000,000 4% consol, 1st M. bonds of the Tol. Rys. & Lt.; over 95% of the \$13,375.000 cap, stock of the Tol. Rys. & Lt.; all the cap, stock (except directors shares) of the Toledo & Western RR., Maumee Valley Rys. & Lt., Toledo Ottawa Beach & Northern Ry, and the Adrian St. Ry. Red. any int. date at 101 and int. V. 97, p. 1358. The 2d lien notes are secured by deposit of \$1,200,000 each of com. and pref. stocks. Payment or retirement of the small unexchanged portion of the Toledo Trac. 5s was provided for out of the small unexchanged portion of the Toledo Trac. 5s was provided for out of the small unexchanged portion of the Toledo Trac. 5s, for pref. stock. The Tol. Gas. Elec. & H. Co. bonds are guar, by endorsement by the Tol. Trac., Lt. & P. Co.; \$448,000 are reserved for prior liens. They are not subject to call. The Tol. Gas Lt. & Coke Co, and Tol. Heat & Light Co. are, guar, principal and int., by the Tol. Lt. & Rys. Co. Former issue was extended to July 1 1909, then to Jan. 1 1912, at which time the holders decided to allow them to run to no definite date at 5%. Of the Maumee Valley Ry. & Lt. 44/s. \$300,000 are reserved to retire the first 5s of the Toledo & Maumee Ry. Guar, by endorsement by Tol. Lt. & Rys. No s. f. on the 44/s. but they can be called on or after Mar. 1 1915 at par on 30 days notice. Int. payable at Kean, Taylor & Co.; office, N., SY. Tol. Fay. & W. bonds have no s. f., but are subject to call on and after July 1 1912 at par and accrued int. Are guaranteed both as to principal and inter

\$1.347.769.

ROAD.—Street rallway lines in Toledo, 117 miles of track; interurban lines owned by subsidiary cos., 125 miles of track.—V, 96, p. 420, 555, 1022; V, 97, p. 1358, 1735; V, 98, p. 306, 1001, 1073; V, 99, p. 344, 408, 540, 818; V, 100, p. 1438.

GENERAL GAS & ELECTRIC CO.

ORGANIZATION — Incorp. In Maine July 3 1912 as a holding company and controls the following:
Rutland (Vt.) Ry. Lt. & Pow. Co.
Pittsford (Vt.) Fower Co.
Western Vermont Pow. & Lt. Co.
In 1915 also acquired (as of Jan. 1) the following properties of the Atlantic Gas & Electric Co., sold under foreclosure as per plan in V. 100, p. 1674;
(1) Blushamton Lt., Ht. & Power Co. and Waverly Elec. Lt. & Pow. Co.
In 1915 also acquired (as of Jan. 1) the following properties of the Atlantic Gas & Electric Co., sold under foreclosure as per plan in V. 100, p. 1674;
(1) Blushamton Lt., Ht. & Power Co. and Waverly Elec. Lt. & Pow. Co.
In New York; (2) Easton Gas Works, Pennsyl, Utilities Co., Sayre Elec. Co., Bangor Steam Heating Co. and Interurban Gas Co. in Penna. and (3)
Eastern Penna. Power Co. and Jersey Power Co. in New Jersey.

Approximate Capitalisation on Completion of Necessary Preliminaries.
[See also Atlantic Gas & Electric Co. In V. 100, p. 1674, for further data.
STOCK AND BONDS— Dats. Interest. Outstanding. Maturity.
Common \$10,000,000 red at \$125...... See text. 1,900,000 See text
Conv pref non-cum.
First lien conv \$20,000,000 1912 5 g.J. 1,411,000 Jan 1 1925
[OU) (St.) (00 & \$500) ... c\* Int. in N. Y. Guar. Trust Co., frustee.
Syr. notes gold (\$1,200)... c\* Int. in N. Y. Guar. Trust Co., Trustee.
Stock.—Divs. on pref. stock are cum., 6% to July 1 1915, 7%, thereafter; participating with com. after pref. has received 7% and com. 6%. The conv. pref. is pref. as to assets and divs. over the common stock as follows:
3% in 1915, 4%, 1916, 5%, 1917, 6%, 1918 and thereafter. Convertible into common stock at par at any time.

Bonds.—The initial issue of \$1,700,000, of which \$1,693,000 are out. is convertible \$500.000 western vt. P. & L. and \$1,293,000 N. W. Ohio Ry. & Pow. bonds (being entire amounts out), and \$1,677,600 Rutland Ry. Lt. & P. stock. Subj. to call at 105 and int. on 30 days notice. Additional bonds can be issued under certain conditions. V. 95, p. 1210.

The 10-year bonds of

(1) Rutland Railway, Light & Power Co.

General Gas & Electric Co. owns \$1.677.600 stock.
Interests identified with this company have acquired the Fair Haven Elec. Co. and the Carvers Falls Pow. Co., both free from bonded debt.
ORGANIZATION.—Is a consolidation in Feb. 1906 of the Rutland Street Ry., the People's Gas Light Co., the Vermont Internal Improvement Co. and the Chittenden Power Co. In Sept. 1906 acquired the entire \$189.000 stock and \$120.000 bonds of the Rutland City Electric Co. V. S3., b. 25. In March 1908 consolidated with the latter company, thus completing consolidation of all the Rutland public utilities. V. S6, p. 1044. Franchisch have been granted by special Acts of Vermont Legislature and are perpetual.
STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,000.000 (\$100)

Color of the Art of the Stock of the Color of Art of the Color of the Color

EARNINGS.—For year ending Dec. 31 1914, gross, \$333,705; net, after taxes, \$128,961; interest on funded debt, &c., \$106,609; surplus, \$22,352.

ROAD.—Owns and operates 30.5 miles of track in futland and West Rubald, extending to Fair Haven and Poultney on New York State line, with extension to Lake Bomoseen. Standard gauge, 60-lo. T rail. 29 cars.—V. S5, p. 101; V. 91, p. 464; V. 93, p. 1022, 1001; V. 94, p. 124, 1120; V. 95, p. 112.

OFFICERS.—Chairman of Board, G. Tracy Rogers; Pres., Herbert Nash Jr.; V.-P., W. S. Barstow; Sec. & Treas., C, H. West.

(2) Pittsford Power Co. ORGANIZATION.—Incorp. in 1914 in Massachusetts to do a general

ORGANIZATION—Incorp. In 1914 in Massachusetts to do a general power business.

\*\*FOCK—Pref.\*\* \$200,000; com., \$300,000 (\$100).

\*\*Bonds.—\$203,000 5%; sinking fund. gold, due Nov.1 1933, guar prin. and int. by General Gas & Electric Co.

\*\*EARNINGS for 6 mos. ending Dec. 31 1914: Gross, \$14,637; aet. \$12,884; interest, \$4,255; surplus, \$8,629.

(3) Western Vermont Power & Light Co.

ORGANIZATION, &c.—Organized as successor to the Fair Haven Elec. Co. Does an electric light and power business at Fair Haven, Vt., and vicinity, supplying practically all the current to the adjacent quarry district. Operates hydro-electric plant. Stock (com.) \$120,000. Pref. (auth.) \$800,000, none issued; bonds (5%), \$400,000. Earnings for 12 mosending Dec. 31 1914; gross, \$59,918; net. after taxes, \$29,204; int., \$21,616; surplus, \$7,588.

surplus, \$7,588.

(4) Northwestern Ohio Railway & Power Co.
ORGANIZATION.—Incorp. in 1912 in Ohio to take over the Toledo Port Clinton & Lakeside Ry. (V. 95, p. 48), which in April 1913 reduced its capital from \$1,800,000 to \$1,500,000. All of the \$800,000 (authorized and issued) com., \$500,000 (auth. \$700,000) perl. and \$1,293,000 (authorized and issued) com., \$500,000 (auth. \$700,000) perl. and \$1,293,000 (authorized and issued) com., \$500,000 to \$1,500,000. Perl. and \$1,293,000 (authorized and issued) com., \$500,000 (auth. \$700,000) perl. and \$1,293,000 (authorized and electric light and power business in Genoa, Elmore, Oak Harbor, Port Clinton, Lakeside and Marblehead.
EARNINGS.—For 12 mos. end. Dec. 31 1914, gross, \$245,549; net, after taxes, \$72,350; interest, \$66,145; surplus, \$6,205.
ROAD, &c.—Operates 59 miles of track from Toledo to Elmore, Oak Harbor, Port Clinton and Marblehead. In addition operates a line during the summer months to Pay Point, 3 miles east of Marblehead, thus making direct connections with Oedar Point and Sandusky. In Toledo operates on about 3 miles of Toledo Rys. & Light track. Standard gange, 70-lb. T rall, 10 pass. cars, 32 express cars, 9 work cars; total, 51 cars.—V. 95, p. 48, 176.

(5) Port Clinton Electric Light & Power Co.
ORGANIZATION, &c.—Supples electric current for light and power in Port Clinton, Ohio. Stock, auth., \$25,000; tssued, \$21,356; no bonds, Earnings for 12 mos. ending Dec. 31 1914, gross, \$16,761; net after taxes, \$5,125.

35.125.
(6) Sandusky (Ohio) Gas & Electric Co. ORGANIZATION. &c.—Organized in 1899. Purchased property, &c., of the Sandusky Gas Light Co. and the Sandusky Elec. Light, Fuel, Gas & Supply Co. Distributes natural gas in Sandusky and vicinity; also electric current for light and power. Stock (pref. 6%). \$100.000; com., \$500.000; 5% bonds, \$500.000. Earnings for the 12 mos. ending Dec. 31 1914, gross, \$378.259; net, after taxes, \$102.411; Int., \$25.791; surp., \$76,620.

NEWBURGH, N. Y.

ORANGE COUNTY TRACTION CO.—Trolley.

ORGANIZATION.—Organized Oct. 16 1901 and acquired the Newburgh Electric Ry. Co., sold under foreclosure. The Newburgh Electric Ist mortgage boudholders and the Walden & Orange Lake RR. and the Newburgh Corange Lake RR. sarced to a reduction in their interest from 6% to 5%. See V. 73, p. 138. In May 1904 State Rallroad Commission granted permission to make a new mtge. for \$100,000 for improvements.

In May 1910 Pub. Serv. Comm. granted authority to make a mtge. for \$50,000 and to issue thereunder \$233,800 for additions, improvements, &c. and \$425,000 to refund the 3 issues of bonds outstanding below. V. 90, p. 1425. In 1911 Pub. Serv. Comm. granted authority to issue \$385,500 additional 1st & ref. bonds for impts., &c. V. 92, p. 1586. Up to Jan. 1914 only \$31,000 of these had been issued.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$150,000 (255).

Pf \$175,000 6% n-cum (\$255).

First and refunding mortgage | 1910 5 JJ 264,000 July 1 1980 \$750,000 1. Stock \$150,000 (255).

First and refunding mortgage | 1910 5 JJ 264,000 July 1 1980 \$750,000 1. Stock St

Treas., Geo. E. Macomber, Augusta, Rie., Supr., Control the New Jersey & BUCKS COUNTY INTERURBAN RY.—A trolley road.

The interests that control this company also control the New Jersey & Pennsylvania. Traction Co. See under "Trenton. N. J."

ORGANIZATION.—Incorp. May 13 1013 in Penna., as a consolidation of the Bucks County Electric ity., Trenton New Hope & Lambertville St. Ry., Yardley Morrisville & Trenton St. Ry, and Newton & Yardley St. Ry. Operates Bucks County Elec. Co. The entire capital stock of all four merged companies has been exchanged for stock of this company, except 12 shares Bucks County Elec. Ry. and 40 shares Trenton N. H. & Lam. 8t. Ry. V. 96, p. 1555.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Common, \$1,000,000 (\$50).

Bucks Co El Ry 18t M, \$500,0001 1908 5 g M·N. \$500,000 Nov 1 1937 (\$1,000), red 105 & int.e\*tf Int. at Nov. Trust Co., Phills., Trustee. Trent. N H & List M, \$400,000 tf 1904 5 % g 400,000 Aug 1 1934 Yard Mor & Tist M, \$100,000 ff 1904 5 % g 100,000 Oct 1 1935 EARNINGS.—For 12 mos. end. Dec. 31 1914, gross, \$200,330; net. \$47,432.

ROAD.—Operates 48.09 miles extending from Trenton City Bridge in Morrisville through Yardley, Pa., to New Hope, Pa., and Lambertville, N. J., from Yardley to Newtown; also from Bristol to Doylestown via Newtown. Leases .2 miles in Doylestown and has trackage rights over Trenton City bridge and tracks of New Jersey & Penna. Traction in Trenton to Terminal at Warren and Hanover. Gauge, 5 ft. 24 inches.

OFFICERS.—Press., Sydney L. Wright; V-P. & Gen. Mgr., Gaylord Thompson; Sec. & Treas., Walter T. Bilyeu.—V. 96, p. 1555.

NIAGARA FALLS, N. Y.

NIAGARA GORGE RY.—Electric.

ORGANIZATION.—Incorporated in New York June 3 1899 as successor to the Niagara Falls & Lewiston, sold at receiver's sale May 23 1899. Extends from Onondaga St., Lewiston, along the bank of the Niagara River to the City of Niagara Falls. Was formally opened July 1 1899. Also controls the franchises of the Buttery Whirlpool Rapids Co., the Niagara Rapids View Co. and the Niagara Whirlpool Rapids Elevator Co. Has agreement with the Niagara Falls Park & River Ry. Co. allowing cars of the Gorge road to run over that company's lines across the arch and Suspension bridges to Table Rock and Dufferin's Island. Leases the Lewiston & Youngstown Frontier RR. and owns all of its stocks and bonds.

(1) Lewiston & Youngstown Frontier Ry.
ORGANIZATION.—Chartered Aug. 1895. Owns from Lewiston to Youngstown and Ft. Niagara, 8.5 m.; sidings and switches, 2 m.; total, 8.7 m Is leased by the Niagara Gorge RR., which also owns all of its stock and bonds.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$150,000 (\$100) | 1896 | 6 g J-D | 150,000 June 1 1926 (\$1,000) gold | 160 (\$1,000)

## NORWALK, OHIO.

NORWICH, CONN.

NORWICH & WESTERLY TRACTION CO.

In Dec. 1912 the Pawcatuck Valley St. Ry. and the Westerly & Connecticut Ry. were purchased in the interest of the Norwich & Westerly Traction and have been merged in the same.

ORGANIZATION —Incorp. in Connecticut on July 28 1911 as successor to the Norwich & Westerly Ry., sold at foreclosure. In 1912 acquired the entire common stock of the Groton & Stonington St. Ry. V. 95. p. 361. Leases the Ashway & Westerly (stock auth., \$100,000; issued, \$50,000; par. \$100.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$200,000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$200,000.

First preferred \$950,000. tf 1912 5 M-N 1,200,000 1932 Pawcatuck Val M \$50,000 g 1 1907 5 g M-N 50,000 June 1 1927 (\$500) red 105 in 1912. tf Int. at Union Tr. Co., Providence, trustee. Leased Line Securities—
Ashway & West 1st M \$30.-1 5 g M-N 24,000 1930 000 g(\$500) red af 5 yrs.otf (Washington Trust Co., Westerly, trustee. EARNINGS.—For year ending June 30 1914 (Incl. Groton & Stonington St. Ry. and leased lines, \$cs., \$123,052; defleit, \$46,554.

Note—About \$30,000 was expended during the year over the usual maintenance and operating charges.

10 AD.—Owns 34,58 miles of track, including sidings, from Norwich, Conn., via Poquetanuck, Haliville, Shewville, North Stonington ad White Rock, to Westerly, R. I., and Watch Hill, with an extension to Weckapaug. Private right-of-way except through towns. Leases 28,62 miles, incl. sidings, between Westerly and Ashaway, and between Westerly and Groton. 70-lh T rails. 9 passenger, 3 freight and 4 other cars.

OFFICIERS.—Pres., R. W. Perkins, V.-P., A. E. Locke, Sec. & Treas., A. E. Sherman; Gen. Mgr., S. Anderson.—V. 93, p. 470; V 95, p. 361.

(1) Groton & Stonington Street Ry.—A trolley road.

OR GANIZATION.—Incorporated in Connecticut on Aug. 17 1903.

Groten & Stonington Street Ry.—A trolley road. ORGANIZATION.—Incorporated in Connecticut on Aug. 17 1903.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$400,000 (\$100). —All owned by Norwich & Westerly Traction. Preferred 6% \$200,000 (\$100) 1904 5 g.J.J. 200,000 See text First mortgage \$475,000 gold 1904 5 g.J.J. 475,000 July 1 1924 (\$1,000). —CInterest at International Trust Co., Boston. Bonds.—No sinking fund, but bonds are subject to call at any time at 120 and interest. Trustee is Treasurer of State of Connecticut. Dividends.—On pref. in 1906, 74%; 1907 to 1914 (incl.), 6%. On common in 1908, 24% and 195%; in 1909, none; in 1910, 3%; in 1911, 213 and 1914, none.

EARNINGS.—Included in earnings of Norwich & Westerly Traction Co., above.

EARNINGS.—Included in earnings of Action of Co., above, ROAD.—Owns 23.555 miles of track from Groton, through Noank, ROAD.—Owns 23.555 miles of track from Groton, through Noank, West Mystle, Mystle (extension to Old Mystle), Stonington and Pawcatuck, to Westerly, R. I. Connects by ferry with New London. Standard gauge, 70-lb. T rail. 18 passenger and 4 other cars.

OFFICERS.—Pres., R. W. Perkins; V.-P., A. E. Locke; Sec. & Treas..

A. E. Sherman.—V. 95, p. 361,

West Mystle, Mystle (extension to the Appendix of the Cares of London. Standard gauge, 70 bits series, R. 1. Someomer and 6 other cares London. Standard gauge, 70 bits series, 1. Someomer and 6 other cares London. Standard gauge, 70 bits series, 1. Someomer and 6 other cares London. Standard gauge, 70 bits series, 1. Someomer and 6 other cares London. Standard gauge, 70 bits series, 1. Someomer and 6 other cares London. Standard gauge, 70 bits series, 1. Someomer and 6 other cares, 1. Someomer and 6 other 1. Someomer and 6 oth

lameda Oak Park & Field Bi | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1888 | 1 San Fran O & S J Ry Ist mortgage, \$3,000,000 (\$1,-000), s f, gold \_\_\_\_\_\_c\* San Fran O & S J Ry 2d mtge \$1,500,000 g (\$1,000) s f\_c\*

Is payable at Wells, Fargo & Co. Bank in New York or Wells, Fargo Nevada Nat. Bank, San Francisco.

Both the Oakhand San Leandro & Hay. Elec. Ry, and the 23d Ave, Elec. Ry, mortcages have slaking fund commencing ten years after date and increasing from 2% yearly (of total bonds outstanding) for the first five years to \$% for last 5 years. The bonds are not subj. to call before maturity. Equipment notes mature \$31,000 annually on Jan. 2 1912 to 1918, incl.; \$33,000, 1919. \$124,000 have been retired.

San Francisco Oakland & San Jose Consolidated Ry.—\$4,500,000 consol. mortgage bonds are reserved to retire prior liens and \$1,413,000 are deposited under the Oakland Ry, coll. notes. A shiking fund on these bonds begins 1915 to 1917, installments totaling \$4,345,000. Red. on any int. date at 102½ and int. A sinking fund on the Ban Fran. Oakland & Ban Jose Raikway 1st 5s is provided which will retire bonds as follows: In 1915 and 1916, \$25,000 each year; in 1917 and 1918, \$35,000; in 1924 and 1925, \$100,000; in 1923 and 1925, \$150,000. These bonds cannot be called. See V. 76, p. 655. The following amounts are payable annually to a sinking fund on the Ban Francisco Oakland & San Jose Raikway 2 at Six 190,000; 1919, \$30,000; 1920, \$35,000; 1921, \$40,000; 1927, \$20,000; 1918, \$25,000; 1919, \$30,000; 1920, \$35,000; 1921, \$40,000; 1922, \$45,000; 1928, \$10,000; 1919, \$30,000; 1920, \$35,000; 1921, \$40,000; 1922, \$45,000; 1926 and 1927, \$60,000; 1928 to 1932, inclusive, \$75,000. These bonds are not subject to call.

East Shore & Sub. mtge. is a closed mtge. Sinking fund, 1¼% yearly on all bonds outstanding, expected to retire entire issue. V. 94, p. 123. \$85,000 in sinking fund Jan. 31 1915.

Balance Sheet December 31 1913.

Assets (\$49.674,238)—
Properties, franchises, law, and good-will \$247,280,261 Preferred (6% cum.) \$15,125,000 in sinking fund Jan. 31 1915.

Assets (\$49.674,238)—
Properties, franchises, law, and good-will \$247,280,261 Preferred (6% cum.) \$13,050,000 Sinking fund account \$250,163 Coll. tr. notes (Oakl. Rys.) \$2,500,000 Sinking fund account \$250,163 Coll. tr. notes (Oakl. Rys.) \$2,500,000 Sinking fund account \$250,163 Coll. tr. notes (Oakl. Rys.) \$2,500,000 Sinking fund account \$250,163 Coll. tr. notes (Oakl. Rys.) \$2,500,000 Sinking fund account \$250,163 Coll. tr. notes (Oakl. Rys.) \$2,500,000 Sinking fund account \$250,284 Current labilities \$800,086 Cash \$250,284 Current labilities \$800,086 Cash \$30,337 Accrued interest & taxes \$800,086 Cash \$30,337 Accrued interest & taxes \$800,086 Cash \$3,740 Defor. cred. to prof. & loss \$2,2437 Balance, surplus \$22,437 Balance, surplus \$22,437 Carrent Sinking \$300,000 Carrent Sinking \$300 Carrent Sinking \$300,000 Carren

Whipple Sec. & Press. C. R. Weelst, Y.-Ps., W. R. Alberger and F. D. Whipple Sec. & Press. C. P. W. Frost. Aud. B. W. Fernald.—V. 94, p. 10. 1126; V. 96, p. 545, 619; V. 96, p. 1298, 1630; V. 97, p. 118, 522, 1116. 1368, 1824, 1899; V. 99, p. 306, 611, 764, 918; 1246, 1695, 1768; V. 99, p. 50, 749, 818, 895, 1529, 1509, 1750, 1833; V. 100, p. 1673.

OKLAND ANTICOT HE EASTERN RY.

ORGANIZATION.—Incorp. in California in April 1011. Controls through stock ownexiship Oakiand & Antioch Ry. (36 miles between the points mamed) and San Ramon Valley R.R. (10 miles between Walnut Creek and on 1919 13 Coll. R.R. Comm. authorized the issue of \$1,000,000 additional 1st M. bonds (not incl. in amount reported outst. below). V. 97, p. 118; V. 96, p. 1839. On Aug. 20, 1913 Cal. R.R. Comm. auth. a further issue of \$500,000 lst M. bonds (not incl. in amount outst. below). V. 97, p. 185; V. 96, p. 1839. On Aug. 20, 1913 Cal. R.R. Comm. auth. a further issue of \$500,000 lst M. bonds (not incl. in amount outst. below). V. 97, p. 148; V. 96, p. 1839. On Aug. 20, 1913 Cal. R.R. Comm. auth. a further issue of \$500,000 lst M. bonds (not incl. in amount outst. below). The Oakiand & Antioch Ry. a subsidiary, called an assessment of \$100,000 ashares outstanding, of which the Oakiand Antioch Ry. a subsidiary, called an assessment of \$100 a share on its 35,000 shares outstanding, of which the Oakiand Antioch Ry. a subsidiary called an assessment (No. 2) of \$4 per share was levied on the \$10,000,000 stock of the other of the properties of the subsidiary of the Antioch Ry. The oak and the subsidiary called a part of \$101 a share on its 35,000 shares outstanding, of which the Oakiand Antioch Ry. a delinquent of the Subsidiary of the Subsidiary

OIL CITY, PA.

CITIZENS' TRACTION CO.—A trolley road.

In 1912 control of road was purchased by a bankers' syndicate, which is making considerable extens, and impts, to electric-lighting business. ORGANIZATION.—Incorporated in Pennsylvania May 23 1902. Owns and operates the Citizens' Light & Power Co. (capital \$75,000), the Monarch Park Hotel Co. (practically an anuscement park with 60 acres of ground), the Big Rock Bridge Co.

\$TOCK AND HONDS— Date. Interest. Outstanding. Maturity.

Common \$1,000,000 (\$50).—————\$1,000,000 Apr 15,115

Pirat mtge \$2,500,000 gold 1912 5A-O 1,292,000 Apr 1 1942

(\$1,000) sinking fund.e\*tf | Pa. Co. for Ins. on L. & G. A., Philla., Trus,

\*Of the \$1,000,000 outstanding \$450,000 are in the treasury.

Bonds.—The remaining \$1,208,000 bonds are reserved for additions and extensions under carefully sularded restrictions. Red. at 105 and int., in whole on or after April 1 1917, or in part for sink, fd. on or after July 1 1918, Sinking fd. of 1% per ann, becomes operative July 1 1918. An improvement fund of ½ of 1% per ann, operative on Jan. 1 1923. See V. 94, p. 1118, 997. Interest at office of trustee.

Dividends.—First div. on pref.—245%—was paid Jan. 2 1913; July, 1913, 2%, In 1914, Jan., 2%; July, 2½%. In 1915, Jan., 3%; in April paid a quar. div. of 1½%.

EARNINGS.—For 12 mos. anding Mar., 31 1915 (incl. Citizens: Light & Power Co.), gross, \$366,923; net, \$143,071; charges and taxes, \$77,296; surplus, \$65,775.

ROAD.—Operates 35.11 miles of track connecting Franklin and Oil City by two routes (on either side of the Allegheny) and reaching the boroughs of Rouseville and Sivety. 65-lb. and 70-lb. T rail and 85-lb. girler rail. Has 49 passenger ears, 11 service ears and 2 snow sweepers. The controlled Citizens Light & Power Co. furnishes electric light and power for Oil City and vicinity.

OFFICERS.—Pres., Joseph Seep, Titusville; V.-P., J. C. Brown; Sec., Zimmerman; Treas., B. W. Frazier Jr.; Oper, Mgrs., Day & Zimmerman, Philadelphia, Pa.—V. 92, p. 1563; V. 94, p. 697, 1118, 1316; V. 100, p. 53.

## OKLAHOMA CITY, OKLA.

OFFICERS.—Pres., Anton H. Classen; V.-P., J. W. Shartel; V.-P. & Gen. Mgr., Geo. W. Knox; Sec., Chas. Hoopes; Treas., Henry M. Brauer; General offices, Oklahoma City.—V. 92, p. 323, 1033, 1110; V. 97, p. 524.

OLEAN, N. Y.

WESTERN NEW YORK & PENNSYLVANIA TRACTION CO.—A trolley road.

ORGANIZATION.—Incorporated in New York and Pennsylvania on Nov. 17 1906 and is a consolidation of the Olean Rock City & Bradford Ry.; Bradford St. RR. Co. has also been consolidated. Owns entire stock of Shinglehouse St. RY. Operates mostly on private rightsof-way. Franchizes practically perpetual, except in City of Bradford, where rights expire in 1944.

On April 15 1910 up-State Public Serv. Comm. authorized company to increase stock from \$\frac{2}{2},000,000 and classify shares as below. See V. 90, p. 1103. \$\frac{2}{2},000,000 fef. bonds were exchanged for \$\frac{2}{2}600,000 new first preferred stock.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$\frac{2}{2},000,000 (\frac{2}{3}100).000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \frac{2}{2},000,000 \frac{2}{2} \f

86

### OMAHA, NEB.

OMAHA, NEB.

OMAHA & COUNCIL BLUFFS STREET RY.—A trolley road.

ORGANIZATION.—Incorporated in Nebraska. Owns lines formerly operated by Omaha Street Ry. Co.; leases the Omaha & Council Bluffs Ry. & Bridge Co. in Council Bluffs, Ia., until 1947, together with its bridge over Missouri River, rental being \$60,000 per annim, in addition to all fixed charges.

Strike.—In Sept. 1909 became involved in a strike with its men, and traffic was tied up for some time. Company won out.

Fare Decision.—District Judge Sears on May 12 1914 granted a temporary injunction restraining the enforcement of the city ordinance providing for 7 fares for 25c., pending the trial of the suit, on the ground that it appears from the papers submitted that the rate would be confiscatory. V. 98.p. 1538.

OMAHA & LINCOLN RAILWAY & LIGHT CO. Controlled by the same interests as the Illinois Traction Co. (see under Champaign, III.).

ORGANIZATION.—Incorporated in Nebraska in July 1913 as successor to the Nebraska Traction & Power Co. Stock, \$750,000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
First mage. \$2,250,000 (\$1,-| 1913 5 g A-O \$125,000 Oct 1 1938 000) no sinking fund——et Int. at Central Tr. Co. of III., Chic., Trustee. Bonds.—Subject to call on any interest date at 105 and interest.

Bonds.—Subject to call on any interest date at 105 and interest.

ROAD.—Operates from South Omaha to Papillon, 11.5 miles. Is building an extension from Omaha to Lincoln; 17 miles of this is in operation.

OFFICERS.—Pres. & Gen. Mgr., II. E. Chubbuck; V.-P., Arthur English; Sec., Geo. M. Mattis; Treas. & Aud., W. J. Achelpohl. V. 98, p. 913.

### ONEONTA, N. Y.

OTSEGO & HERKIMER RR.—A trolley road.

ORGANIZATION.—Succeeded on July 10 1999 the Oneonta & Mohawk Valley RR. V. 89, p. 411. Stock Issued, \$500,000. On Oct. 1 1913 Issued \$51,200,000 50-year 5 % bonds (f) of issue of \$2,500,000. \$1,000,000 were issued for the plant of the Hartwick Power Co., which supplies the company with power, and for the cancellation of liabilities at par; the remaindrewas sold as 80 for cash.

was sold at 80 for cash.

EARNINGS.—For year ending June 30 1914, gross, \$254,596; net. after taxes, \$58,878.

ROAD.—Operates 65 miles of track between Oneonta, Cooperatown, Richfield Springs and Mohawk, at which latter point it connects with the N. Y. State Rys. for Utica, 13 miles. Total operated, \$0.04 miles. Rails, \$60 to 90 lbs.; 39 cars.

OFFICERS.—Pres., Jos. B. Mayer; V.-P. & Sec., Louis F. Reed; 2d V.-P., & Gen. Mgr., S. W. Mower, Cooperatown, N. Y.—V. 92, p. 1636; V, 95, p. 1473; V. 96, p. 791.

### OSSINING, N. Y.

HUDSON RIVER & EASTERN TRACTION CO.

ORGANIZATION.—Incorporated in New York on Feb. 15 1908. On May 25 1911 Pub. Serv. Comm. granted permission to build an extension from Ossining through Briarcliif Manor, Pleasantville and Sherman Park to White Plains. 17 miles. 3 miles in Ossining are in operation. On Dec. 27 1911 Pub Serv. Comm. auth. \$806,000 additional bonds to complete extension to White Plains. V. 94, p. 68. Up to May 1915 \$55,000 of these were outstanding.

OTTUMWA, IOWA.
OTTUMWA RAILWAY & LIGHT CO.—Trolley

PADUCAH, KY.

PADUCAH TRACTION & LIGHT CO.

ORGANIZATION.—Incorporated in Maine on Nov. 17 1905 and owns all the securities of the Paducah Trac Co and Paducah Lt. & Power Co., which companies do entire electric railway, gas and commercial electric lighting and power business, and also a steam-heating tranchises are perpetual.

STOCK AND HONDS— Date. Interest. Outstanding. Maturity. Services railway and electric-lighting tranchises are perpetual.

STOCK AND HONDS— Date. Interest. Outstanding. Maturity. Dommon, \$1,000,000 (\$100) — \$31,000,000 (\$100) — \$41,000,000 (\$100) — \$40,000

ROAD.—Embraces 19.1 miles of track; standard gauge. 51 cars. OFFICERS.—Pres., Frederick P. Royce; V.-Ps., Harry T. Edgar and Dwight P. Robinson, Boston; Sec., Alvali K. Todd; Treas., Henry B. Saw-yer; Gen. Mgrs., Stone & Webster Mgt. Assn., Boston.—V. 83, p. 1229.

PARKERSBURG, W. VA.

PARKERSBURG MARIETTA & INTERURBAN RY.—A troiley road.

ORGANIZATION.—Consolidation of the Parkersburg & Interurban Ry.,

the Parkersburg Gas, Elec. Lt. & St. Ry. Co. and the Marietta Elec. Co.

In 1910 increased authorized stock from \$440,000 to \$1,000,000. V. 90.

In 1910 increased autorized stock from \$440,000 to \$1,000,000. V. 90, 0 447.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. \$100k, \$1,000,000. \$880,000 1938 18t intge, Parkersburg lines. 1898 5 150,000 1938 18t intge, Marietta lines. 1902 6 180,000 1942 Consol mixe, all lines. 1902 5 550,000 1942 Bonds.—1st M. bonds on Marietta lines and Parkersburg lines are subj. to call after March. 1 1918.

EARNINGS.—For year ending Dec. 31 1914, gross, \$430,356; net. \$18,475.

ROAD.—Operates \$4,56 miles of track, including an extension of 12 miles to Marietta and 10 miles from Lowell to Beverly. O. Uses bridge of the Ohio River Bridge & Ferry Co. between Marietta, Ohio, and Williamstown, W. Va. See V. 77, D. 1747.

OFFICERS.—Pres., S. D. Camden; Sec., W. W. Van Winklet, Treas., J. N. Tabb; Act's Gen. Mgr., E. L. Gallaher.—V. 77, D. 1747; V. 90, p. 447.

PASCAGOULA, MISS.

PASCAGOULA STREET RY. & POWER CO.—A trolley road.

ORGANIZATION.—Incorporated in Mississippi in Jan. 1903.

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

Stock \$500,000 (\$100).

1st. mortgage \$530,000 gold | 1904 5 g J.J. 350,000 Jan 1 1929 (\$1,000).

- cl int. at Columbia Tr. Co., Louisv., Trustee.

Honds.—No sinking fund and bonds are not subject to call.

EARNINGS.—For cal. year 1914, gross, \$50,750; net, after taxes, \$17,-378. In 1913, gross, \$74,589; net, after taxes, \$16,170.

ROAD.—Operates 9.7 miles in Pascagoula, Seranton. East Side and Moss Point. Standard gauge. 50-lb. rail.

OFFICERS.—Pres. S. A. Culbertson, Louisville; V.-P. and Gen. Mgr., S. S. Bush, Louisville; Sec., J. D. Winston: Treas., Columbia Trust Co., Louisville; Supt., R. A. Bowers. Pascagoula.—V, 82, p. 569.

### PATCHOGUE, LONG ISLAND, N. Y.

patch of the plains, 17 miles. 3 miles in Ossining are in operation. On Dec. 27 1911 Pub Serv. Comm. auth. \$806,000 additional bonds to complete extension to White Plains. V. 94, p. 63. Up to May 1915 \$55,000 of these were outstanding.

Stock AND BONDS.— Date. Interest. Outstanding. Majurity. Stock \$400,000.

Stock \$400,000.

Stock \$400,000.

Stock \$400,000.

Carif Int. at Equitable Trust Co., N. Y. Trustee. Bonds.—Are subject to call on or after Feb. 1 1912 on any int. day at 103 and int.

EARNINGS.—For year end. June 30 1914, gross, \$25,643; net, after taxes, \$2,054; other income, \$55; deductions, \$9,476; deficit, \$7,364.

OFFICERS.—Pres., O. G. Bennett, New York; V.-P., Arthur A. Mo-Givney, N. Y.; Sec., Henry D. Swain, Ossining; Treas, & Gen. Mgr., W. L. Stratton, Ossining, N. Y.-V. 94, p. 68.

PATCHOGUE, LONG ISLAND, N. Y.

SUFFOLK TRACTION CO.

ORGANIZATION.—Incorp. June 27 1906 in N. Y. Is to construct an electric road on Long Island about 23 miles in length, extending from Great South Bay at Patchogue to the Sound at Port Jefferson, and from the town of Islip along the south shore to the village of Brookhaven. with trackage rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Prockhaven. with trackage rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip to the village of Say-rights of about 3 additional miles in the town of Islip along the south shore to the Sound at Port Jefferson, and from the town of Islip along the south shore to the Sound a

Stock and Bonds.—All the stock and bond issues excepting \$60,000 each of stock and bonds (paid to Suffolk Syndleate) are reserved to deliver to subscription managers at \$20,000 per mile. The 1st M. was originally for \$1,200,000 auth. bonds but was subsequently reduced to \$500,000, V, 94, p, 983.

No. 34,50,000 and No. 34,50,000 and No. 34,50,000 and from Patchogue and from Patchogue north to Port Jefferson. About 8 miles completed and operated. An extension to Sayville west, 4 miles, was put in operation Aug. 10 1914.

OFFICERS.—Pres., Thos. L. Hughes; Sec. & Treas., John H. Bennington.—V. 87, p. 1239; V. 94, p. 983.

### PATTON, PA.

PATTON, PA.

NORTHERN CAMBRIA STREET RY. CO.

ORGANIZATION.—Incorporated Oct. 8 1001 in Pennsylvania.

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

Stock \$500,000 (\$500 and 1005 5 g M·N 410,000 1035 \$1,000 gold.—c\*tf int. at Columbia Tr. Co., N Y., trustee, Bonds.—Are subject to call 1915 at 105. Sinking fund of 3% of gross earnings began 1910; after 1915 becomes 4% and 1920 5%.

EARNINGS.—For cal. year 1914, gross, \$53,013; net, \$14,800.

ROAD.—Operates 13 miles between Patton, Barnesboro and Carrolitown. Standard gauge, 70 lb. T and girder rails.

OFFICERS.—Pres. W. H. Denlinger; V.-P., R. Peale: Sec., Jas. H. Aliport; Treas., H. P. Bigler; Gen. Mgr., J. L. McNells.

### PEEKSKILL, N. Y.

ROAD.—Owns and operates 10.64 miles of track in Peekskill and to Lake Mohegan and Verplanck's Point, with branch to State Camp.

OFFICERS.—Pres. F. A. Stratton, Mt. Vernon; V.-P., Stuart Wilder Ossining, Sec., Dr. B. W. Stillwell; Treas., R. A. Carter; Asst. Treas, H. D. Swain, Ossining. General office, Peekskill, N. Y.—V. 85, p. 103.

PUTNAM & WESTCHESTER TRACTION CO.

ORGANIZATION.—Incorporated in New York in July 1906. Stock authorized and issued, \$75,000; par, \$100. First intge,, auth. \$200,000 outstanding \$71,000, g. (c\*tf), 5% J-J, due July 1 1937; int. at Columbia Trust Co., New York, trustee. Subject to call at 105 and int. Earnings for year ending June 30 1914, gross, \$12,359; net, after taxes, \$1,660; deductions, \$3,962; deficit, \$2,302. Road, 4 miles, from Peekskill to Oregon, Putnam County. Press. & Asst. Treas., O. G. Bennett; V.-P., W. L. Stratton; Sec. & Treas., H. D. Swaln.

### PEN ARGYL, PA.

taxes, \$19,738.

ROAD.—Operates 18 miles of track from Nazareth to Bangor. 67-ib.
ralls. 10 cars. 6 miscellaneous cars.

OFFICERS.—Pres., C. H. Latta, Bethlehem, Pa.; V.-P., Dr. J. C. Keller; Sec. & Treas., G. A. Schneebell; Gen. Mgr., L. H. Mountney.

## PENSACOLA, FLA.

PENSACOLA ELECTRIC CO.

PENSACOLA ELECTRIC CO.

ORGANIZATION.—Incorporated in Maine on July 6 1906, and is successor to the Pensacola Electric Terminal Co. Owns the securities of the Escambia County Elec. Light & Power Co. Does all the street railway and electric lighting and power business of Pensacola. Railway franchise expires in 1953; lighting franchise perpetual.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Common \$1,050,000 (\$100) — \$800,000 — \$80,000 — \$800,000

### PEORIA. ILL.

PEORIA RAILWAY TERMINAL CO .- For statement of this company

### PETALUMA, CAL.

SAN FRANCISCO NORTHERN RY.—A trolley road.
ORGANIZATION.—Incorporated in California May 13 1914 to reorganize the Petaluma & Santa Rosa Ry. Up to May 1915 reorganization had not been effected, owing to financial conditions, and road is not now being operated.

ROAD.—Road is not in octation but consists of 43 miles of track from Petaluma through Sebastopol to Santa Rosa, with branches Sebastopol to Forestville and Liberty to Two Rocks. Connects at Petaluma with steamers for San Francisco. Owns steamers Gold" and "Petaluma." Standard gauge. 70-ib. T ralls.—V. 98, p. 1768; V. 100, p. 557, 734.

### PHILADELPHIA, PA.

PHILADELPHIA, PA.

AMERICAN RAILWAYS CO.

ORGANIZATION.—The American Rys. Co. was incorp. under laws of N. J. in 1900 (but in Feb. 1913, after the passage of the "Saven Sisters" bills in N. J., took out a charter in Defaware as a precautionary measure. The passage of the "Saven Sisters" of the interest in the Stranton Ry. Co., paying par (\$50) for both common and only \$1,000 of outstanding stock. The Dec. 1905 purebased a controlling interest in the Stranton Ry. Co., paying par (\$50) for both common and preferred stock. V. St. p. 1847. The pref. stock of the Scranton Ry. The John St. Co., paying par (\$50) for both common and preferred stock. V. St. p. 1847. V. St. p. 1875. Traction & Light Co., and the Roanolos Traction & Light Co. (V. St. p. 1845.) V. St. p. 1847. V. St.

CONTROLLED.—The following is a list of the securities owned by the American Rys. Co. as of Mar. 31 1915. In Jan. 1914 company disposed of its holdings of Johnstown Pass. Ry. stock—see statement for that company under "Johnstown."

l	0	utstanding.	Owned by Am. R. Co.	Book Value.	
ı		\$1,500,000	\$1,500,000	\$403,750	
i	Amer. Rys. Ohio Valley coll. trust 5s	2,000,000	723,000	180,000	
l	Bellwood Repair & Supply Co. stock Boyd County Electric Co. stock	32,000	32,000	1,000	
ı	Bridgeton & Millville(N.J) Trac.Co.stock	500,000	500,000	92,270 459,364	
ľ	Chicago & Jollet Elec. Ry. Stock	1,600,000	1,600,000	1,280,000	
ı	Chic.& DesplainesVal.Elec.Ry.   Stock	1,100,000	1,100,000	58,193	
ı	Chicago Rys, Co. participating certs	Ser. No. 3 Ser. No. 4	(2,500 sh.)] (625 sh.)]	94,167	
ì	Citzens' Light & Ice Co	34,650	34,650	78,564	
ı	Consol Light & Ry. Co. 1st M 6s	100,000	100,000	50,000 100,000	
l	Franklin Real Estate Co. stock	10,000	150,000	10,000	
	Ironton Electric Co. stock	15,000	15,000	15,000	

	Owned by	Book
Outstanding	Am. R. Co.	Value.
(Common51,000,000	\$8,000	\$5,146
Johnstown Trac. Co Preferred 1,000,000	758,000	758,000
1st & ref. 5s 2,000,000	20,000	18,500
Lackaw Valley Trac Co 1st M 0s 115,000	114,500	114,500
Lynchburg Trac. & Light/Stock 750,000	750,000	751,124
Consol, M. 5s 1,750,000	203,000	174,238
Ohio Valley Elec, Ry., common 2,000,000	1.973.480	2.124.158
People's Ry, of Dayton, O., stock 2,500,000	2,500,000	2,734,239
Roanoke Trac & Light Stock 1,000,000	975,000	781,124
1st M & coll tr_ 1,622,000	38,000	34,200
Scranton & Pittston Trac Co 1st M 69 355,500	60,000	50,000
Seranton Rallway Co. [Common 2,000,000	1,998,450	3,001,600
Preferred 1,500,000	1,499,250	1,499,240
(Common stock 1,000,000	994,400	39,959
Springfield, O., Ry. Co., Pref. stock 500,000	500,000	500,000
The Peakland Corporation (50% paid) 50,000	50,000	50,000

Total book value.\_\_\_\_\_\$16,191,805

30-1911-12. \$864,375 401,075 Net income..... Dividends\* \$294,087 254,615

Surplus 539,472 551,040 835,087 \$71,011 \*Dividends for 6 months ending Dec. 31 1914 include 234% on the comstock and 315% on pref. For year 1913-14 include 6% on the common stock and 7% on pref. In 1912-13 include 6% on common and 514% on the pref. In 1911-12, common, 6%.

DIVIDENDS.—Quarterly dividends of 114% each on pref. stock were begun in Feb. 1913. First dividend on common stock, 1% Dec. 1900, and regular quar, payments since then, but rate increased to 114% Dec. 1901, and then to 114% Dec. 1902, which rate was continued up to and including Sept. 1914. In Dec. 1914 rate was reduced to 114% (V. 99, p. 1450). In 1915, March, 114%; June 115%.

Sept. 1014. In Dec. 1014 rate was reduced to 1¼% (V. 99, p. 1450).¹
In 1915. March, 1¼%; June 1½%.
CONTROLLED COMPANIES of the American Railways Co. for 6 mos. ending Dec. 31 1014. The companies controlled (without Kanawha Vall, Trac.) earned combined: Gross, 52,881,875, against 52,875,99 in 1913.
Pays. carried in 1914 (6 mos.), 54,461,939, against 52,299,930 in 1913.
ROAD.—Total track about 435 miles; about 789 cars. Also owns about 316 acres of land for parks in Altoons, Dayton, Springfield, Bridgeton, Jollet, Lynchburg and Roanoke.
OFFICERS of American Rys. Co.: Pres., J. J. Sullivan; V.-Ps., Wm. H. Shelmerdine, C. L. S. Tingley; Sec. and Treas., Walter W. Perkins; Asstsec., Treas. & Comp. Frank J. Pryor Jr.; Gen. Counsel, H. B. Gill; Gen. Mgr., H. J. Crowley. General offices, 904 to 917 Witherspoon Building, 1321 Walnut St., Phila.—V. 95, p. 749, 817, 889, 1038, 1202, 1206, 1744; V. 96, p. 284, 553, V. 97, p. 802, 1353, 1424; V. 98, p. 154, 609, 1607, 1765; V. 99, p. 812, 1450; V. 100, p. 1347.

(1) Bridgeton & Miliville Traction -Trolley.

1901. The following (allowed) are deposited as security under the mortgages:
1,000 shares of the stock of the Bridgeton Rapid Transit Co.
377 " " " " " " Bridgeton & Milville Turnpike Co.
5250,000 (entire Issue) 5 % gold bonds of the Bridgeton Electric Co.
EARNINGS.—For 6 mos. end. Dec. 31 1914, gross, \$71,345; surplus after taxes, interest, &c., \$6,823.
ROAD.—Bridgeton to Millville, 11 miles; Bridgeton to Bivalve, 21½ miles, Bridgeton to Bivalve, 21½ miles, Erdgeton, local, 5½ miles. Total, 37½ miles. Cars; pass., 29; others, 5; total, 34.

OFFICERS.—Pres., J. J. Sullivan; V.-Ps., H. J. Crowley and C. L. S. Tingley; Sec. & Treas., Walter W. Perkins; Gen. Mgr., B. F. Hires.—V. 72, p. 282.

(2) Bridgeton Electric Co. - Acquired in 1899 by American Ballways Co. ORGANIZATION.—Chartered in New Jersey Dec. 2 1895. Supplies light and power in Bridgeton, Cedarville, Newport, Fairton, Dividing Creek and Port Norris, N. J. Stock, \$100,000. Bonds, \$250,000 first mort. 5% gold bonds (tf) \$1,000 each, dated July 1 1990, due July 1 1930, Interess J. & J. at office of the company; Real Estate Title Insurance & Trust Co., Philadelphia, Trustee. Whole issue is pledged with the trustee of the mortgage of the Bridgeton & Miliville Traction. This was done so as to bring the two properties (which are practically one) under the one mortg'e,

(3) Chicago & Desplaines Valley Electric Ry.

ORGANIZATION.—Incorporated in 1901 as a consolidation of the Chicago & Desplaines Valley Elec. Ry.

ORGANIZATION.—Incorporated in 1901 as a consolidation of the Chicago & Desplaines Valley Elec. Ry. The American Railways owns the entire capital stock, of which \$1,000,000 is pledged under the migs. of the Chicago & Joliet Elec. Ry., and also owns the entire \$1,000,000 bonds, the whole amount being pledged.

STOCK AND RONDS.— Date. Interest. Outstanding. Maturity. Stock, \$1,100,000.

First mortgage, \$1,000,000 joid. 5 M.N. 1,000,000 May 1 1931 (\$1,000). Cff Int. at Illinois Tr. & Sav. Bk., Chic., Trustee Bonds.—The full issue of the first mortgage bonds has been deposited as Collateral security under the bonds of the Chicago & Joliet Electric Ry. ROAD.—Extends from the Will County line, where it joins the Chicago a Joliet Electric Ry. To the city line of Chicago on Archer Ave. Total, 41.45 miles. Branch from Summit to Lyons. The through route Chicago to Joliet was opened Sept. 25 1901.

OFFICIERS.—Pres., J. J. Sullivan; V.-Ps., H. J. Crowley and C. L. S. Tingley; Sec. & Treas., Walter W. Perkins; Gen. Mgr., J. R. Blackhall.—V. 73, D. 183.

(4) Chicago & Joliet Electric Ry.—Trolley.

(4) Chicago & Jollet Electric Ry,-Trolley.

(4) Chicago & Joliet Electric Ry,—Trolley.

ORGANIZATION.—Incorporated as a consolidation of the Chicago & Older Rapid Transit Co., the Joliet Street Ry, and the Joliet RR. Is operated by power purchased from the Economy Light & Power Co. of Chicago, V. 73, p. 844. The American Rys, owns the entire outstanding \$1,500,000 bonds and the entire \$2,300,000 capital stock. In Nov. 1905 the American Rallways purchased 63 acres of land near Joliet, which was converted into a park. This park is owned by the Deliwood Park Co., all of whose stock is held by the American Rallways Co.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock. \$2,300,000 (\$100).

Stock. \$2,300,000 (\$100).

Stock. \$2,300,000 (\$1,000) c\*ff int. at Illinois Tr. & Say. Bk., Chic., Trustee. Joliet RR general mige, gold 1898 5 g.M.N. 400,000 Apr. 30 1918 \$400,000 (\$1,000 cach). ff Fidelity Trust Co., Portland (Mc.). Trustee. Bonds.—Of the new \$2,200,000 of the outstanding capital stock of the Chicago & Joliet Electric Ry, \$1,000,000 of the 31,100,000 cite Chicago & Joliet Electric Ry, \$1,000,000 of the 31,100,000 stock and \$1,000,000 (stock) ond of the Outstanding capital stock of the Chicago & Joliet Electric Ry, \$1,000,000 of the 31,100,000 stock and \$1,000,000 (stock) ond of the Outstanding capital stock of the Chicago & Dospiaines Valley Electric Ry, are deposited under this mortgage as collateral security. Entire Issue of the \$2,000,000 gold 55 may be called at 105 and interest.

EARNINGS.—For 6 mos. ending Dec. 31 1914 (incl. Chic. & Desplaines

EARNINGS.—For 6 mos. ending Dec. 31 1914 (incl. Chic. & Desplaines Vall. Elec. Ry.), gross, \$306,241; net, after taxes, \$54,095; int., \$126,267; deficit, \$72,172.

ROAD.—Extends from Jollet to the Will County line, where it connects with the Chicago & Desplaines Valley Electric Ry. for Chicago. Has \$8,23 miles of track (incl. Ch. & D. V. El. Ry.). Line between Jollet and Chicago was formally opened Sept. 25 1901. \$2 passenger and 18 other cars, OFFICERS.—Same as for Chic. & Desplaines Valley Elec. Ry. V. 73, p. 183, 722.

(5) People's Railway (Dayton).—A trolley road. Acquired in 1899 by the American Railways Co.

(6) Springfield (Ohlo) Railway,-Trolley.

(6) Springfield (Ohio) Railway.—Trolley.

ORGANIZATION.—Incorporated in Ohio Oct. 20 1892; 9.044 shares of the common stock and 5.000 shares of the pref. stock have been acquired by the American Railways Co.

New Franchise.—In April 1913 the co. accepted a new 25-year franchise which gives the city the right to arrange all schedules and route all cars, to purchase the road at any time after 5 years at its depreciated valuation blus any additional sum necessary to make the aforesaid amount equal to the bonded debt and interest thereon and ulus a further sum (in full compensation for all profits lost by purchase) equal to 10% of the actual depreciated value; and the city may, at any time, if service is unsatisfactory, take possession and operate the road at an annual rental equal to 6% of the physical valuation. The company must pay the city 1% of its gross earnings for the first 10 years and 1½% for final 15 years, in lieu of all car and pole licenses. Fare, 6 tickets for 25 cents and 25 for 51 until gross earnings reach \$800,000 yearly, when 7 tickets must be given. V. 96, p. 1298; V. 100, p. 557.

In July 1913 the Ohio P. S. Comm. approved the issue of \$1,24,000 new bonds (\$2,500,000 auth.), and \$356,800 new pref. stock. See V. 97, p. 300. On April 8 1914 the Ohio P. U. Comm, authorized the creation of a new mitge. of \$5,000,000 to refund an issue of the same amount made in 1913. These bonds were offered in May 1914. V. 98, p. 1809.

STOCK AND BONDS—

Date: Interest. Outstanding. Maturity.

F. J. Pryor Jr.; Gen. Mgr., Geo. C. Towle.—V. 59, p. 439; V. 96, p. 1298, 1703; V. 97, p. 300; V. 98, p. 612, 1138, 1246, 1800; V. 100, p. 537.

(7) Altoona & Logan Valley Electric Ry.—Trolley. ORGANIZATION.—Incorporated in Pennsylvania Aug. 5 1903. Owns the entire \$65,000 stock of the Lakemont Park Co., also \$58,000 of the \$59,000 stock of the Home Electric Light & Steam Heating Co. of Tyrone (into which the Blair Electric Co. incorporated in 1908 to do a lightling business, having perpetual franchise and 10-year contract to light town of Bell-wood, was merged in 1910-11) and leases that company for 99 years from July 1 1903; \$35,000 of this stock is deposited as additional security for the consolidated mortgage. In Aug. 1903 absorbed by consolidation the City Passenger Ry, and the Tyrone Electric Ry, (previously owned) and increased its capital stock from \$500,000 to \$1,500,000. V. 77, p. 1745. In 1912 acquired the Logan Light & Pow. Co. of Tyrone, and operates same in conjunction with the Home Elec. Lt. & Steam Hg. Co. V. 94, p. 896.

The American Railways Co. owns entire stock Altoona & Logan Valley Electric Hy, and \$200,000 consolidated mortgage bonds.

STOCK AND BONDS— Dats. Interest. Outstanding Last dis.,&c. Stock, \$1,500,000 (\$50).

Consol mtge \$4,000,000 gold 1003 4/5g F-A15 3,500,000 Aug.15 1033 (\$500 and \$1,000) guar by Interest at Equitable Trust Co., Philadelphia American Rys Co., c&rtf. Trustee.

Of the \$4,000,000 mortgage bonds, \$246,000 are reserved for extensions and \$254,000 are in treasury. These bonds are guaranteed, p. & l., by endorsement by American Rys, Co. No sink, fd. and not subject to call. Dividends.—In 1896 paid 215, \$51, 1896-07, 24, \$51, \$1, 1897-98, 1898-99. endorsement by American Rys, Co. No sink, fd. and not subject to call. Dividends.—In 1890-01, 64, \$51, \$1, \$100-02, 10, \$61, \$1, \$100-02, \$1, \$100, \$10

(8) Scranton Railway.—A trolley road. American Railways owns practically all of the stock.

American Railways owns practically all of the stock.

ORGANIZATION.—On Jan. 1 1897 assumed all the assets and liabilities of the Scranton Traction Co., &c. V. 63, p. 1064; V. 64, p. 85.

The company owns \$45,300 of the \$500,000 stock of the Scranton Dummore & Moosic Lake RR. Co. Also owns entire \$24,000 stock of Mt. Vernon Elec. St. Ry. On April 6 1915 Robert L. Carr was appointed receiver of the Mt. Vernon Elec. St. Ry. On April 6 1915 Robert L. Carr was appointed receiver of the Mt. Vernon Elec. St. Ry. On application of Pres. N. C. L. Kachelmacker of Columbus, claiming \$4,125 for salary.

In 1910 Scranton Ry. took a perpetual lease of the Scranton Dummore & Moosic Lake RR. (9 miles steam road) and changed to electricity. V. 90, 9.71. In 1910 consolidated with Lackawanna Valley Trac. Co., Seran, & Carb. Trac, and the Scran, & Pittston Trac. (all previously owned). The latter company owned the entire stock of the Pittston Suburban Pass Ry. (a consolidation of the Pittston Jenkins & Avoca Street Ry.; the old Pittston Suburban Pass, Ry. and the Lack, St. Ry.). V. 90, p. 1044. Has also merged the Carbondale Ry., which was proviously leased.

Franchises perpetual.

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

| Strong | Strang | S

Bonds.—Of the \$2,500,000 Scranton Ry, mortgage 5s of 1897, \$1,400,008 are reserved to retire prior bonds at maturity. Of the \$355,500 Scranton & Pittston bonds outstanding, \$205,500 are guaranteed by the Scranton Ry, the remaining \$60,000 are owned by the Amer. Rys. Co. Scranton Ry, gen. M. bonds of 1910 are subj. to call at any int. period at 102 and ins. First mortgage of Carbondale Traction, due 1922, has a sinking fund of \$2,500 per annum after July 1 1895, but bonds cannot be called. Carbondale Ry, mtge. for 1910 is unconditionally guar. p. & i., by the Scranton Ry. Subject to call on any int. date at 105 and int. V. 93, p. 1785.

\$114,500 of the \$115,000 Lack. Valley Trac. mtge, is owned by the American Railways.

ROAD.—Owns and operates all the street roads in and around city of cranton, having an aggregate mileage of 90 miles. Operates 206 cars.

EARNINGS.—For 6 mos. end. Dec. 31 1914, gross, \$760,275; surplus, after taxes, int., &c., \$136,590.

OFFICERS.—Pres., J. J. Sullivan; V.-Ps., Henry J. Crowley and C. L. S. Tingley; Sec. and Treas., Walter W. Perkins; Gen. Mgr., W. E. Bolleau.—V. 88, p. 1062; V. 90, p. 1045; V. 91, p. 39, 1096; V. 97, p. 1287.

—V. 88, p. 1062; V. 90, p. 1045; V. 91, p. 39, 1096; V. 97, p. 1287.

(9) Lynchburg Traction & Light Co. Frolley.

In 1910 American Rallways acquired control. V. 30, p. 167, 235.

ORGANIZATION.—Incorporated in Virginia, and is a consolidation on May 1 1901 of the Lynchburg Electric Rallway & Light, the Lynchburg & Rivermont Street Rallway (franchise perpetual) and the Lynchburg as Company, and comprises all the street rallways, gas works and electric-light plants of Lynchburg and hydraulic power development at Reusens, Va., also owns all the stock of the Lynchburg Water Power Co., and has assumed the \$500,000 let mige. 5% bonds of that company. In 1907 authorized stock was increased from \$750,000 to \$1,000,000, to provide for the convertible feature of new bonds, but these bonds have since been retired, none having been converted.

American Rallways owns entire capital stock, \$203,000 of Lynchburg Trac. & Lb. consol. mige. bonds, and \$50,000 ist M. bonds.

### (10) Roanoke Traction & Light Co .- A holding company.

ORGANIZATION.—Incorporated in Virginia July 28 1808. Own the Roanoke Water Power Co., the Bedford Power Co., the James River Water Power Co. and the Roanoke Heat, Light & Power Co. and controls, through ownership of all the capital stock, the Roanoke Rallway & Electric Co. The Roanoke Water Power Co. had \$350.000 bonds which were bought in and mortgage satisfied. The Roanoke Heat, Light & Power Co. had issued \$250.000 bonds, all of which have been retired (V. 87, p. 1089, 1160). The Amer. Rys. Co. owns \$975,000 of the \$1,000,000 stock.

The Amer. Rys. Co. owns \$975,000 of the \$1,000,000 stock.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity'
Stock, \$2,000,000 (\$100) \$ 51,000,000
First mige and coll trust \$5., 1908 5 g F-A 1,622,000 Aug 1 1958
090,000 (\$1,000) gold\_of ntf Int. at Bloren & Co., Phila., or Baltimere.

Trust & Guarantee Co., Baltimore, Trustee
Bonds.—\$750,000 bonds are reserved to retire a like amount of bonds
of the Roanoke Ry. & Elec. Co. The remaining \$223,000 are reserved
for additions and extensions at not exceeding \$5% of cost. Bonds are
fubject to call on any interest day at 105 and interest. Sinking fund of 1%
so outstanding bonds, payable Feb. 1 1919 to 1928; 114% thereafter.—
V. 94, p. 983.

(a) Roanoke Railway & Electric,—A trolley road with electric light and

power department.

ORGANIZATION.—The Roanoke Street Ry, and the Roanoke Electric
Light & Power were both sold at foreclosure Aug, 1 1899. The present
company was incorporated in Virginia. Franchises expire in 1935 and some
perpetual. Does all lighting and railway business in and about Roanoke, Salem and Vinton. Owns 250 shares of Roanoke Trac. & Light Co. stock,

V. 87, p. 481, 1089, 1180; V. 88, p. 376; V. 90, p. 168

(11) Ohio Valley Electric Railway Co.—A trolley road.
In 1911 acquired by the American Railways.—V. 92, p. 1437; V.83, p.470.
ORGANIZATION.—Incorporated in West Virginia in 1900. In June
1905 we were advised that franchises, such as are not perpetual, then had
from 15 to 40 years to run. In Feb. 1908 name was changed from Camden
Inter-State Rv., to the Ohio Valley Electric Ry. Owned entire stocks of
Consol. Lt., Ht. & Pow. Co., Ashland Elec, Lt. & Pow. Co. (now Boyd
County Electric Co.) and fronton Elec. Co., but at time of acquisition
by Amer. Rys. these were turned over to latter company. On May 1
1908 acquired \$500,000 stock of Kanawha Valley Traction Co. (which
has been leased to the Charleston Interurban RR., Charleston, W. Va.),
and issued pref. stock to pay for purchase. Owns entire \$75,000 Camden
Inter-State Power House bonds. Also owns entire stocks of the Ashland &
Catlettsburg St. Ry., Ashland Interurban Ry. and Huntington & Charleston RR. ton RR.

(31,00) gold.—223.0° [Int. at Fidelity Trust Co., Phila. Trustee. ROAD.—Operates 24 miles of track in Charleston, W. Va. 70-th. Tail. Standard gauge.—V. & 5, p. 323.

FAIR MOUNT PARK TRANSPORTATION.
On March 22 1915, Frank Silliman of E. W. Clark & Co., was appointed co-receiver with Samuel M. Clement Jr., The receivers were authorized to issue the necessary certificates to secure a loan of \$29,000, which the reorganization committee agreed to advance to meet the bond interest due April 1 1915. V. 100, p. 1078. On May 6 Judge Thompson in the U.S. Dist. Court ordered the receivers to sell the property at auction. Sale is to take place June 22, 1015.

\*\*Reorganization.—The plan of Dec. 10 1914 having falled of adoption, the following plan was formulated and declared operative in Feb. 1915 as a majority of the stock was deposited in assent.

A new company is to be organized with \$100,000 7% cum. (from Jan. 1016) perf. stock (par \$10) and \$400,000 common stock (par \$10). The present 1st M. 5s. due 1037 are to be undisturbed. The new company is to acquire by judicial sale or otherwise all of the property and franchises of old company, subject only to present \$750,000 lark M. 5s. Cast requirements, about \$70,000, are to be met by a subscription of 35 50 per share for each share deposited. (Subscriptions largely exceeded the amount anticipated and payments were reduced to 53 per share.) Subscribes will receive for each share deposited. (Subscriptions largely exceeded the amount anticipated and payments were reduced to 53 per share). Subscribes will receive for each share of operative to be met by a subscription of 35 to per share. Subscription share to have power to sell all but not a part thereof at not less than par. V. 100, p. 355.

\*\*ORGANIZATION.—A New Jersey corporation formed in 1894. Charter perpetual: license from Park Commission runs until July 24 1938 and remembers of new sold and the parts. Owns an electric values in the parts of the receive of the parts. Owns an electric values in parts. Park Commission r

PHILADELPHIA RAPID TRANSIT,-Controlled by the Stotesbury

PHILADELPHIA RAPID TRANSIT.—Controlled by the Stotesbury interests.

Incorporated in Pennsylvania on May 1 1902 to take over under lease the Union Traction Co. for 999 years from July 1 1902, and to acquire and held chares of other corporations. (For terms of lease, see Union Traction below.) The Rapid Transit Co. acquired numerous franchises for new roads obtained by the Mack-Peorderer syndicate in 1901. In June 1903 the Market St. Elev. Pass. Ry., with \$5.600,000 authorized capital stock, was formed to absorb a number of these franchises. V. 75. p. 1301. In June 1903 the Rapid Transit Co. obtained from the Philadelphia City Councils other valuable franchises for new lines. In April 1906, however, an agreement was entered into with the city relinquishing nearly all the rights to the franchises of 1901 and 1903, and the whole matter of the company's franshise rights was readjusted on a new besits. See V. 82, p. 633, 870.

Subway has been built in Market St. from 23d St. to Delaware Ave. isovated structure on Market St. west of the Schuylkill River, and on Delaware Ave. from Market St. to South St. V. 74, p. 528, 989; V. 78, p. 1301. V. 51, p. 265. In March 1907 began operating on that portion of the elevated from the Schuylkill River west to the Upper Darby terminal station, a distance of about 4 miles. V. 84, p. 571. On Aug. 3 1908 the entire subway from 2d St. to 23d and Market St. was placed in operation, this sompleting line through to 59th St. V. 87, p. 347. On Oct. 6 1908 elevated line on Delaware Ave. to South St. Station was placed in operation, while sompleting line through to 59th St. V. 87, p. 367.

In July 1902 acquired all the stock of the Doylestown & Willow Grove Ry. Co. Also owns entire stock (\$10,000) of the Real Estate Holding Co. which owns property of an assessed value of \$1,699,720.

On July 1 1904 the Phila. Morton & Swarthmore Ry. and the Media Middletown Aston & Chester Elec. Ry. were consolidated, forming the Darby Media & Chester Ry. The new company, embracing 25 miles of track, was th

Striks.—On May 29 1809 a strike on the surface lines began (Y, 85 p. 1433), and lasted for a week. For terms of agreement see Y, 88, p. 1600 p. 1433), and lasted for a week. For terms of agreement see Y, 88, p. 1600 p. 1433, and lasted for a week. For terms of agreement see Y, 88, p. 1600 p. 1433, and lasted for a week. For terms of agreement see Y, 88, p. 1600 p. 1433, and lasted for a week. For terms of agreement see Y, 88, p. 1600 p. 1434, and 1434 p. 143

ROAD.—Total trackage, including all lines leased and operated, 664.233 miles. Owns about 3,508 cars of all kinds.

ANNUAL REPORT.—Fiscal year ends June 30. Annual report for 1913-14 was given in V. 99, p. 286.
1913-14. 1912-13. | 1913-14. 1912-13.

Pass, earnings 23,356,876 23,020,932 Taxes 1,278,406 1,225,488 Pass, earnings, 23, 356, 376 23, 020, 932 | Taxes | 1,278,406 | 1,225,488 |
Other receipts 898,937 | 906,247 |
Total exp 14,299,245 | 14,205,755 |
Repenses | Total exp 14,299,245 | 14,205,755 |
Repenses | Total exp 14,299,245 | 14,205,755 |
Ret carnings 9,956,567 9,721,424 |
Ret exp 14,299,245 | 14,205,755 |
Ret exp 14,299,245 | 1,231,235 |
Ret exp 14,299,245 | 1,231,231 |
Ret exp 14,299,245 | 14,205,755 |
Ret exp 14,299,245 | 1,231,235 |
Ret exp 14,299,245 | 1,232,235 |
Ret exp 14,29

(1) Doylestown & Willow Grove, Ry. Co.—A trolley road, In July 1902 was acquired by the Philadelphia Rapid Transit through purchase of the entire capital stock (\$500,000) for \$20,000\$. The Rapid Transit Co. guarantees interest on the bonds. See V. 79, p. 1331.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$500,000 (\$50)

First mige \$500,000 (\$1,000) | 1900 4 g J-D \$500,000 June 1 1930 gold guaranteed...e=cpt Land Title & Trust Co., Phila., Trustee. ROAD.—Trackage, 13,635 miles, from Doylestown to Willow Grove, running over the old turnpike between those places, which is leased for 999 years.

years. EARNINGS.—Included in Phila. Rapid Transit Co.—V. 79, p. 1331. 

Due lessee June 30 1914 ROAD.—Trackage 65.42 miles.

ROAD.—Trackage 65.42 miles.

(3) Darby & Yeadon Street Railway.
ORGANIZATION.—Entire stock (85,000) is owned by the Philadelphia.
Rapid Transit Co.
STOCK AND BONDS.— Date. Interest. Outstanding. Maturity.
Stock all owned by Philadelphia Rapid Transit Co.
First mortgage \$200,000 gold) 1904 44 g.J.D. \$200,000 Dec i 1934
guar (\$1,000).—...c\*.cpt/Int. at Land Title & Tr. Co., Phila., Trustee.
Bonds.—Are guaranteed, prin. & int., by endorsement by the Phila. Rap.
Transit Co. Are subject to call on any interest date at 105 and interest.
ROAD.—Comprises a line from the Philadelphia County line to Darby. 2½ milles.

2% miles.

(4) Chester & Philadelphia Railway.
Is operated by Phila. R. T. under 30-year agreement dated Feb. 14 1911.

ORGANIZATION.—Incorp. in Penn. on June 20 1910 as successor to the Phila. & Chester Ry., sold at foreclosure (V. 92, p. 1243). In consideration of an agreement to operate the line the Phila. Rapid Transit received 51% of Chester & Phila. stock. The Chester & Phila. receives 35% and Rapid Transit 65% of gross earnings, for which the Rapid Transit assumes all costs of operation. The 35% to be applied to int. on bonds and divs.

STOCK AND PONDS

on stock,

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

Stock \$485,000 (\$50)

1st M \$600,000 gold (\$100,-) 1910 5 g J-J 600,000 July 1 1940

\$500 and \$1,000) ... c\*, cpt Int. at Real Est. Tit. Ins.&Tr.Co., Phila., Tr.

Bonds.—Red, on any int. date after July 1 1915 at 105 and int. V. 92,

p. 1310. Listed on Philadelphia Stock Exchange.

ROAD.—Runs from Philadelphia to Chester,—V. 92, p. 1243, 1310.

UNION TRACTION .- A trolley road.

Bonds.—Red. on any int. date after July 1 195 at 105 and int. V. 92, p. 1310. Listed on Philadelphia Stock Exchange.

ROAD.—Runs from Philadelphia Stock Exchange.

ROAD.—Runs from Philadelphia to Chester.—V. 92, p. 1243, 1310.

UNION TRACTION,—A trolley road.

Lease.—The Union Traction Co. has been leased for 999 years from July 1 1902 to the Philadelphia Rapid Transit Co. Lease rental (payable in 1902) to the Philadelphia Rapid Transit Co. Lease rental (payable in 1902) to the Philadelphia Rapid Transit Co. Lease rental (payable in 1902) to the Philadelphia Rapid Transit Co. Stock Co. V. 74, p. 989, 1909

OFFICERS.—Pres., Jeremiah J. Sullivan: 1st V.-P., Chas. E. Heed; Sec. & Treas., W. J. Shields.—V. 91, p. 1575; V. 92, p. 324, 463; V. 93, 362, 819; V. 96, p. 555; V. 92, p. 184; V. 98, p. 1921; V. 90, p. 818.

LINES CONTROLLED BY UNION TRACTION CO.

Catharine & Bainbridge Streets Ry.—A trolley road.

(1) Catharine & Bainbridge Streets Ry.—A trolley road.

(2) CRGANIZATION.—Incorporated May 14 1889, and leased to the Philadelphia Traction Co. Mar. I 1890 for 99 years, and included in lease of that company to the Union Traction Co. Oct. I 1895; in Sept. 1895 term of tease was increased from 99 to 999 years and stock from \$150,000 to \$400,000 (all owned by Phila. Trac. Co.); rental is \$24,000 yearly, besides interest and taxes.

and taxes.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity
Stock (par \$50)
1st M \$150,000 (\$1,000) c.cpt 1890 5% A-O 150,000 April 1 1920
Due lesses July 1 1914.

Bonds are not subject to call. Interest at Land T. & T. Co., trustee,
Ponn. Co. for Insurances on Lives, &c.
Dividends.—Dividends of 6% are paid.

ROAD.—The road aggregates 5.53 miles of track.

(2) Citizens' Passenger Railway.

ORGANIZATION.—Incorporated Mar. 25 1858. Leased to Frankford & Southwark Passenger Railway Co. April 1 1892 for 999 years: rental now \$140,000 per annum. equal to 28% on stock, or \$14 per \$50 share. This lease was assumed by the Electric Traction Co. July 1 1893. The This lease was assumed by the Electric Traction Co. July 1 1893. Operated by Philadelphia Rapid Transit Co.

STOCK AND BONDS— Miles, Interest, Outstanding, Maturity.

Stock \$500,000 (\$50) ... 11.52 28% Q-J See text See text

Stock paid in, \$192,500; \$20 on 8,500 shares and \$15 on 1,500 shares.

Road, Columbia Avenue to Mifflin Street, 11.52 miles of track.

(4) Electric Traction.

(3) GRGANIZATION.—Incorporated May 8 1893 and acquired control of the Citizens' Passenger Ry., the Frankford & Southwark Passenger Ry. and the Second & Third Streets Passenger Ry. On July 1 1896 leased for 999 years the Citizens' Clearfield & Cambria St. Ry., the Citizens' East End St. Ry., the Brown & Parrish St. Ry. and the Citizens' North End St. Ry. In 1895 the Union Traction Co. acquired all the stock at the rate of \$35 par share for each share, on which \$30 had been paid, and \$70 per share for each share on which \$30 had been paid, the Pennsylvania Co. for Insurances 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 AND BONDS—

Par. Dividends. Issued. Outstanding.

rraction."

STOCK AND BONDS—
Par. Dividends. Issued. Outstanding.

Stock (part \$30 paid).

\$50

S50

S8,297,920

S8,297,920

S80ck 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.—Miteage, 132,056 miles. Rail, 90 lbs.—V. 63, p. 557.

(6) Empire Passenger Railway.—A trolley road.

ORGANIZATION.—Incorporated Feb. 10 1869. Leased Dec. 26 1873 to Citizens' Passenger Railway Company for 999 years. Transferred Oct. 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 lessed), by clease of Philadelphia Traction to the Union Traction Co. Dividends are \$150 per \$50 share each June 30 and Dec. 30—that is, are 6% per annum. STOCK AND BOND3—Date. Interest. Outstanding. Maturity. Stock (par \$50).—(All owned by Phila. Tract.) \$600,000

First morteage gold \$200,000 | 1900 3/5 g.J. 200,000 Mar 1 1930 - C. opt | Land Title & Trust Co., Phila., Trustee. Bonds.—The new 3/4s were issued to retire a like amount of 7s, due July 1900.

Due lessee company for additions July 1 1914, \$705,715.

ROAD.—Mileage, 12.41 miles.—V. 70, p. 1150.

(6) Frankford & Southwark Philadelphia City Passenger Railway.

(7) Germantown Passenger Railway,—A trolley road, ORGANIZATION.—Incorporated April 21 1858. Leased Oct. 1 1881 to the People's Passenger Ry. Co. for 999 years, but rental modified in 1893; stock since 1897 receives dividends yearly of \$5 25 per share.

1893; stock since 1897 receives dividends yearly of \$5 25 per share.

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

Stock \$1,500,000.——\$50 —— QJ See text See text

Stock.—Paid in \$572,860.

ROAD.—Trackage, 43.90 miles. Extension of 2,000 feet from Hillerest Avenue to city line, completed in Sept. 1898, forms with the Roxborough Chestnut Hill & Norristown Passenger Ry., a through line to Norristown.—V. 69, p. 695.

(10) Lombard & South Street Passenger Railway.—See Frankford & Southwark Passenger Railway.

(11) People's Passenger Railway.—An electric road.

ORGANIZATION.—Chartered Apr. 15 1873. The People's Trac. Oo. on Apr. 15 1893 acquired the entire capital stock of this road at \$70 per share. The Traction Co. then leased the People's Passenger Ry. By a tripartite agreement this lease was on July 1 1896 assigned to the Union Trac. Co. for 988 years and three months. Rental is 10% per annum on Capital stock (\$2.50 per share) as below shown, nearly all of which is piedged for People's Traction Co. trust certificates.

TROCK AND BONDS.— Date Talegret Outstanding Maturity.

a Total stock paid in \$924,056.

a Total stock paid in \$924,056.

Int. on first mtges, at Land Title & Trust Co. The 1st M. bonds matured Jan. 15 1905, but \$219,000 of the \$255,000 were extended as 4s to 1935, the remaining \$31,000 being canceled. The 2d M. bonds matured July 15 1911, but were extended as 4s to 1961. Consol. mtge. bonds were originally 5s and fell due Mar. 1 1912, but were extended for 50 years as 4s. Due People's Traction Co. June 30 1914 for construction and equipment. \$5.934,282.

The stock acquired by the People's Traction Co. was pledged as security for trust certificates. See People's Traction.

ROAD.—Trackage, 2.84 miles.—V. 61, p. 469; V. 63, p. 557; V. 92, p. 1500.

(12) People's Traction.—An electric road.

ORGANIZATION.—A Pennsylvania corporation chartered March 6
1893 to operate and equip with trolley the People's Passenger Ry., the
entire capital stock of which is nurchased on or about April 15 1893. In
Oct. 1895 the Union Traction Co. acquired all traction stock at \$76 per
share, the Pennsylvania Co. for Insurances on Lives and Grant, Ann.
Issuins therefor its guaranteed trast certificates. On July 1 1896 the Union
Traction Co. leased the road for 998 years and three months.

Ridge Avenue Passenger Ry15.40 Philadelphia & Darby Pass. Rv.17.79	Empire Passenger Ry 12.41 Philadelphia City Passenger Ry, 5.49 17th and 19th Streets 13.80 22d & Allegheny 65.42 Catharine & Balabridge Streets, 5.53
Continental Passenger Ry	Total of all 333.84

(17) Ridge Avenue Passenger Ry.

ORGANIZATION.—Consolidation of Girard College Passenger Ry. and
the Ridge Avenue & Manayunk Passenger Ry. 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 Sept. 1895 and \$12 per share thereafter.

Operated by Phila. Rap. Transit Co.

operated by Phila, Rap. Transit Co.

STOCK AND BONDS. Interest. Outstanding. Last Div.,&c.

\$12 Q-J | \$750,000 | See text.

On account of some old debts, dividends for 1896 were continued at \$10 eer share instead of the \$12 as noted above. In 1897 dividends were increased to \$12 per share. Trackage 15.40 miles.

(32) West Philadelphia Passenger Ry.—Trolley.
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 % on stock, and interest, taxes &c.; transferred Oct. 1 1895 to Union Traction Co. The Philadelphia Traction Co. owns \$392,950 of the \$750,000 trock.

Traction Co. The Philadelphia Traction Co. owns \$392,050 of the \$750,000 ftock.

STOCK AND BONDS. Date. Interest. Outstanding. Maturity Stock (par \$50).

First mortgage (\$1,000) | 1876 | 345 A-0 | 246,000 April 1 1956 gold.

Second mort (\$1,000) c.cpt | Girard Trust Co. Philadelphia, Trustee.

Second mort (\$1,000) c.cpt | 1886 | 5 M·N | 750,000 May 1 1026 Free from tax. | Pennsylvania Co. for Ins. on Lives & Grant. of Annuittes Phila. Pa. Trustee.

Bonds. Interest on both loans payable at Land Title & Trust Co. Philadelphia, Pa. The first mortgage 6s matured April 1 1906 but were extended for 50 years at 3% 5%.

Due lessee for additions to Dec. 31 1914, \$2,509,181.

ROAD.—Trackage, 69,13 miles.

(23) Philadelphia & Willow Groye Street Railway Co.

ROAD.—Trackage, 69.13 miles.

(23) Philadelphia & Willow Grove Street Railway Co. ORGANIZATION.—Is a consolidation in 1904 of the Phila. & Willow Grove Street Ry. and the Glenside & Willow Grove Street Ry. Entire stock is owned by the Union Traction Co. The Phila. Rap. Tran. Co. guarantees the bonds, prin. and int., by endorsement. See guaranty. V. 70, 1904

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,000,000 guar 1904 4½ g.J.J. 1,000,000 July 1 1934 gold (\$1,000) — cpt Int. at Land Title & Tr. Co., Phila., Trustee. Bonds.—Bonds are subject to call on any interest date at 105 and Interest upon 30 days notice. A sinking fund begins after 5 years: of \$10,000 per annum for 5 years, \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years; \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years; \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years, \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years; \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years; \$15,000 per annum for following 5 years and \$20,000 per annum for 5 years.

INTER-STATE RAILWAYS.

Financial Plan.—Int. due Feb. and Aug. 1909 was paid after some delay. V. 88, p. 1127, 1197; V. 89, p. 348, 1141. On Nov. 25 1919 share-holders ratified the readjustment plan (V. 91, p. 1385, 1512) calling for the issue of \$1,000,000 &% cum. pref, stock, shareholders to take \$500,000 at par for each (payable in 5 Installments of 20% each at intervals of 30 days, beginning with 2 payments Jan. 2 and ending April 1 1911), and bondholders to take \$500,000 at par in lieu of 1910 and 1911 coupons on bonds. V. 91, p. 1711; V. 92, p. 89. Entire issue was subscribed and taken. V. 92, p. 1032.

Leases of Controlled Properties.—The leasing of the underlying companies was consummated in 1210 upon satisfactory terms. The subsidiaries are in four groups. Wilkee-Barre, Reading, Wilmington and Trenton. The Wilkee-Barre Ry., the Reading Transit Co. (succeeded by Reading Transit & Light Co. in Mar. 1913, control of which was acquired by Eastern Power & Light Co. in Mar. 1913, control of which was acquired by Eastern Power & Light Corp.), the Trenton & Mercer County Traction Corp., the Southern Pennsylvania Traction and the Wilmington & Philadelphia Traction Co were formed (see these companies on subsequent pages) to take over the various properties. V. 91, p. 1512; V. 92, p. 261. The Southern Penn. Trac. and the Wilm. & Phila. Trac, were purchased by National Properties Co. in Jas. 1913.

The above leases will return a total aggregate annual income as follows:
1914 — \$945,542 1919 — \$1,013,542 1924 — \$1,065,542 1915 — \$25,542 1925 — 1,023,542 1925 — 1,013,014 1916 — 975,544 1920 — 1,023,542 1925 — 1,0171,043 1916 — 975,544 1922 — 1,033,542 1926 and thereafter an 1917 — 985,542 1925 — 1,035,542 1925 — 1,0471,043 1918 — 1,003,542 1925 — 1,045,542 1925 — 1,045,542 1925 — 1,047,040 1917 — \$454,547 1918 — 1,055,542 1925 — 1,047,043 1918 — 1,047,040 1917 — \$454,547 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047,047 1918 — 1,047

в.		Ownea.	Stock
	Stocks-	Shares.	Shares.
	Delaware County & Philadelphia Electric Ry		6,000
3,	Edison Electric Illuminating Co. of Lebanon, Pa	20,616	36,000
8	Lebanon Valley Street Ry. Co	0.992	10,000
	Media Glen Riddle & Rockdale Electric Street Ry	7 637	1,640
21			
ă	Reading & Southwestern Ry	1,143	2,600
2	Roxboro Chestnut Hill & Norristown Ry. Co	4,930	4,968
ŝĮ	Schuylkill Valley Traction Co	2,992	10,000
И	Trenton Street Ry	19.909	20,000
П	Trenton Traction Co.	17.8	20
П	United Traction Co. of Reading, Pa	54.917	80,000
7	Wilkes-Barre & Wyoming Valley Traction	49,993	50,000
1	Wilmington & Chester Traction	39,995	40,000
П	Wilmington City Electric	5.093	5,100
N	Wilmington & Great Valley Turnpike Co	978	1,040
21	Winnington & Great Valley Tumpike Co	1 075	
Н	Wilmington & Philadelphia Turnpike	1,035	1,200
Н	Wilmington & Christiana Turnpike Co	644	580
	Rouds		

30, \$1 40; July 29, \$1 41; in 1913, Jan., \$1 79; July, \$1 26. In 1914, Jan., \$1 52; July, \$1 40. In 1915, Jan., \$1 54.

REPORT.—For years ending Dec. 31;
Calendar From Interest, Taxes, Dividend Bal. after Year— Investments. on 4s. &c. Patd. Dividends 1914 \$14,633 \$350,676 \$34,019 \$422,625 sur. \$1,314 1913 ... 784,697 \$55,676 33,070 \$99,025 det. 4,673 1912 ... 999,514 \$356,676 32,611 460,000 sur.150,327

Wilkes-Barre Rys. Co.
ORGANIZATION.—Incorp. Nov. 26 1909. Auth. stock, \$1,500,000; issued, \$900,000. Leases Wilkes-Barre & Wyom. Val. Tr. Co. for 800 yrs from Jan. 1 1910 at rental of \$380,000 the 1st yr., increasing \$10,000 every two years until the maximum of \$400,000 is reached, and all obligations in the way of int., taxes, &c., of W.-B. & W. V. Trac. Operates about 110 miles of track.

Strike.—A strike which completely tied up the company's lines for nine days was ended April 9 1915, the men agreeing to submit their wage differences to arbitration.

Strike.—A strike which completely tied up the company's lines for nine days was ended April 9 1915, the men agreeing to submit their wage differences to arbitration.

EARNINGS.—For cal. year 1914, gross, \$1.472,994; oper. exp., taxes, and rentals, \$1.417,864; net income, \$55,130; divs., \$48,000; surplus, \$10,00.130. In 1913, gross, \$1.480,305; oper. exp., taxes & rentals, \$1,416,315; net income, \$55,390; divs., \$54,000; surplus, \$9,990.

OFFICERS.—Pres., Abram Nesbitt, V.-P. and Gen. Mgr., T. A.Wright, Sec. & Treas., C. W. Laycook.—V. 89, p. 1544; V. 90, p. 374; V. 91, p. 1513.

(1) Wilkes-Barre & Wyoming Valley Traction.—The United Power & Trans. owns 49,092 out of the 50,000 shares of stock.

Lease.—Is leased to the Wilkes-Barre Ry. Co. (see above). V. 89, p. 1598.

ORGANIZATION.—Incorporated Feb. 9 1591; controls street railway lines in the Wyoming Valley, Pa., extending from Wilkes-Barre to Duryandon Nanteoke on east side of Susquehanna River and Pitston and Plymouth on west side. In Dec. 1902 made collateral trust mige, for \$220,000 to purchase stock of the Wilkesbarre Dallas & Harvey & Lake Ry. Co. and for other purposes. On July 1 1904 leased the Plymouth & Larksville Street, Py. for 990 years at 6% on \$75,000 stk, and lint. on \$75,000 & St. bonds.

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

Stock (par \$100) \$5,000,000—all but & shares owned by Un P. & T. Co., Phila.

Gollateral trust and mortgage, 1890 5 g.J.D. 250,000 April 1921 (\$1,000).

Gollateral trust and mortgage, 1890 5 g.J.D. 250,000 April 1922 (\$1,000). \$250,000.—cv Interest at Provident Life & Tr. Co., Phila. Tr. Onderlying Bonds on Roads Purchase—

Wilkesbarre & Suburban bonds.—4% 40,000 July 1 1918.

Guaranteed Bonds—

Pits & Car Ist M (\$1,000). g.] 1893 6 g.J.D. 113,000 Dec 1 1918 p. & 1 unconditionally gu. ov Int. at Real Estate Tr. Co., Phila., Trus.—1919.

1000 over the conditional purchase of the Wilkes-Barre & Ringston bonds reduced to 5% in Aug. 1903 and bonds reduced to 1903 to 4% and bonds extended to July 1 1918. The

	-5100	K		
Name of Company. Miles.	Issued.	Owned.	Debt.	Rental.
Goalville Passenger Railway 5.67	\$62,400	\$30,300	None	0.96
Nanticoke Street Rallway 9.65	6,000	6,000	None	\$1
Pittston & Avoca St. Ry 2.00	13,500	13,500	\$60,000	
Pittst, Moosle & P. V. St. Ry 1.95	42,000	42,000	None	31
Pittston Street Car 8.82	200,000	209,000	113,000	- 51
Plymouth & Larksville Ry 3.45	75,000	mediane.	75,000	6 %
Plymouth Street Rallway 6.00	12,000	12,000	None	81
West Pittston & Wyo. St. Car . 2.25	30,000	30,000	None	\$1
Wilkesbarre & East Side 5.00	150,000	150,000	*150,000	
Wilkesb. & Kingst. Pass. Ry 5.60	100,000	99,700	20,000	
Wilkesb. & Plains, Ry 4.00	24,000	24,000	190,000	
Wilkesb. & Suburban St. Ry10.00	100,000	93,800	*40,000	
Wilkesb. Dallas & Harvey's L. 13.01	200,000	193,730	150,000	
Wilkesbarre & West Side 9.63	100,000	92 450	*85,000	
Plymouth Bridge Co.	75,000	75,000	110,000	
Westles stock and bonds deposited	under co	llateral tr	ust of 189	05.

Flymouth Bridge Co. 75,000 75,000 110,000 1. Entire stock and bonds deposited under collateral trust of 1895.

\*Entire amounts owned by the W. & W. Valley Trac.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 295.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 295.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 295.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 295.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 295.

\*\*a Dividends in this case are dependent upon carnings.—V. 66, p. 199.

\*\*a Dividends in this case are dependent upon carnings.—V. 69, p. 1598.

\*\*a Dividends in this case are dependent upon carnings.—V. 69, p. 1894.

\*\*a Dividends in this case are dependent upon carnings.—V. 69, p. 133.

\*\*Treating Constructed and benefit in the carning with the carning was a divident of the carni

STOCK AND BONDS-	Date.	Interest.	Outstanding.	Maturity.
Stock, \$2,500,000 (par \$50) Trenton Passenger first mtge_1 \$1,000,000, gold (\$1,000)	2442			e yrlySep.30
each) Interest at Mechanics Nat. Bank, Trenton, N. J	1891	6 g A-O	(\$15,000 du 100,000 (\$20,000 du	1916-1925 e yriySep,30 1926-1930 e yrlySep,30
			650,000	Sep.30 193

Consolidated mortgage, gold | 1898 | 5 g J-J | \$1,000,000 Sep.30 1931 | \$2,000,000 (\$1,000) . . . . . . . | Interest in Trenton and at Real Estate Title | Ins. & Tr. Co., Phila; Girard Tr. Co., Trus. | 100 gold (\$1,000) . . . . . . . . | 11 | 6 J-D | 500,000 June 1 7941 | 600 gold (\$1,000) . . . . . . . . | Bankers Trust Co., N. Y. trustee. Trenton Pennington & Hope | 1903 | 5 g J-D | 350,000 June 1 1945 | 8xst mortgage. \$350,000, Interest at Fidelity Trust Co., Newark, Trus. gold, guaranteed | Guaranteed prin. & Int. by Frenton StreetRy Trenton Hamilton & E Ist M | 1903 | 5 g M-N | 350,000 Nov. 1 1955 | \$500,000 (\$1,000) gold. & Int. st Real Est. T. Ins. & Tr. Co., Phila, Tr. Mercer Co Tr 1st M \$300,000 | 1904 | 5 J-J | 300,000 July 1 1944 gold (\$1,000) gold. & Int. st Real Est. T. Ins. & Tr. Co., Phila, Tr. & Bonds. - \$910,000 consolidated 5s of 1898 are reserved to retire 1st 6s. Trenton St. Ry. ecn. M. bonds are sub. to call at 105 and int. on any int. and Trenton Hamilton & Ewing Trac, Trenton Pennington & Hogewell and Trenton Hamilton & Ewing Trac, bonds are guar. p. & I. by end. by Trenton St. Ry. V. 94, p. 826, 1696. OFFICERS.—Pres., John A. Rigg; Sec. and Treas., T. W. Grooket Jr.; -V. 81, p. 1175; V. 91, p. 1513; V. 92, p. 796; V. 93, p. 528, 797; V. 94, p. 828.

at 5%.
 DIVIDENDS.—Paid in dividends: in 1899-1900 \$38,000; in 1900-01,
 \$27,000; 1901 to 1908 incl., \$21,000 per ann.; in 1909 and 1910, none; in
 1911, \$21,000; in 1912, July, \$15,000; none since.
 ROAD.—Owns 12 miles of track. Rails, 80-ib. T and girder.

FRANKFORD TACONY & HOLMESBURG RY.—A trolley road ORGANIZATION.—Incorp. in Pennsylvania on July 11 1910 as a reorganization of the Holmesburg Tacony & Frankford Elec. Ry., sold at forcelosure June 1 1910. For terms of exchange of bonds of old company for new company bonds, see V. 91, p. 276. Franchise perpetual.

TRENTON BRISTOL & PHILADELPHIA STREET RY.
ORGANIZATION.—Incorporated in Pennsylvania as a reorganization of the Phila. Bristol & Trenton, solid at foreclosure on Aug. 2 1909. V. 89, p. 349, 780 In Sept. 1910 directors rejected a proposition to lease the road to Frankford Tacony & Holmesburg Ry.
STOCK AND BONDS— Data. Interest. Outstanding. Maturity.
Stock, \$325,000 (\$50,000), 1913 5 g M-S 406,000 Mar. 1 1943 \$500 and \$100 g.—c\*ff Union Trust Co. of Md., Bait., Trustee.
Remaining bonds, \$344,000, reserved for corporate purposes. Subject to call as a whole on any int. date at 105 and int. No sink. fund.
EARNINGS.—For year end. Dec. 31 1914, gross, \$90,231; not, after taxes, \$25,109; charges, \$20,721; deficit, \$4,388.
ROAD.—Owns and operates 17 ½ miles of track from Torresdale to Morris ville. Ralls, 60 and 90-lb. girder and 72-lb. T; gauge 5 ft. 2½ Inches; 18 cars, 4 service cars, 1 freight car and 1 snow-plow, 4 engines and 4 genterators, 850 k.w. capacity. Has an operating agreement with Frankford Tacony & Holmesburg Ry., by which cars of both companies run through from Frankford to Bristol.

OFFICERS.—Pres., Carl N. Martin; V.-P., John Redwood; Sec. & Treas., J. Elliott Newlin; Gen. Mgr., M. J. Hill, Bristol, Pa.—V. 89, p. 780; V. 91, p. 871; V. 96, p. 554, 1158; V. 100, p. 1594.

PITTSBURG, KANSAS.

JOPLIN & PITTSBURG RAILWAY.—A trolley road.

ORGANIZATION.—Incorporated June 10 1907 in Missouri. Took over the Pittsburg Railway & Light Co. and the Joplin & Pittsburg Street RR. V. 85. p. 469. The Pittsburg Ry. & Lt. Co. was incorporated in Kansas in 1905 as a consolidation of the Pittsburg RR, and the Pittsburg Light & Power Co. in 1910 absorbed the Pittsburg RR, and the Pittsburg Light & Power Co. in 1910 absorbed the Pittsburg RR, and the Pittsburg of that company had acquired the Girard Coal Belt Elec. Ry.), and all bonds of that company were retired. Franchises in towns through which road runs vary from 30 to 50 years and some are perpetual. Private right of way outside of cities and towns.

The P. S. Comm. of Mo. and the RR. Commissioners of Kansas on May 1 1913 sanctioned the issue of \$1,030,000 6% gen. M. bonds, dated April 1 1913, due April 1 1920, and same have been deposited as additional security for the 6% debentures due April 1920 and to provide for their conversion (see below).

Wage Arbitration.—See V. 99, p. 1909.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock common \$5,000,000 6%

Cum. after April 1 1916.

(\$3.00 & \$1,000 (0.0

mos. to and incl. April 1913. Red, at par and int. Unless deha shall have been previously called for red., they are conv. at par into gen. M. 6% bonds at any time after April 1 1915.

EARNINGS.—For fiscal year end. June 30 1914, gross, \$582,166; net, after taxes, \$221,936; interest, \$150,500; surplus, \$71,436.

ROAD.—Owns and operates 96½ miles of main track, embracing some local street railway lines in Joplin, Mo., and all in Pittsburg, Kan., and interurban lines connecting the two cities, and also Pittsburg with Frontenac Dunkirk, Radley, Franklin, Arma, Croweburg, Mulberry and Girard and Cherokee, Mineral, Welf City, Scammon and Columbus. 70-1b. rails, OFFICERS.—Pres. Joseph J. Helm, Kansas City, Mo.; Y.-P., J. W. Ground, Kansas City, Mo.; Sec. & Treas., John A. Prescott, Kansas City, Mo.; And., E. S. Bigclow, Kansas City, Mo.; Gen. Mgr., W. A. Satterlee, Pittsburg, Kan. Gen. office, 1st Nat. Bik. Bidg., Kansas City, Mo.—Operating headquarters, Pittsburg, Kan.—V. 90, p. 914, 1170; V. 96, p. 1297, 1365, 1423; V. 99, p. 1909.

Pittsburg, Kan. Gen. office, 1st Nat. Bir. Bidg., Kansas City, Mo—Operating headquarters, Pittsburg, Kan.—V. 90, p. 914, 1170; V. 96, p. 1297, 1555, 1423; V. 99, p. 1909.

PHILADELPHIA COMPANY.—Gas (natural and manufactured). electric company, trolley.

In Feb. 1906 the United Rys. Investment Co. of San Francisco acquired control through purchase of \$21,000,000 of the common stock, paying for the stock acquired partix in its own stock and partly in an issue of its coll. trust bonds. In April 1907 acquired \$2,200,000 more of the stock by another issue of coll. trust bonds. See statement of United Rys. Investment Co. under San Francisco and also V. 82, p. 939, 988.

ORGANIZATION.—Organized on May 24 1884, and was originally another issue of coll. trust bonds. See statement of United Rys. Investment Co. under San Francisco and also V. 82, p. 939, 988.

ORGANIZATION.—Organized on May 24 1884, and was originally another issue of coll. trust bonds. See statement of United Rys. Investment Co. under San Francisco and San V. 82, p. 939, 988.

ORGANIZATION.—Organized on May 24 1884, and was originally another issue of coll. trust bonds. See statement of United Rys. Investment Co. under San Francisco and San V. 82, p. 939, 988.

ORGANIZATION.—Organized on May 24 1884, and was originally another issue of coll. San San V. 1884.

ORGANIZATION.—Organized on May 24 1884, and was originally another issue of company of the San San V. 1884.

ORGANIZATION.—Organized San V

owned was \$53,073,418.

\*\*SECURITIES OUTSTANDING (AS OF MARCH 31 1015).

STOCK AND BONDS—

Date: Interest. Outstanding. Last div.,&c.

Stock, com, \$42,400,000 (\$50) — Q-F \$39,043,000 See text

Pref stk \$25,000,000 (\$50) — 6 M-N 6,171,600 May '15,3%

5% cum—

Pref stk, 5%, non-cum, \$2,033,400 (par \$50) — 5 M-S 2,035,400 Mar '15,249

500,000, g (\$1,000) — f Maryland Trust Co., Baltimore, Trustee.

Phill Co con M & col tr. \$22,1901 5 g M-N 15,148,000 Nov 1 1951

000,000, g (\$1,000) — f Continental Trust Co., Baltimore, Trustee.

Conv deb \$3,500,000 gold 1909 5 g F-A 1,557,000 Aug 1 1919

(\$1,000) — "f Interest at New York Trust Co., trustee.

Conv deb \$10,000,000 gold 1911 5 M-N 1,400,000 See text.

(\$5,000) — ff Interest at New York Trust Co., N. Y., Trustee.

Phila Co collateral gold notes \$2,500,000 (\$5,000) — ff Interest at New York Trust Co. See text.

1819 5 g 250,000 See text interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & W. Va. Gas coll. 1913 5 g A-O 1,350,000 See text tr \$1,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & Conducted was increased in February 1890 from \$7,500,000 (\$1,000) - tf Interest at Mellon National Bank, Pittsb'gh.

Pittsb. & Conducted Gas Co., chabo by exchang

of \$15,000,000 additional com. stock. The increase was mainly for the put. pose of acquiring the shares of the Consolidated Trac. Co. and the Southern Traction Co. V. 73, p. 1112. In Aug. 1900 authorized to substantial particle increases a process of the Consolidated Trac. Co. and the Southern Traction Co. V. 73, p. 1112. In Aug. 1900 authorized at processes of the Convertible feature of the Convertible feature of the Convertible feature of convertible debendures authorized at the provide for the convertible feature of convertible debendures authorized at provide of the company. V. 88, p. 1314; V. 89, p. 225.

On Apr. 29 1012 shareholders voted to authorize \$25,000,000 (\$50) 8% cmm. prof. stock and \$10,000,000 conv. debendures. Of the new stock, \$36,000,000 was for exchange of extents. prompany of \$2 60 per share) \$36,000,000 ones for exchange of extents. prompany of \$2 60 per share) \$36,000,000 is reserved for future requirements. See financial plan in V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 488, also V. 94, p. 560; \$8,000,000 has been listed on the V. 94, p. 417, 486, also V. 94, p. 418, 486, also V. 94, p. 418

was paid,
—Anear Tax Decision.—For decision of Supreme Court of Pennsylvania,
declaring the linear tax ordinance invalid, see V. 80, p. 1729.

Application Denied.—Attorney General Todd or Pennsylvania on Oct.
24 1907 denied the application of city authorities of Pittsburgh for permission to bring quo warranto proceedings to forfeit the company's charter, see V. 85, p. 1085.

REPORT.—Report fo	r year ending	Mar. 31 191	4 in V. 98, p.	1602, 1612.
Receipts— From gas From oil Miscellaneous	\$7,224,637 394,107 38,900	1912-13. \$6,769,313 246,655 36,309	1011-12. \$6,483,323 93,340 41,861	1910-11. \$6,215,421 281,081 42,338
Gross earnings	\$7,657,644	\$7,052,277 3,151,200	36,618,524 2,650,649	\$6,538,840 2,513,910
Net earnings	\$4,232,958 \$1,690.086 626 463,819	\$3,901,077 \$1,161,334 113,244 1,080,073	\$3,967,875 \$1,777,475 146,837 844,519	\$4,024,930 \$1,677,082 137,767 690,926
D. (4.3)	\$6 387,489	\$6,255,728	\$6,736,706	\$6,530,705
Paid leased companies Interest on funded debt. Impts., extensions, &c Miscellaneous int., &c	\$22,967 1,854,379 831,512 161,983	\$23,241 1,565,740 1,198,811 49,794	\$10,267 1,221,900 917,639 56,033	\$10,292 1,051,162 1,633,827 204,814
Total Balance for year Consol. Gas guaranty Div. on pref. stock	\$2,870,841 \$3,516,648 390,122	\$2,837,586 \$3,418,142 306,467	\$2,205,839 \$4,530,867 70,609 300,000 2,721,198	\$2,900,095 \$3,630,610 79,760 300,000 2,558,408
Div. on com. stock (7%)	2,729,967	2,729,967		
Surplus for year	\$3,129,089	13,036,434 \$381,708	\$3,100,807 \$1,430,060	\$2,938,168 \$692,442

y, 99, p. 344, 408, 805, 1452; V, 100, p. 141, 475, 1079, 1259.

STREET RAILWAYS.

(1) Pittsburgh Railways Co.—A trolley road. (See Map on page 95.)
This was formerly the Southern Traction Co., but in accordance with the authority vested in it by the terms of its charter, the directors of the Southern Traction Co., on Dec. 38 1901 voted to change the name of the company to the Pittsburgh Railways Co. The Philadelphia Company had previously acquired all the stock, common and pref., of the Southern Traction, in accordance with terms in V, 73, p. 1112.

The Southern Traction Co. was chartered in 1900 to take over, extend and operate the West End Traction lines, which were purchased in Aug. 1900 for \$4,500,000.

Leases the Pittsburgh & Castle Shannon RR, for 99 years, rental being \$15,000 per annum. See V, 81, p. 778.

The following securities (being in each case the entire issue) are owned; 50,000 shares common stock of the West End Traction Co. 50,000 "perferred stock of the West End Traction Co. 50,000 "capital stock of United Traction Co. of Pittsburgh.

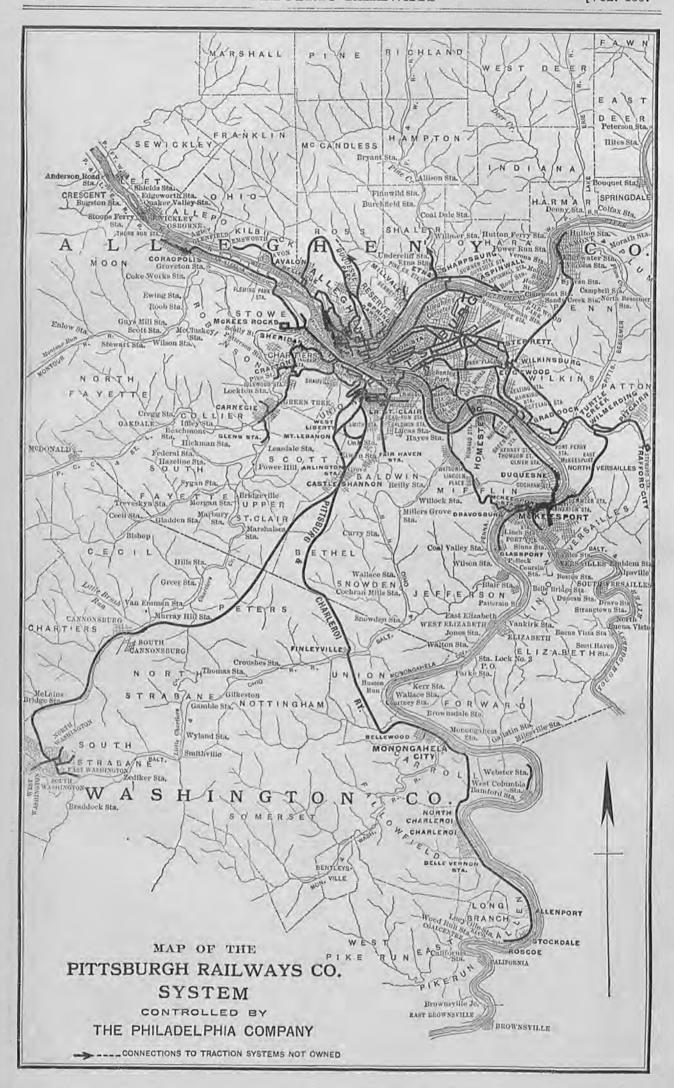
\$6,000 "capital stock of United Traction Co. of Pittsburgh.

Allegheny Bellevue & Perrysville Ry, Co.
Ambridge Dixmont & Emsworth St.Ry, Co.

1915. 1914.

Gross earns. 11.813.624 11.916,749 Interest. 389,620 341,490 Net (aft.taxes) 3.665.324 3.484.676 Rent. 1's'd line 2.839,920 2.888.531 Other income. 112.832 187,067 Misc. int., &c. 115.876 152.448 Total income. 3.761.56 3.671.743 Balance, surp. 430,739 339,273 OFFICERS.—Pres., J. D. Callery, V.-P., J. H. Reed; Sec., W. B. Carson; Treas., C. J. Braun Jr.; Controller, C. S. Mitchell.—V. 73, p. 554; V. 80, p. 1861; V. 87, p. 1238; V. 89, p. 42; V. 90, p. 1677; V. 91, p. 589; 1328; V. 92, p. 396, 463; V. 93, p. 154; V. 94, p. 209; V. 96, p. 1090; V. 97, p. 444, 665; V. 99, p. 1598; V. 100, p. 1169.

(a) Mount Washington Street Ry.—A trolley road.
ORGANIZATION.—Incorporated in Pennsylvania on Oct. 8 1901 and



ROAD, —Operates 16.57 miles in and between Washington, Tylerdale and Canonsburg.—V. 85, p. 532; V. 87, p. 348; V. 88, p. 626.

ROAD.—Operates 16.57 miles in and between Washington, Tylerdale and Canonsburg.—V. 83. p. 532: V. 87. p. 348: V. 85. p. 626.

(c) Piftsburgh Canonsburg & Washington Ry.
ORGANIZATION.—In 1907 was leased to the Washington & Canonsburg Cy. which guarantees bonds, principal and interest.

Block (1,500 shares, all owned by Pittsburgh Rys.).

1907 5.J. 3750,000 (21,000) gold Safe Deposit Trust Co., Pitts, trustee. Int. Safe Company of the Pittsburgh Rys.).

1918 M. \$750,000 (21,000) gold Safe Deposit Trust Co., Pitts, trustee. Int. Safe Company of the Pittsburgh Rys. Co. Bonds.—1st intere, bds. are redeemable at 105 and int. on any int. date. 2d mitgo. bds. outstanding are owned by Pittsburgh Rys. Co. ROAD.—Operates 12.08 miles of track between Canonsburg and Caste Shannon 30-U. rails.—V. 88, p. 635.

(d) Other Controlled Properties.—Bonded debt.

Under date Dec. 1 1913 the following named compans to secure issues of 1st M. 52, 2014 bonds (int. J. & D. et ft) due Dec. 1 1943 (par \$1,000) but issued of the pittsburgh Rys. Co. ROAD.—Operates 12.08 miles of track between Canonsburg and Castle Shannon 30-U. rails.—V. 88, p. 635.

(d) Other Controlled Properties.—Bonded debt.

Under date Dec. 1 1913 the following named compans to secure issues of 1st M. 52, 2014 bonds (int. J. & D. et ft) due Dec. 1 1943 (par \$1,000) but issued of the pittsburgh Rys. Co. Name of Company.—Total Auth. Total Issued Trustee.

Codar Avonto S. 187. Co. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Report Rys. Col. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Report Rys. Col. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Rys. Rys. Col. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Rys. Rys. Col. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Rys. Rys. Col. ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Rys. Rys. Col. ... ... \$40,000 \$39,000 Col. Tr. Co., Pittsb. Roy All Col. Rys. Rys. Col.

(f) East McKeesport Street Rallway.
Entire stock is owned by Pittsburgh Rallways.
ORGANIZATION.—Incorp. in Penna. on June 26 1899. Is leased to
United Trac. Co. of Pittsb. for 900 years from Jan. 1 1902.
Stock, \$250,000 (\$50); 1st M. 5% gold bonds, \$250,000 (tf) (\$1,000)
Dated Dec. 1 1899. Due Dec. 1 1929. Int. J. & D. at Fidelity Title &
Trust Co., Pittsburgh, trustee.

(3) Consolidated Traction,-Trolley road.

Trust Co., Pitisburgh, trustee.

(3) Consolidated Traction,—Trolley road.

ORGANIZATION.—Chartered July 15 1895. The company absorbed the Fort Pitt Traction Co. (a consolidation of Fort Pitt Pass. Ry., Gross Street Ry., Highland Park Street Ry and Negley Street Ry.), and assumed its leases of the Citizens' and the Allerbeny Traction companies, and has acquired the control of the Pitisburgh, the Duqusene and the Central Traction companies. In 1902 leased the Monongaleia St. Ry. and the Suburbian Rap. Tran. Street Ry. Owns all stock of the Ardmore Street Ry. and guarantees its bonds, principal and interest. V. 88, p. 882.

On Dec. 4 1901 the stockholders of Philadelphia Company approved plan for absorbing the shares of the Consolidated Traction. See terms in V. 73, p. 1112. 286,824 shares common and 235,117 shares preferred have been so exchanged.

STOCK—

Par. Interest. Outstanding. Distanding the STOCK—

Par. Interest. Outstanding. Distanding STOCK—

Par. Interest. Outstanding. Distanding the Argument Trist certificates 1908 6 M-N 12,000,000 Nov 13, 3 Equipment Trist certificates, 1914 5 A-O. 475,000 See text. 3500,000, Series "A". Lift Colonial Trust Co., Pittsburgh, Trustee. Gouldment trust certificates, 1914 5 A-O. 475,000 See text. 3500,000, Series "B". Union Trust Co., Pittsburgh, Trustee. Notes payable June 30 1914.

Stock.—The pref. stock carries cum. dividends of 655 per anamm, and has the right to participate equally with the common stock when that has received 6 %. All arrears of dividends were paid up in Jan. 1903; then 1% July 1903; 1904 to 1911, Incl., 2% per ann. In 1912, Jan., 175 July, 1%. Bonds.—The equipment trust certificates seemed by 90 cars costing \$575,000.

The Fort Pitt Tract. bonds are secured by 90 cars costing \$575,000.

The Fort Pitt Tract. bonds are secured by 90 cars costing \$575,000.

The Fort Pitt Tract. bonds are secured by 100 cars costing \$575,000.

The Fort Pitt Tract. bonds are secured by 100 cars costing \$575,000.

The Fort Pitt Tract. bonds are secured by 100 cars costing

723; V. 76, p. 48; V. 79, p. 627; V. 86, p. 284; V. 83, p. 882.

(1) Ardmore Street Ry.

ORGANIZATION.—Incorporated in Pennsylvania on Oct. 31 1907.
Road mostly on private right of way. Franchises in boroughs are perpetual.
Consolidated Traction owns all the stock and guarantees the bonds, prinand int. V. 83, p. 851.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity.
Stock \$14,000 (\$50)

Ist mort. \$1,250,000 gold 1908. 5 g. A.O. \$1,032,000 April T 1958
(\$1,000) ... c. tf/Int. at Colonial Trust Co., Pittsb., trustee.
Bonds.—Remaining bonds are reserved for extensions and betterments.
No sink, tund, but subject to call at 105 and interest.
ROAD.—Operates 8.07 miles of track between Wilkinsburg & East Pittsburgh.—V. 88, p. 881.

Lines Controlled by Consolidated Traction Co.

(e) Fort Pitt Traction .- See "Consol. Traction Co.

(e) Fort Pitt Traction.—See "Consol. Traction Co.

(f) Monongahela Street Railway.

ORGANIZATION.—On May 26 1898, absorbed by consolidation the Schenley Park & Highland, Homestead & Highlands, Braddock & Homestead and the Braddock & Duquesne
In Dec. 1901 the Monongahela Street Ry., the Wilkinsburg & East Pittsburgh Street Ry., the Wilkinsburg & Verona Street Ry. and the Pitcairn & Wilmerding Street Ry. (construction of latter two roads completed during year 1903-04), were merged in the Monongahela Street Ry. and stock was increased from \$1,000,000 to \$7,000,000. See V. 73, p. 1112. On Jan. 1 1902 the Monongahela Street Ry. was leased for 99, years to the Consolidated Traction Co. for Interest, taxes, etc., and an annual rental beginning with \$165,000 the first year and increasing \$18,750 and show a until \$315,000 is reached. Lease is guaranteed by Philadelphia Co. First dividend under lease (2 %) was paid in July, 1904. See V. 79, p. 269. In 1905, Jan. 14%; July, 1-5-5%; in 1906, 3-26%; in 1907, 3-16%; in 1908, 3,86%; in 1909, 4.12%; in 1910. 4.37%; in 1911, 44%; in 1912, 1913 and 1914, 44%;

STOCK AND BONDS—Miles. Date. Interest. Outstanding. Maturity. Stock, \$7,000,000 gold... If 1938 5 g.J.D 1,000,000 June 1 1928, \$1,000,000 gold... If 1939 5 g.M-S 2,000,000 See text. \$7,000,000 gold... If 1930 5 g.M-S 2,000,000 See text. \$1,000,000 Jeer.tf.

Wilk. & E. P. M., \$2,000,000 ser.tf.

Wilk. & Ver. M., \$700.] 1901 5 g.J.D 620,000 June 1 1931, 000, g.(\$1,000) exc.tf.

Bonds.—The Union Trust Co., of Pittsburgh is trustee of all mortgages and interest is payable at Mellon National Bank. The Wilks. & Ver. bonds are guaranteed, prin. & int., by Wilk. & E. Pitts. St. Ry. Co., Monongahela St. Ry. Co., Consol. Traction Co. and Phila. Co. of Pittsburgh.

ROAD.—Owns 70.65 miles of track, including branches; 90-ib. rails.

REPORT.—Not now an operating company.

OFFICERS.—Pers., W. L. Mellon; V.-P., A. W. Mellon; Treas., W. S. (g) Pittsburgh Traction.—A trolley road.

ORGANIZATION.—Incorporated April 30 1887.

LEASE.—Leased f

Guaranteed Bonds—

Bloomfield Street Ry 1st 1893 5 F-A 250,000 Aug 1 1923 cur -- c\* tf Interest at Pittaburgh Trust Co., Trustee, Slock.—Issued 50,000 shares, on which \$38 each has been paid.

DIVIDENDS.—At company's office, Pittsburgh. Dividends in 1895. 5% in 1896, none—see above; in 1898, 5 ½ %; in 1899 and since, 7%.

ROAD.—Owns 19,16 miles of track.

(h) Suburban Rapid Transit Street Ry.

ORGANIZATION.—Was leased on Jan. 1 1902 to Consolidated Traction

ROAD.—Operates 3.31 miles of track. Gauge 5 ft. 2½ in. OFFICERS.—Pres., Jas. D. Callery; V.-P., J. H. Reed; Sec., W. B. Carson; Treas., C. J. Braun Jr.

Carson; Treas., C. J. Braun Jr.

(4) Seventeenth Street Incline Plane Co.
ORGANIZATION.—Is a reorganization on Dec. 28 1904 of the Penn. Incline Plane Co.
Entire stock is owned by the Philadelphia Co. Is operated by the Pittsburgh Rys. Co.
STOCK AND BONDS.— Date. Interest. Outstanding. Maturity,
Stock \$250,000 (\$50) 1905 5 cur M·S 125,000 Mch 1 1935
guar — co. tf Int. at Colonial Tr. Co., Pittsburgh, Trusteen.
Bends.—No sinking fund, and bonds are not subject to call. Are guaranteed, prin. & int., by the Philadelphia Co.
OFFICERS.—Pres., J. D. Callery; V.-P., J. H. Reed; Sec., W. B. Carson; Treas., C. J. Braun Jr.; Controller, C. S. Mitchell.

(5) Beaver Valley Traction.—A trolley road.
In July 1905 entire stock was acquired by the Philadelphia Co. of Pitts-

in July 1905 entire stock was acquired by the Philadelphia Co. of Pitts-burgh. V. 81, p. 506.

burgh. V. 81, p. 506.

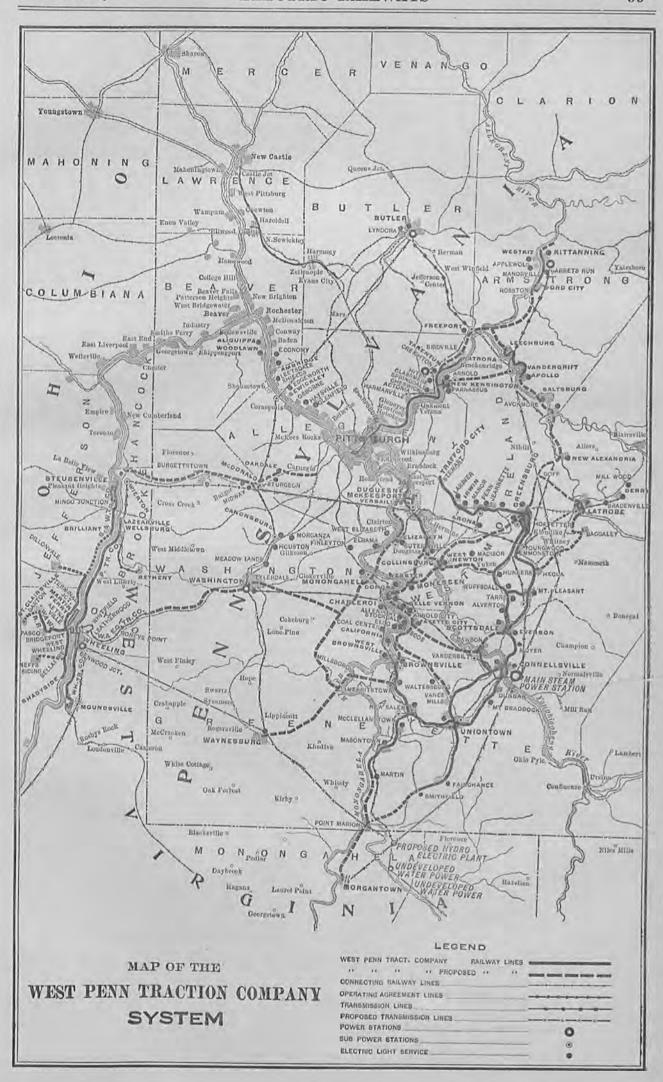
ORGANIZATION.—Incorporated in Penn, in perpetuity June 20 1801, and owns entire stock of Beaver Valley St. Ry, and of Central Electric St. Ry. Co., purchased Aug. 8 1801, operating them as one road under 999-year lease. Charter and franchise perpetual.

In 1000 stock was increased from \$300 000 to \$1,000,000 and then purchased the stock and property of the People's Electric Street Ry, of Rochester, the College & Grandview Electric Street Ry, the Rochester & Monaca Electric St., and the Beaver & Vanport Electric St. Ry. also owns entire capital stock of Riverview Electric St. Ry. Co., the Freedom & Gonway Electric St. Ry. Co., the Freedom & Gonway Electric St. Ry. Co., and the Vanport Electric St. Ry. Co., none of which has any separate bond issue. In Jan. 1002 authority was given to increase stock from \$1,000,000 to \$1,500,000.

STOCK AND RONDS.— Date. Interest. Outslanding. Maturity.

ELECTRIC LIGHTING AND ILLUMINATING GAS

(3) South Side Gas Co.
15.099 shares of stock are owned by the Philadelphia Co.
ORGANIZATION.—Incorp. Jan. 25 1882 in Penna. Stock auth. and med. \$500,000 (\$25).



WEST PENN TRAC. & WATER POWER CO .- (See Map on page 99.) WEST PENN TRAC. & WATER POWER CO.—(See Map on page 99.)
ORGANIZATION.—Formerly the Black River & Water Power Co., but
In 1911 was reorganized and capital increased and name changed to above
title in accordance with plan of American Water Works & Guarantee
Company (now American Water Works & Electric Company) in V. 94,
p. 984. (See also detailed statement of that company in V. 95, p. 1537).
The West Penn Traction & Water Power Co. leased for 990 years the
West Penn Trac, Co. at a rental sufficient to pay all operating and maint,
exp. and all charges, also divs. of 6% each on both com. and pref. stocks of
West Penn Traction, but this contract has been set aside during the life
of the West Penn Traction 3-year secured gold notes. West Penn Traction common stockholders received 1 share each of common and preferred
of West Penn Traction & Water Power Co. for 1 share of their common
stock. The West Penn Trac, & Water Power Co. owns \$500,000 stock
of Hydro-Elec. Co. of West Va. (see bonds under West Penn Trac. Co. below), the West Penn Trac. Co. owning the remaining \$1,000,000 stock.

Dividends Discontinued.—See V. 98, p. 1921.

STOCK—

Div. Paid, Outstanding, Last Dividend

Div. Paid, Outstanding, Last Dividend

of Hydro-Elec. Co. of West Va. (see bonds under West Penn Trac. Co. below), the West Penn Trac. Co. owning the remaining \$1,500,000 stock. Dividends Discontinued.—See V. 98, p. 1921.

STOCK—

Common, \$20,500,000 (\$100)

Pref. \$8,500,000 (\$100)

See text. \$14,344,000 common stock and \$3,004,800 pref. stock are owned by American Water-Works & Electric Co.

Dividends.—On pref. 1½% quarteely from organization of company up to and including March 1014, when company decided to discontinue payments for the present. (V. 98, p. 1921.)

-V. 98, p. 683, 1318, 1921; V. 99, p. 750, 890.

(1) West Penn Traction Co.—(See Map on page 105.)

All the common stock is owned by West Penn Trac. & Water Power Co., which company leased the West Penn Trac. Co, for 990 years, but lease has been set aside during the life of the company's 3-year notes. See V. 94, p. 984, 1187.

ORGANIZATION.—Incorp. in Penna. In May 1910 to take over the control of West Penn Ratitags per plan in V. 90, p. 628

West Penn Trac. owns all the Wost Penn Rys. coil, trust bonds of 1910. In July 1911 West Penn Trac. Co. acquired all lighting and power companies in Greene and Washinston counties and in the Olio River Valley west of Pittsburgh & Allegheny Valley A. 193, p. 165.

In Nov. and Dec. 1911 and Feb. 1912 acquired the Allegheny Valley St. Ry. Co. (controlling the Allegheny Valley Trac. Co. and Kittanning & Leechburg Rys. Co. Pittsburgh & Allegheny Valley Trac. Co. and Kittanning & Leechburg Rys. Co. (controlling the Butler Lee Co.). On Oct. 1 1912 secured control of Wheel Rys. Co. (controlling the Butler Lee Co.). On Oct. 1 1912 secured control of Wheel Rys. Co. (controlling the Butler Lee Co.). On Oct. 1 1912 secured control of Wheel Rys. Co. and Oct. See below). Further controls interborough Else. Co., Latrobe & Heela St. Ry., Masontown-Morgantown St. Ry., Oakdale & McDonald St. Ry., Uniohtown Raddal St. Ry. West Penn Lig. Co. and

164; net, \$2,177.237; fixed charges, \$1,772,564; balance, \$4,978,-104; net, \$2,177.237; fixed charges, \$1,772,564; balance, \$404,383.

OPERATIONS, &c.—Operates 316.91 miles of track (of which 29.95 miles operated under stock control). 70-lb. T rail in country and heavy girder rails in cities and towns. Rev. passengers carried in 1914, \$5,700,-000. The towns served by the trolley lines include Duquesne, McKeesport, Trafford City, Irwin, Jeannette, Greensburg, Mt. Pleasant, Brownsville, Latrobe, Apollo, Leechburg, Ford City, Rittanning, Natrona, Tarentum, New Kensington, Aspinwall and intervening towns. Connects with Pittsburgh Railways Co. lines at Trafford City and McKeesport, and ears are operated into city of Pittsburgh from Aspinwall by operating agreement with Pittsburgh Railways Co.

The power and light business is being extended rapidly. During the 12 mos. ending Mar. 31 1915 the output of electricity increased about 20%. Has 10 power plants, 50 sub-stations and 307.80 miles of transmission and distribution lines, furnishing service in above cities (except McKeesport), and in addition the towns of Waynesburg, Washington, McDonald, Ambridge, Sewickley, Edgeworth, Leetsalae, Economy, Woodlawn, Allquippa, Butler, Lyndora and other towns, about 125 cities and towns within a radius of 70 miles of Pittsburgh being served.

OFFICERS.—Pres., Guy E. Tripp; V.-P. & Gen. Mgr., W. E. Moore; 24 V.-P. & Compt., Williston Fish; 34 V.-P. & Gen. Mgr., W. E. Moore; 24 V.-P. & Compt., Williston Fish; 34 V.-P. & Gen. Mgr., W. E. Moore; 1074, 1317, 1394; 1462; V. 99, p. 395.

(a) West Penn Railways Co.—Trolley and electric lighting.

The West Penn Trac. Co. (see above) acquired control of company per plan (approved by West Penn Rys., shareholders in Feb. 1910) in V. 90.

9. 448, 504, 628.

ORGANIZATION.—Incorporated in Pennsylvania on Feb. 17 1904 and is a consolidation of the Pittsburgh McKeesport & Connellsyllic Ry., the Uniontown & Monongahela Valley Ry., the Connellsyllic Suburban Street

(a) Pittsburgh McKeesport & Greensburg Ry.—A trolley road
ORGANIZATION.—A consolidation on June 28 1901 of the Greensburg
Hempfield Electric St. Ry. and the Westmoretand Ry. all pronounces are
perpetual and about two-thirds of the road is over private right of way.

p. 1491.

(a) Steubenville & Wheeling Traction Co.
ORGANIZATION. —This company in Sept. 1905 acquired by deed all the property of the Steubenville Mingo & Oblo Valley Traction Co., subject to the \$150,000 bonds of that company in table below. V. 81, p. 1101.

STOCK AND BONDS — Date, Interest, Outstanding, Malarity Stock \$550,000 — Stock \$550,00

extension to Martins Ferry is completed and in operation as far as Rayand, O. Power house is located at Brilliant.—V. 81, p. 1101.

(b) Panhandle Traction Co.
In Jan. 1906 control was acquired by the Wheeling Traction Co., which
owns all but 6 shares of stock.

STOCK AND BONDS— Date. Interest. Outstanding Maturity
Stock \$500,000 (\$100).

Stock \$500,000 (\$100).—0.5 Int. at Columbia Tr. Co., N. Y., trustee
Bongs.—Are subject to call on any interest date to 1912 at 103 and int.
thereafter at par and int. on 30 days notice.

ROAD.—Operates 17.5 miles of track from Wheeling to Leazureville,
mostly on private right of way. County franchises are perpetual. Standard gauge: 70-1b. T and 90-1b. girder rail.

(c) Bellaire South Western Traction Co.

ORGANIZATION.—Incorporated in Ohio. Stock is owned by the
wheeling Traction.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock, com, \$500,000 (\$100).

STOCK AND BONDS— Bate. Interest. Outstanding. Maturity.
Stock, com, \$500,000 (\$100).

STOCK AND BONDS— Bate. Interest. Outstanding. Maturity.
Stock, com, \$500,000 (\$100).

Bonds are guaranteed p. & 1. by the Wheeling
ROAD.—Operates 2 miles from Belaire to Shadyside

(d) Wheeling & Western Ry.

ORGANIZATION.—Incorporated in Ohio in March 1901. Stock (\$500,000) is owned by the Wheeling Traction. Bonds, auth., \$500,000 issued,
\$182,000. Owns 715 miles of track between Wheeling Creek terminus of
Wheeling Traction Co. to Barton. Ohio.

PITTSBURGH & BUTLER RY.—Interurban trolley.

Default.—Coupons due Nov. 1914 on the 1st mtge. 5s of 1905 were not paid (V. 90, p. 1301). All subsequent coupons are in default. A bond-holders committee has been appointed and plans for reorganizing the company are under consideration.

ORGANIZATION.—This company was organized on Mar. 9 1914 as the consolidation of the Pittsburgh & Butler St. Ry, and the Butler Passen-

ger Ry. Has a long-time contract with the Pittsburgh Railways Co. for the use of their tracks from the 6th St. and Penn. Ave., Pittsburgh to Etna. Private right of way from Etna to Butler. System includes Pittsburgh & Butler St. Ry.; Butler Pass. Ry. Co.; Butler County Light Co., and United Power & Light Co. V. 98, p. 1317.

On June 12 1914 stockholders approved the issuance \$1,500,000 gen. mtgo. Income bonds and \$500,000 consol. mtge. bonds due 1935.

STOCK AND BONDS— Date. Interst. Outstanding. Maturity Common \$1,750,000 (\$50)

P& But St Ry 1st M \$1,500.-1 1005 5 ZMN 1.500,000 May 1.1935 000 (\$1,000) gold——c\*(Int. at Pitts, Trust Co., trustee, or Colonial Trust Co., New York.

Butler Pass Ry 1st M \$500,000 5% \$500,000 1938 Pittsburgh & Butler Ry.—
Gen mtge income bonds—— \$1,500,000 1936 Consolidated mtge (\$500,000) —135,000 1935 Bonds.—No sinking rund and bonds are not subject to call. The gen'l mtge. inc. bonds are issued and pledged as collateral to bills payable of the company.

ROAD—Total length of line, 38.51 miles, between Butler and Pittsburgh, Pa., of which 5.4 miles are over the tracks of the Pittsburgh Railway Oo. Gange, 5 ft. 2½ in. 75-lb. T and girder rails; 18 cars.—EARNINGS.—For year end. June 30 1914 (Pitts, & B, St. Ry. & Butler Pass, Ry., gross, \$22,289; net. \$84,571.

OFFICERS.—Pres., Geo. Heard, Pittsburgh; V.-P., Chas. C. Tennis, Pittsburgh; Sec. & Treas., R. E. Sprenkle, Butler, Pa.; Supt., A. S. Fuller-ton.—V. 34, p. 1552; V. 98, p. p. 1246, 1317; V. 99, p. 1501.

PITTSBURGH HARMONY BUTLER & NEW CASTLE RY. CO.-

PLATTSBURGH, N. Y.

PLATTSBURGH, N. Y.

PLATTSBURGH TRACTION CO.—A trolley road
Delaware & Hudson Co. owns entire stock and bonds.
OHGANIZATION, &c.—Clarifeed May 27 1896. Franchise 50 years
from Nov 20 1845. Capital stock, 2100.000 (par \$100). First mice. 6.5
gold bonds of 1896, due 1926; Int. J.-J. (ff) at Continental Trust Co.,
N. Y., trustee; authorized, \$100.000; Issued, \$80.000.
Disidends —Annual div. in 1949. Jan., 4%; in 1911. Jan., 5%; in 1912.
Jan., 6%; in 1913. Jan., 5%; in 1914. Jan., 4%.
EARNINGS.—For year ending June 30 1914, gross, \$25,391; net, \$12,291; taxes & charges, \$7,344; div. (4%), \$4,000; surplus, \$10,629.

ROAD.—Owns 7.35 miles of track; rail, 50-19. T. Pres., E. N. Sanderson, N. Y.; V.-Ps., C. S. Slms, Albany, and W. H. Williams, N. Y.; Asst.
to V.-P., G. H. Parker, N. Y.; Sec. & And., W. H. Elder; Treas.,
H. F. Atherton, Albany; Asst. Treas. & Gen. Mgr., H. L. Barber, Plattsburgh; Comp., W. H. Davles, N. Y.; Gen. Aud., Allen McCarty, Albany.

RODERS.—Pres., E. E. Mandeville; Sec.-Treas., M. F. Maury; OFFICERS.—Pres., E. E. Mandeville; Sec.-Treas., M. F. Maury; Manager, Wm. R. Ottey; Supt., Wm. Kice.—V. 74, p. 389; V. 88, p. 158, 296; V. 99, p. 271.

PORTLAND, IND

THE MUNCIE & PORTLAND TRACTION.—A trolley road,
ORGANIZATION.—Incorporated July 1905 in Indiana. Franchises in
ottles and towns 50 years; in counties perpetual.
STOCK AND BONDS— Date Interest. Outstanding, Maturity.
Common, \$1,000,000 (\$100).

1st mortcage, \$1,000,000 1905 5 g.J.J. None, July 1 1938
(\$1,000) w. No. f.e., nff int. at American Trust & Sav. Bk., Ch., Tr.
Bonds.—\$900,000 bonds in treasury.

ROAD.—Operates 32 miles of track between Muncle and Portland, Ind., 70-lb. T rall., —Pres., E. B. Ball; V.-P., W. C. Ball; Sec., G. A. Ball; Treas., F. C. Ball, all of Muncle, Ind.; Gen. Mgr., E. B. Lincoln; Aud., E. J. Skehan, both of Portland.—V. 82, p. 1438.

PORTLAND, ME.

\$82,000 have been exchanged. Subj. to call at 104 and int. on any int. date. It is a closed mortgage. The Aug. H. & Gar. gen. M. 4% bonds are exchangeable for 4% prof. stock of the same co., having the same security as the bonds and maturing at the same time. \$194,000 have been exchanged. Callable at 104 and int. on any int. date. Series "B" notes are secured by deposits of \$695,000 L. A. & W. 1st & ref. bonds at 72.

All the underlying mortgages are closed mortgages.

Dieidends.—On prof. 1½% quar. from Aug. 1910 to and Incl. May 1015.

EARNINGS.—For year end, Dec. 31 1914, gross. \$5676,22; net. after taxes, \$209,113; interest, &c.. \$186,416; prof. div., \$36,000; deficit, \$13,304.

Pass. carried in cal. year 1914, 14,151,249, agains 14,010,289 in 1913.

ROAD.—Operates a system in and between Waterville, Augusta, Winherp, Togus, Gardner, Sabattus, Lewiston, Auburn, Turner, Mechanic Falls, Brunswick, Freeport, Yarmouth and Bath. Total track, 162,154 miles, 103 passenger, 7 freight and express cars, 11 snow plows and 37 misc. cars; total, 167 cars.—V. 92, p. 589; V. 83, p. 1787; V. 94, p. 826.

Officers.—Pres., John R. Graham; V.-Ps., H. L. Clark, A. H. Ford and Frank Silliman Jr.; Treas., C. A. Pearson Jr.; Clerk, C. F. Berry.

(2) Portland Railroad.—Trolley.

OFFICERS.—Pres., John R. Graham; V. Ps., H. L. Clark, A. H. Ford and Frank Silliman Jr.; Treas., C. A. Pearson Jr.; Clerk, C. F. Berry.

(2) Portland Railroad.—Trolley.

Laze.—In 1912 was leased for 99 years to the Cumberland County Pow. & Lt. Co. Under provisions of lease 5% divs. are guar. on \$2,000.000 stock.

ORGANIZATION.—Incorp. March 1860 under laws of Maine. Controls Portland & Cape Elizabeth Ry., Cape Shore Ry., Cape Elizabeth 8t. Ry., Portland & Yarmouth Elec. Ry. and Westbrook Windham & Naples. These companies are operated under lease and practically all of their capital stocks together with the entire issue (\$350,000) of 1st M. bonds of the Portland & Yarmouth Elec. Ry. has been pledged as security for the consoldated mortgage bonds of the Portland RR.

STOCK & BONDS.—

Date. Interest. Outstanding. Maturity.

Stock \$2,000.000 5% gu (\$100)

F. R. Barrett & E. A. Noyes, Port. Me., Trus.

PortRRistM\$500,000g c\*ntf | 1803 5 g M·N 500,000 Nov 1 1915 \$1.000.

Portland & Cape Eliza 1st M 1895 5 g M·N 500,000 Nov 1 1915 \$400,000 gold (\$1,000) and f int. at Amer. Tr. Co., Boston, Trustee.

Port RR 1st con \$3,000,000 int f int. at Amer. Tr. Co., Boston, Trustee.

Port RR notes \$600,000 gold 1911 3½ g J-J 1,600,000 July 1 1981 \$400,000 gold (\$1,000) and f int. at Amer. Tr. Co., Boston, Trustee.

Port RR notes \$600,000 gold 1911 4½ g J-D 600,000 Dec. 1 1916 \$1.000.

Port RR notes \$600,000 gold 1911 4½ g J-D 600,000 are in treas irry. \$900,000 are reserved to retire prior llens and \$400,000 are in treas irry. \$900,000 are reserved to retire prior llens and \$400,000 bonds of the Portland & Cape Elizabeth Ry. but not prior. The notes of 1911 are subject to call at 191 on Dec. 1 1914 or any lat. day thereafter. V. 93, p. 1801.

Dividends.—The following divs. are on old stock prior to lease.

Dividends.—The following divs. are on old stock prior to lease.

Dividends.—The following divs. are on old stock prior to lease.

Dividends.—The following divs. are on old stock prior to lease.

Dividends.—The following files a

OFFICERS.—Press, Chas. F. Libby; Clerk & Treas., Chas. F. Berry, Office, Portland, Mc.—V. 91, p. 871; V. 93, p. 1601, 1726; V. 94, p. 209, 952, 827.

PORTLAND RAILWAY, LIGHT & POWERCO.

ORGANIZATION.—Incorporated in Oregon June 29 1908 and has purchased all the property of the Portland Ry. Co., the Oregon Water Power & 1912 acquired the Mr. 1004 Rise. Co. V. 80, p. 1044. On March 21 2011 acquired the Mr. 1004 Rise. Co. V. 80, p. 1044. On March 21 2011 acquired the Mr. 1004 Rise. Co. V. 80, p. 1040. On March 21 2011 acquired the Mr. 1004 Rise. Co. V. 80, p. 1040. On March 21 2011 acquired the Mr. 1004 Rise. Co. V. 80, p. 1040. On March 21 2011 acquired the Mr. 1004 Rise. Co. V. 81, p. 1040. On March 21 2011 acquired a majority of the \$100,000 stock of the No. 1004 Rise. Co. 10

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Portland Ry first and refund | 1905 | 5 g M.N | 8,523,000 | Nov. 1 1930 | Ing mortgage, \$10,000,000. Interest at office of Redmond & Co. N. Y.; gold (\$1,000) sink fund e'tf | New York Trust Co., Trustee.
City & Suburban consol M. | 1891 | 6 g M.S | 87,000 | Sept. 1 1916 | not subly to call \$1,000 gent fit | Interest at office of Redmond & Co. N. Y.; gold (\$1,000) subject to call | Interest at Security Savings & Trust Co., at par afterJune 1 15,gc\*ntf | nr. at Sec. Sav. & Tr. Co., Portland, Trus. City & Sub new mige, \$3,000-1 | 1900 | 4 g J.D | 1,290,000 June 1 1930 | 000 (\$1,000) subject to call | Interest at Security Savings & Trust Co., at par afterJune 1 15,gc\*ntf | Portland, Trustee.
Portland Gen El Brst mige, 1905 | 5 g J.J. | 8,000,000 July 1 1935 | See text g (\$1,000) ... c\*tf | Int. at Harris. Forbes & Co., New York Mt Hood Ry & Pow 1st mige) | 1907 | 5 g J.J. | See text Jan. 2 1937 | See text g (\$1,000) ... c\*tf | Int. at Harris. Forbes & Co., New York William Vall Bo Ry 1st M. ntf | 1914 | 6 g F.A. | 750,000 | Feb 1 1959 | \$3,000,000 (\$100, \$500 & Int. at Cont & Comm Tr& B Bk, Chic., Trust \$1,000,000 uncond p 1 & set\* | tee, or in Portland or New York | Slock.—Com. Is listed on the Columbus and Louisville stock exchanges Both issues of pref. stock are pref. as to divs. and assets and red. at par. Unissued stock is available for any corporate purposes. | Bands.—Of the remaining Port. Ry. Lt. & Pow. unissued \$17,900,000 are reserved for prior Hens and \$40,036,000/are for add ns, impts., &c. Denom. coup. bds., \$1,000, \$500 and \$100. reg. bds., \$1,000, \$5,000, \$10,000 and \$5,000. P. & L. also payable in sterling, france or guiders at fixed rates of exchange. Cum. sink, fd. 1% annually 1915 to 1926 incl., 1 ½% 1927 to 1941 Incl. on total amount issued, callable as a whole or for the sinking fund at 105 and interest. Bonds in sink, fd. to be kept alive and interest of 6 days notice. Denomination, \$1,000, \$5,000 and \$10,000 denom. They are secured by de

OREGON ELECTRIC RY.—An interurban road.

000; deficit, \$54,308.

ROAD.—Operates Portland to Eugene, 122.31 miles; Garden Home to Forest Grove, 19.45 miles; West Woodburn to Woodburn, 2.53 miles; Gray to Corvallis, 5.20 miles; Orence to Bowers Junction, 5.05 miles; trackage rights, 1.72 miles; total length of line, 156.26 miles. Standard gauge, 70-lb. T rails. Will build a 50,000 h.p. hydro-electric plant at Clear Lake, near Eugene.

OFFICERS.—Pres., L. C. Gliman; V.-P., C. H. Carcy; Gen. Mgr., C. O. Jenks; Sec. & Comp., W. F. Turner; Asst. Sec. E. Pearson; Treas., W. G. Davidson,—V. 89, p. 847; V. 90, p. 1207; V. 92, p. 523, 1311; V. 93, p. 1555; V. 95, p. 1274.

PORTLAND EUGENE & EASTERN RY.
In April 1915 the Southern Pacific Co. acquired control.
ORGANIZATION.—Incorp. in Oregon on Nov. 25 1927 to construct a line, 125 miles, to connect Portland, Salem, Albany and Eugene.
In Nov. 1912 purchased Willamette Falls Ry., 5.70 miles long, from the Portland Ry., Lt. & P. Co. In Apr. 1913 purchased the Sheridan & Willamina RR., 5.35 miles in length. The Canby-Molala Div., 10.31 miles, was opened for operation in Sept. 1913.

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$100).

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$100).

O'f | Equitable Trust Co., New York, trustee. Bonds.—Subject to call at 105 and int.
EARNINGS.—For 12 mos. end. June 30 1914, gross, \$234,306; net, after taxes, \$230,433; int., charges, &c., \$502,759; deficit. \$242,326.

ROAD.—Operates electric line in Eugene. Springfield. Albany and Salem. Ore., 24,92 miles; operates interurban line, 7,87 miles. Steam lines in operation 73,03 miles, of which 69.97 miles owned, the remaining 3,05 miles being operated under trackage rights over the Willamette Pacific Ry. between Junction and Eugene. Ore. Projected and in course of electrification, 340 miles, in the Willamette Valley between Portland and Eugene. Ore. Standard gauge 73-lb. T rail.

Officiens.—Press, Robt. E. Stratorn; Sec. & Aud., W. M. Nelson, Portland, Ore.; Treas., W. F. Ingram, San Francisco, Cal.—V. 94, p. 417; V. 95, p. 48, 420, 1404; V. 100, p. 141.

### PORTSMOUTH, OHIO.

PORTSMOUTH, OHIO.

PORTSMOUTH STREET RAILROAD & LIGHT CO.
ORGANIZATION.—Commenced operations in 1894. Leases Ohio Velley Traction Co.
Does the electric light and power business in Portsmouth and New Boston, including the city lighting. The street railroad serves Portsmouth, New Boston and Sciotoville. Owns an amusement park. Franchises extend beyond 1935.
In Dec. 1914 issued \$500,000 bonds to extend the railway lines from Portsmouth, O., to Ironton, O., 22 miles, for impts., &c., and for the redemption of the \$50,000 bonds called for payment Jan. 11916 at 102. The extension to Ironton, O., is to be built by a subsidiary, the Ohio Valley Traction Co. all of whose securities will be pledged as part security for the new bond issue, and whose property will be operated under lease extending to 1936.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock common \$500,000.

Preferred \$250,000 (6% cum) - \$250,000 - \$250,00

\$91.051.

ROAD.—Owns and operates 14½ miles of track, Incl. 2½ miles leased.
26 cars. 70-lb. T rail.

OFFICERS.—Pres., L. D. York: Sec. and Treas., H. H. Higgins. V 83,
p. 970, 1171; V. 91, p. 397, 464; V. 93, p. 408; V. 95, p. 361; V. 97, p. 445;
V. 98, p. 1517; V. 99, p. 1529, 1748, 1853; V. 100, p. 142.

OFFICERS.—Pres., J. H. Pardee; V.-P., R. Walter Leigh; Scc., T. W. Moffat; Treas., R. B. Marchant, all of N. Y.; Asst. Sec. and Asst. Treas., Van Dusen Rickert, Pottsville, Pa. Gen, Mgrs., J. G. White Mgt. Corp., N. V. Sp, p. 103; V. 91, p. 1385; V. 94, p. 279; V. 97, p. 1024; V. 98, p. 1071.

SCHUYLKILL & DAUPHIN TRACTION CO.

Receivership.—Having defaulted in payment of int. due July 1 1013 on the 5-year notes, Andrew B. Greenshields of Phila, was appointed receiver, V. 95, p. 177.

ORGANIZATION.—Incorporated April 30 1908. Leases for 999 years the Lyken & Williams Valley St. Ry. Stock \$25,000 (\$20). all outstanding. Five-year, 5% gold notes, \$60,000, due Jan. 1 1914. \$175,800 prior ilen bonds of Lykens & Williams Valley remain outstanding. Earnings for 12 mos. ending Dec. 31 1910. gross, \$31,128; net, \$9,045. Owns 10 miles of track from Lykens to Reinerton; 10 cars; 50-60-lb. T and girder radi Gauge, 5 ft. 2% in. Pres., J. W. Moyer; Sec. and Treas., Edgar D. Rank; Gen. Mgr., W. E. Harrington.—V. 37, p. 1480; V. 95, p. 177.

POUGHKEEPSIE, N. Y.
POUGHKEEPSIE CITY & WAPPINGER'S FALLS ELECTRIC RY.-

organization.—Chartered March 22 1894.

OFFICERS.—Pres., Mrs. J. W. Hinkley; V.-P., Mary Hinkley; Sec. & Treas., T. W. Moffat; Mgr., C. A. Brooks; Aud., J. A. Nilan. Under management of J. G. White Mgt. Corp.—V. 84, p. 1552; V. 85, p. 795.

PROVIDENCE, R. I.

PROVIDENCE & FALL RIVER STREET RY.—A trolley road.
Int. due Jan. 1 1911 was defaulted (V. 92, p. 119), but was subsequently
paid. Int. has been paid regularly since.
ORGANIZATION.—Incorporated in March 1901 under the laws of the
State of Massachusetts.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity, Stock, \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$10

EARNINGS.—For year ending June 30 1915, gross, \$52,190; net, \$5,762; charges, \$15,050; deficit, \$9,288.

ROAD.—Operates about 1216 miles of track, Providence, R. I., to Fail River, Mass., with an extension to Warren, R. I. 19 passenger and 7 miscellaneous cars. On July 31 1911 service on the Warren & Swansca branch was indefinitely suspended on account of lack of patronage.

OFFICERS.—Pres., Jas. F. Shaw; V.-P., C. G. Petroe, Treas; A. W. O app. 45 Milk St., Boston, Mass.—V. 75, p. 33, 616; V. 92, p. 119.

### PUEBLO, COL.

EARNINGS.—For year ending Dec. 31 1914, gross, \$1,155,851; net, after taxes, \$422,389.

ROAD.—Owns 35 miles of track, all in city of Pueblo. Gauge 4 ft. 55,72 and 75-ib. rail. 50 cars, of which 40 are motors.

OFFICERS.—Pres. Geo. II. Harries; V.-P., O. E. Osthoff, Treas., R. J. Graf; V.-P. & Mgr., W. F. Raber; Sec., Herbert List.—V. 93, p. 1460; V. 94, p. 1625.

### RALEIGH, N. C.

Graf; V.-P. & Mgr., W. F. Raber; Scc., Herbert List.—V. 93, p. 1460; V. 94, p. 1625.

RALEIGH, N. C.

CAROLINA POWER & LIGHT CO.

Elec. Bond & Share Co. acts as fiscal agents for the company.

ORGANIZATION; &c.—Incorp. in North Carolina Feb. 19 1908. Successor to the Raleigh Street Ry. (chartered 1881, road opened 1886), Raleigh Electric Co., Central Carolina Power Co. and Consumers' Light & Power Co. On Nov. 1 1910 acquired Durham Light & Power Co., on May 1 1811 the Henderson Ltg. & Pow. Co., and on Aug. 1 1811 the Standard Gas & Elec. Co., which companies have been merged into the Garolina Power & Lt. Co. On Nov. 1 1911 leased the Oxford Elec. Co. On July 1 1912 acquired the Goldsboro light ling property (municipal plant).

Operates entire street inlines; gas and power service in Properties of the College of the Goldsboro light and power service in Companies of the College of

OFFICERS,—Pres., Chas. E., Johnson, Raleigh; V.-P's, H., H. Carr an E. Chiford Potter; Sec. and Treas., E. P. Summerson, N. V.: Asst. Sec. and Asst. Treas., L. W. Osborne, N. Y.—V. 93, p. 166, 285, 1259, 1599; V. 94, p. 982; V. 98, p. 838; V. 99, p. 815, 1299; V. 100, p. 732, 1670.

(1) Asheville Power & Light Co.

(2) ORGANIZATION.—Incorp. on Mch. 25 1912 in North Carolina as successor to the Asheville Electric Co. All the common stock is owned by Carolina Power & Light Co.

(3) Does entire commercial and municipal electricity, gas and street railway business of Asheville, and its suburbs. All translates, except for 1 14 miles of street railway expiring in 1952, are perpetual.

Has favorable contract to April 1 1918 with the North Carolina Electrical Power Co. for power, renewable for a further 10-year period.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity.

Common \$1,000,000 (\$100) 7% cum.

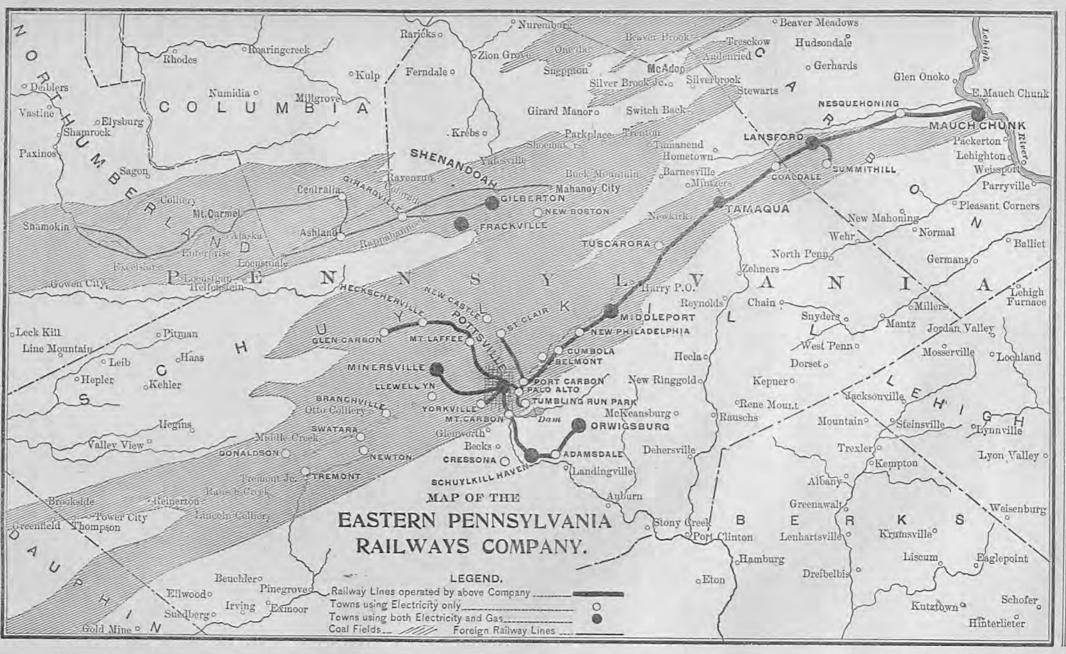
\$1,000,000 Apr. 15,1 M

First mortgage \$5,000,000 g) 1912 5 g A-O. 1,100,000 Apr. 1 1942

(\$1,000) ... of first, at U.S. Mige. & Tr. Co., N. Y., Trustee, Stock.—All the common stock is held by the Carolina Power & Lt. Co.

Bonds.—Remaining bonds are issuable at 80% of cost of permanent limp' or add'ns when not earnings are twice int, charges. Subj. to call as a wh or in part for sinking fund at 105 and int. on any int. day. Sinking fun

19% on April 1 1917 to 1922, Incl.: 1% 1923 to 1927; 1 14% 1928 to 1932; 2% 1933 to 1941. See V. 94, p. 1316.



Dividends.—On nref., Initial div.—134 %—paid July 1912; Oct., 134 %, in 1913 and 1914, 7%. In 1915, Jan., 134 %; April, 134 %, ...
EARNINGS.—For 12 months ending Doc. 31 1914, gross, 5443,265; net, after taxes, 5204,797; interest, 552,607; surplus, 5152,190.
ROAD.—Owns 19.2 miles of standard gauge railway, 46 passenger and 4 work cares.
OFFICERS.—Pres., Chas. E. Johnson; V.-P. & Gen. Mgr., H. W. Plummer; Sec. & Treas., E. P. Summerson.—V. 94, p. 982, 1187, 1316, 1625; V. 95, p. 110.

mer; Sec. & T V. 95, p. 110.

(2) Yadkin River Power Co.

1s controlled by Carolina Power & Light Co.
ORGANIZATION — Incorp. on Moh. 20 1911 in Nor. Caro. as successor to the Rockingham Power Co., sold at foreclosure. V. 93, p. 173. Owns and operates hydro-elec. plant on the Yadkin River, lighting and power systems in Rockingham. Hamlet, Wadesboro and Lifewille, N. C., and Cheraw.
S. C., and electric-power service in Lumberton, N. C.; also supplies, under contract, the requirements of the privately-owned light and power systems in Maxton. None of the franchises expires prior to 1971.
STOCK AND BONDS — Date. Interest. Outstanding. Maturity. Stock 54,000,000 (5100).
First migs 515,000,000 gold) 1911 5 g. A-O 3,750,000 Apr 1 1941 (\$1,000 and \$5,000).00 art fint. at Old Colony Tr. Co., Boston, Trustee. Bonds.—Remaining bonds are reserved for extensions, &c. Bonds have improvement fund of 14% of bonds out from Aug., 1 1916 to 1920, incl., 1% 1921 to 1925, 14% 1925 to 1930, and 25, 1931 to 1940. Subj. to call as a whole or in part for improvement fund on any int, day at 105 and int.
PROPERTY.—Placed in operation Apr., 1 1912 a 32,000 h. p. development on Yadkin River. 184 miles transmission lines and 46 miles distributing line.

ment on Yadkin River. 184 miles transmission into buting line.

16ARN1NGS.—For 12 months ending Dec. 31 1914, gross, \$299,806; net, \$200,744; int. on bonds, \$175,009; other int., \$10,449; surplus, \$15,285.

OFFICERS.—Pres., Chas. B. Johnson; Sec., E. P. Summerson; Treas., B. C. Potter; Gen. Mgr., 1f. H. Carr.—V. 93, p. 1267.

READING, PENN.

EASTERN POWER & LIGHT CORPORATION.

ORGANIZATION.—Organized in Virginia Mar. 12 1913 to acquireimprove and develop street and interurban railways and other public utilitics. Properties are owned in Vermont. New Hampshire, PennsylvaniaWest Va. and Indiana. Has acquired the following properties.

Reading Transit & Light Co.

Claremont (Yt.) Power Co.

Claremont (N. H.) Power Co.

Claremont (N. H.) Power Co.

Claremont (N. H.) Ry. & Lig. Co.

At March 31 1915 company held securities of the following companies:

Bands. Stock.

S800,000 a53,250,000

Claremont Power Go.
Calcinator Power Go.
Total

Total

A Preferred and common stock.

The above securities constitute all those cristanding of each co. with the exception of the West Va. Trac. & Elec. Co. (of which Eastern Power & Lt. Co. has acquired practically all the common stock outstanding) and 157 shared of Calcinator Power & Lt. Co. and the Claremont Power Co. operate steam and hydro-electric generating stations, &c., in Cavendish, Manchester and Bepfarfield, Vt., and Claremont, N. H., respectively. The Claremont Ry. & Ltg. Co. does a general passenger, relight-handling and witching business for various manufacturing plants; franchises unlimited. Vincennes, Ind., companies do entire electric-lighting business in that city; franchises statisfactory, expiring in 1931 and 1927.

3TOCK AND BONDS— Date. Interest. Outstanding. Maturity, Common \$10,000,000 (Sci.) (General) Common \$10,000,000

\$2,186,593; net, after taxes, \$1,046,697; int., rentals, &c., \$898,699; surplus, \$143,638.

ROAD,—System embraces 218 miles of track.—V. 96, p. 1022; V. 97, p. 1834, 1899.

OFFICIERS.—Pres., Norman McD. Crawford; V.-Ps., Jos. B. Taylor and F. V. Henshaw; Treas. & Asst. Sec., E. D. Gault; Sec. & Asst. Treas. J. R. Fusselman; Gen. Mgrs. W. S. Barstow & Co., Inc., New York.

(a) United Traction (of Reading).

In 1899 control acquired by the United Power & Transportation Co. which holds 7,991 out of the 8,000 shares of stock. Stockholders were given \$75 in 4% collateral trust bonds of the Power & Transportation Co. for every \$50 of United Traction Co. stockhold with right to subscribe for Power & Transportation stock.

Lease.—On April 1 1910 was leased for 900 years to Reading Transit Co. (succeeded by Reading Transit & Light Co.) at annual rental of \$175,000 for 1st year, \$195,000 2d year, \$200,000 3d year and \$215,000 annually there-

after, as well as \$1,000 for maintenance of organization. Reading Transit assumes all obligations of United Trac. Co. and its lessed companies.

ORGANIZATION.—Incorporated Inf. 20. 1395 for 500 years. Owns the stock of the Metropolitan Electric Co., the Oley Valley Railway Cowns the stock of the Metropolitan Electric Co., the Oley Valley Railway Cowns the took of the Metropolitan Electric Co., the Oley Valley Railway Cowns the Noversian Mountain Railway. Front & Fifth Street Ry. Co., and Production of the Metropolitan Electric Co., the Oley Valley Railway Co., and Production St. 197 for 197

(b) Schnyikili Valley Traction,—Trolley.

The United Power & Transportation Co. holds \$499,500 of the \$500,000 capital stock and the entire \$100,000 income bonds.

Lease.—Leased for 000 years from April 1 1910 to Reading Transit Co. (succeeded by Reading Transit & Lt. Co.). Rental, \$5,000 ist and 2d years, \$15,000 annually thereafter, and \$1,000 annually for maintaining organization. Reading Transit & Lt. Co. also assumes all obligations of Schuyikili Valley Trac, and its leased lines.

it 5,000 annually thereafter, and \$1,000 annually for maintaining organization. Reading Transit & Lt. Co. also assumes all obligations of Schuylkill Valley Trac. and its leased lines.

ORGANIZATION.—Incorp.in Pa. Sept. 8 1893 as successor to the Norstewn Bridgeport & Conshohocken Traction Co. Since Jan. 15 1895 has controlled and operated the Conshohocken Ry., the Montgomery County Passenger Ry. the Collegaville Electric Street Ry. and the Norristown Passenger Ry. The corporate existence of the several companies is to be maintained, but their bonds will be taken up as rapidly as possible.

In Jan. 1902 leased for 950 years the Roxborough Chestnut Hill & Norristown Ry., including that company's leases of the Wissahickon Electric Passenger Ry. and the Trappe & Limerick Electric Ry.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity Stock, \$500,000 (\$50)
First mortgage, \$400,000, gf 1895 5 g F-A 245,000 Aug. 1945 (\$1,000)

Clint. at West End Trust Co., Philla., Trustee. Of the \$500,000 hrst mortgage ated 1895, \$100,000 has been retired and destroyed, \$75,000 has been reserved to take up like amount of the Norristown Passenger Ry. bonds and \$80,000 to retire the Citizons' Passenger Ry. bonds.

The securities of the subsidiary companies are as follows, including both those held by the public and by the parent company.

COMPANY, &c.— Miles. Interest. Issued. Maturity Citizons Pass Ry stock (\$50)

1st M guar, prin & int. 5 16 g J-J 100,000 has been retired and specific to call at 105 on any int. date, Interest at Norristown Tr. Co., trustee. 146 and 150 call at 105 on any int. date, Interest at Norristown Tr. Co., trustee. 146 and 150 call at 105 on any int. date, Interest at Norristown Tr. Co., trustee. 146 and 150 call at 105 on any int. date, Interest at Norristown Tr. Co., trustee. 146 and 150 call at 105 on any int. date, Interest at Norristown Tr. Co., trustee. 150 call at 105 call at 105

Bonds.—The Conshohouken Ry. bonds (\$100,000) and the Montgomery County Passenger Ry. Issue (\$15,000) are held by the Schuyikill Valley Traction Co.

ROAD.—Operates 57,08 miles of track, including lines of above-mentioned companies, and also Roxborough Chestnut Hill & Norristown. Gauge 5 ft. 23½ inch. Rails 80 and 100-lb. T and girder. \$1 cars.—V. 70, p. 281.

ROAD.—Operates 57.08 miles of track, including lines of above-menioned companies, and also Roxboroush Chestnut Hill & Norristown, Gauge 5 fs. 2½ inch. Rails 60 and 100-lb, T and girder. 91 cars.—V. 70, p. 281,

10) Roxborough Chestnut Hill & Norristown Ry.—A trolley road. The United Power & Transportation Co. owns 4,947 out of the 4,95% shares of the capital stock. In Jan. 1902 was leased for 950 years to the Schuylkill Valley Traction at a rental of 14 30 per share, payable somi ann ORGANIZATION.—Incorp. Dec. 2 1985 in Penna. In 1898 leased the Wissahlekon Electric, 3½ miles, for 950 years; rental to be 2 % on the 5145.542 stock for the first two years, 3% for the next six years, 4% for the next seven years and 5% for the ces of the term. Also owns the 250,000 stock of the Trappe & Limetick Electric Street Ry, and leases that company for 950 years. Comprises 22 miles of track. In June 1896 filed a mortgage for 5450,000 to the Real Estate Title Insurance & Trust Co., Philadelphia, securing 5% gold bonds (\$1,000) J. & D. (cpt), due June 1 1926. Issue reduced to \$356,000, of which \$371,000 was outstanding in Dec. 1914. Capital stock auth., \$450,000; Issued, \$238,400; par, \$50.

Trappe & Limetick Elect. St. 18y, 5% gold stock certis, due July 1 1931; nt. (J. & J.) at Real Estate Title Ins. & Trust Co., trustee. Auth. and outstanding, \$350,000. Secured by deposit of \$250,000 stock of the Trappe & Limetick Electric Street Ry.

ORGANIZATION.—Incorporated in Pennsylvania on July 25 1899 Was leased on Dec. 31 1001 to Roxborough Chestnut Hill & Norristowa Ry. for 950 years at a rental equal to 5% per annum on capital stock, laterest on bonds, taxes and \$100 maintenance expenses.

STOCK AND BONDS— Date. Interest, Outstanding, Maturity Stock, \$250,000 (550).

First mortgage, \$230,000, gf 1001 41/5 g J.J. 250,000 July 1 1931 (\$1,000).—Incorporated in Pennsylvania on July 25 1899 Was leased on Dec., \$100 to the Company of the Stock S50,000 (19) 1 1931 (\$1,000). See text.

STOCK AND BONDS— Date. Interest. Outstanding, Maturi

STOCK AND BONDS— Date, Interest, Outstanding, Maturity, Stock \$300,000 (\$100) — All owned by Eastern Power & Lt. Corp. 1st mage \$200,000 . Subj to 1013 5 g M-S1 \$200,000 Apr 28 1043 call at 105 & int on 30 days Eq.Tr.Cor. N.Y., Tr., Int. at cors off. N.Y. Vincennes Electric Co. mags. 1910 6 M-N. 20,000 Nov 1 1915 notes (\$20,000 . The corp. 1800 for company of the corp. 1800 for company of the corp. 1800 for company of the corp. 1800 for corp. 1800 for

2000 c.p. enclosect are lamps at 535 fb.

OFFICERS.—Pers. T. H. Adams, Y.-P., Chester W. Adams; Sec. & Teens., F. L. Cadou; Gen. Migra., W. S. Barstow & Co., Inc.

RIGHMOND, VA.

VIRGINIA RAILWAY & POWER CO.

ORGANIZATION.—Incorp. in Virginia on July 1 1909, and is successor to the Virginia Passengere & Power Co. sold at forcelosure May 5 1909. To the Virginia Passengere & Power Co. sold at forcelosure May 5 1909. To the Virginia Passengere & Power Co. sold at forcelosure May 5 1909. To July 1 1911 took over by controlled under plan given in \*6.7.p. 34th Trac. Co., (into which was merged the Norfolk & Atlantic Term. Co. on June 30 1911) and increased its stock to 512 000,000 com. and 58,000,000 perf. \$150 Va. Ix. & Pow. com. was exchanged for each \$100 Norf. & Power Com. was exchanged for each \$100 Norf. & Inc. 1911, p. 38th 1911, p. 38th 1912, p. 1911, p. 38th 1913, p. 1915, p. 1915, p. 1911, p. 38th 1913, p. 1915, p.

80,649,855 \$4,864,107 2,316,988 Net earnings \$2,690,140 \$2,647,119 Other income 80,910 86,704 \$2,235,290 Net income \$2,771,050 \$2,633,823 Taxes, interest, &c. \$1,615,460 \$1,500,001 Depreciation 100,000 100,000 Preferred dividends \$(5\%\)3423,456 \$(5)384,900 Common dividends \$(5\%\)358,403 \$(2\%\)208,749 \$2,304,449 \$1,423,202 100,000 (5)384,960 (2)238,749

Surplus 5273,641 \$349,023 \$157,298 \$415,230 ROAD.—The company operates 252.974 miles of single track; it owns real estate, including valuable park properties. Rails, 95, 109-lb, girder and 60, 70 and 80-lb, T. Has 537 cars.

OFFICERS.—Chairman of Board, Frank Jay Gould, New York; Pres., Thomas S. Wheelwright, Richmond; Vice-Presidenta, Fritz Sitterding of Richmond and R. Lancaster Williams, Baltimore; V.-P. and Gen. Counsel, Henry W. Anderson, Richmond; Sec. & Treas., Geo. B. Williams, Richmond; Asst. Frees., W. J. Kehl; Asst. Gen. Atd., A. E. Dickson. General office, Richmond, Va. N. Y. office, 149 Broadway.—V. 95, p. 112, 751, 1041, 1274, 1333, 1397, V. 96, p. 055, 717, 1425; V. 97, p. 1422; V. 98, p. 1696; V. 99, p. 540, 818, 1363, 1453, 1599; V. 100, p. 142, 557, 1250, 1673

(a) Richmond Railway & Viaduct Co.

Purchass.—This road (organized in 1906 as the Richmond & Henrico St. Ry.) was purchased, it is reported, at foreclosure sale by E. Randolph Williams, counsel for the Virginia Ry. & Power Co., for \$700,000.—V. 99, p. 1367, 1301.

(1) Norfolk Railway & Light.

1307, 1301.

11) Norfolk Railway & Light.

Leas.—Was leased on June 1 1906 to Norfolk & Portsmouth Traction Co. (since consol, with Va. Ry. & Pow. Co.) for 99 years, lessee to pay as rental (in addition to all nixed charges) on June 1 1906, Dec. 1 1903 and June 1 1907, \$15,500 on each date; Dec. 1 1907 and June 1 1908, \$24,750 on each date; Dec. 1908, June 1910, \$33,000 on each date; Dec. 1908, June 1911, Dec. 1911 and June 1910, \$33,000 on each date; Dec. 1912 and thereafter, \$49,500 on each June 1 and Dec. 1, V 82 p.1323, ORGANIZATION.—incorporated in Virginia on Nov. 2 1899 as a consolidation of the following: Norfolk Steet RR, Norfolk & Ocean View Ry., Virginia Electric Co. and the Berkeley Light & Power Co. Own entire stock of the Norfolk Light, Heat & Power Co. Street railway franchises

MAY 1915]

### ROCHESTER, N. Y.

NEW YORK STATE RAILWAYS.—(See Map on page 108).—Of the comstock, \$13,604,300 (also \$600 pref.) owned by N. Y. Cent. & H. R. RR.

NEW YORK STATE RAILWAYS.—(See Map on page 108).—Of the comstock, \$13,604,300 (also \$600 pref.) owned by N. Y. Cent. & H. R. RR.

ORGANIZATION.—Incorporated in New York on March 22 1909 as a consolidation of the Rochester Ry. Co., the Rochester & Sodus Bay Ry. Co. and the Roch. & Eastern Rapid Ry. Co. (as per plan V. 88, p. 53, \$23, 945, and on Oct. 14 1912 the P. S. Comm. approved the further merger with the Utica & Mohawk Valley Ry. Oneida Ry., Syracuse Rapid Transit Ry. and Rochester & Suburban Ry., all of whose stocks had already been owned, V. 93, p. 1040.

The Rochester Railway was a consolidation of the Rochester City & Brighton RR., the Cross-Town RR. and the South Park RR., and leased the Rochester Electric Ry. from July 1 1894 for 50 years, at a rental of \$3.00,000 stock, and whenever gross receipts exceed \$55,000, one-quarter of such excess.

On Meh. 10 1910 Pub. Ser. Comm. authorized an increase in stock from \$23,140,200 to \$223,860,200 to be used to take over the Rochester & Suburban Ry, (stock \$420,000), the Rochester Electric Ry. (stock \$200,000) and the Ontario Light & Traction Co. (stock \$100,000), which controls the Canandajva Gas Light Co. See V. 90, p. 914, 1425. In Jan. 1912 applied to Public Service Comm., 2d Dist., for authority to increase stock to \$24,362,500. V. 94, p. 68. Permission was not granted.

The following is a list of the Stocks owned by the New York State Railways Schenectady Railway Co. \$2,050,000 or 50% of whole amount. East Side Traction Co. \$00,000 in 100% in Syracuse & Valley LandCo. 4,450 in 000 in 900 in 1000 in 1

company and its constituents (v. vo, p. rol); or when so, notocolors been issued.

Franchises in Rochester are practically perpetual and exclusive, with exception of a few extensions which run for 50 years.

Contract for Power.—Power for all lines is supplied under a long-term contract with the Roch, Ry, & Lt. Co., whose entire com, stook is owned by Mohawk Valley Co. (in turn owned by N. Y. C. & H. R. RR.). The Roch, Ry, & Lt. Co. has the following securities: Stock auth, and issued, \$5,500.000; issued, \$5,651,000. See V. 92, p. 730. Also V. 99, p. 1750 for the retirement of Brush Elec. Light bonds which fell due Jan. 5 1515 for the retirement of Brush Elec. Light bonds which fell due Jan. 5 1516 for the retirement of the contract of the company to reduce its fare in the Rochester zone from 5 to 5 cents during rush hours. V. 100, p. 643.

ton for an order directing the company to reduce its fare in the Rochester zone from 5 to 3 cents during rush hours. V. 100, p. 643.

STOCK AND DONDS—
Date. Interest. Outstanding. Maturity. Q-J \$19,862,400 Apr. 15, 14 19.10 19.2

\$300,000 Rochester By, consol. migo. bonds are reserved to retire Roch, City & B. RR. bonds. Roch. Ry. 2d M. bonds cannot be called.

Of the Utica & Mohawk bonds, \$689,000 are reserved for underlying Hens, and the remainder (\$1,043,000) for future additions at the rate of 75% of cost, but only when net earnings for preceding year amount to double the Int. charge on all bonds, Incl. those to be issued. V. 73, p. 1265. The \$161,000 unissued 2d M. bonds of Utica Belt Line have been cancelled.

Of the Syracuse Rapid Tran. bonds, \$750,000 are reserved to retire the People's RR, firsts, Of the second migo. bonds, \$96,000 are in the company's treasury; these bonds are subject to call on any interest date.

Dividends.—14% on pref. paid July 1999 and quar, since to and incl. Apr. 1915. On com., initial div.—14% —paid July 1910 and quar since and including July 1914. In October rate was reduced and 1% was paid. (V. 99, p. 894. In 1915, Jan., 1%; April, 1%.

REPORT.—Combined statement of operations for years end. Dec. 31 (after allowing for inter-company charges). For 1914 report, see V.100, p.305, 1914. 1913.

1914. 1913. 1914. Gross earnings 7,505,002 7,505,228 8chenec. Ry. sur., Seps. & depree 14,600,573 4,848,413 N.Y.S.Rys. proportion, 50% ont. L.&Tr. Co. sur., N.Y.S.Rys. Non-op.rev.(net) 165,467 170,100 priton, 100% portion, 100% of the control of the 18,993 75,007 2,453 4,447 Gross income\_2,663,236 2.615,136 Deduct interest and rents.\_\_1,355,466 1,249,640 Pref. divs. (5%) 193,125 193,125 Com. divs. (6%) 997,350 1,196,320 Net Income\_\_1,307,770 1,374,496

Net income. 1,307,770 1,374,496

Balance, surplus 138,741 64,005

ROAD.—On Dec, 31 1914, operated 338,89 miles of railway, of which 270,01 miles owned and 65,88 miles leased. Miles main single track, 555,92 (of which 414.47 miles owned and 141.49 leased; iddings, 26,56 miles; total track mileage, 582,48. Miles of railway owned, leased and operated by subsid, cos., in addition to mileage operated directly by N. Y. State Rys.:

 a Rochester Electric Railway
 Owned
 Leased
 Operated

 a Ontario Light & Traction Company
 2.73
 3.56
 3.58
 3.58
 69.36

 b Schenectady Railway Co
 5.99.78
 9.58
 69.36
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69
 3.69</t

Total 73.75 9.58 69.36 a Leased to N. Y. State Rys. b N. Y. State Rys. owns a half interest. Has 354 passenger, 19 express and 125 other cars and 40 snow-plows; total, 1038.

total, 1038.

OFFICERS.—President, Horace E. Andrews, New York; Vice-Presidents, John Carstensen, Walter N. Kernan and R. M. Searle; Treasurer, M. 8. Barger, N. Y.; Sec. and Gen. Aud., J. O. Collins, Rochester; Asst. Treas., C. A. Tucker, Rochester; Asst. Sec., R. L. Reichert, N.Y.—V. 90, p. 698, 914, 1296, 1425; V. 91, p. 1711; V. 92, p. 527, 728, 951; V. 93, p. 1387, 1788; V. 94, p. 68, 623, 768, 1057, 1250, 1384, 150A, 1566; V. 95, p. 48, 361, 1040, 1208, 1403; V. 96, p. 483, 653, 790; V. 98, p. 915, 1684, V. 99, p. 894; V. 100, p. 305, 399, 475, 549, 643.

OFFICERS.—Pres., Horace E. Andrews; V.-P., Clifford S. Sims; Gen. Mgr., J. F. Hamilton; Sec., Treas. & Purch, Agt., J. H. Aitkin; Gen. Aud., J. C. Collins; Rochester; Aud., F. E. Belleville,—V, 58, p. 54; V. 97, p. 952, V. 98, p. 301, 1609.

ROCKLAND, ME.

MAINE RAILWAYS, LIGHT & POWER CO.

ORGANIZATION.—Organized in Maine June 3 1914 and owns and operates public service companies doing street railway, electric lighting, gas and hydro-electric business.

Owns 86% of the stock of the Rockland Thomaston & Camden Street Ry, and owns the entire (\$50,000) stock of the Norway & Paris Street Ry, which is operates. Owns and operates a gas plant in the city of Rockland and furnishes electric light and power in the city of Rockland, towns of Camden, Rockport, Thomaston, Warren, Norway and Paris. V. 99, p. 1832.

Camden, Rockport, Thomaston, Warren, Norway and Paris. V. 99, p. 1832.

8TOCK AND BONDS— Date. Interest. Outstanding. Maturity, Stock common (\$109) \$500,000 \$220,000

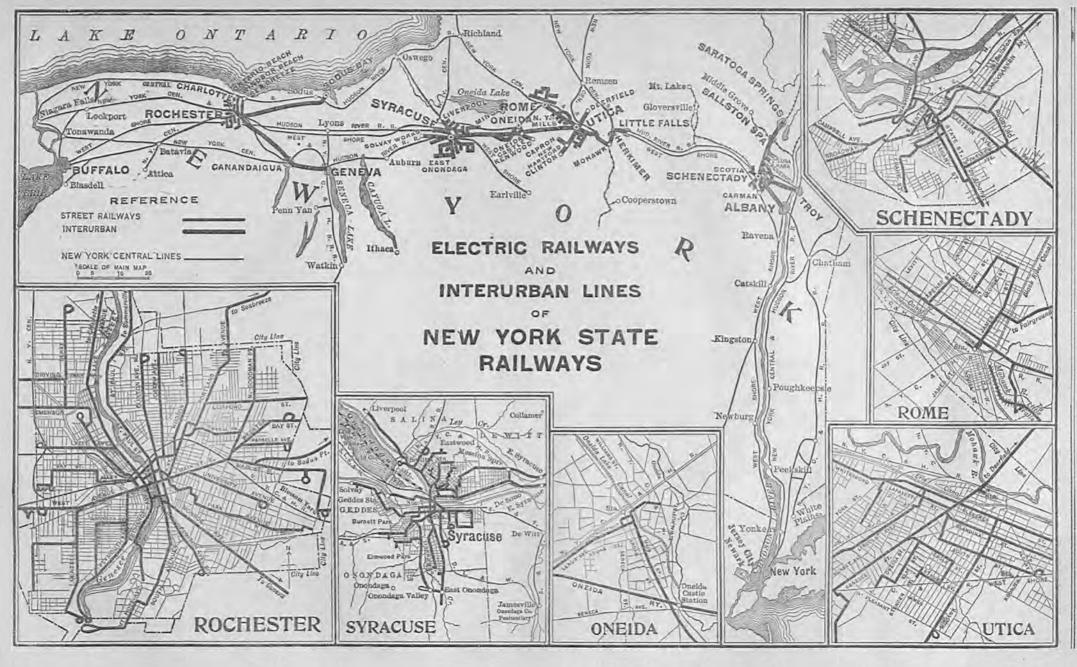
Perf 6% cum (\$109) \$500,000 \$220,000

Coll bonds \$250,000 (\$500 &] 1914 5 J-J 171,500 July 1 1219

\$1,000) red any time at 102 Int. at Union Safe D. & Tr. Co., trustee. Earnings.—Of controlled properties for 12 mos. ending June 30 1914, gross, \$258,244; net after taxes, &c., \$80,616; lint. on bonds of oper. cos., \$36,920; surplus, \$43,695.

OFFICERS.—Pres., William T. Cobb; Treas., F. H. Bradford. Address of Co., Union Mutual Bildg., Portland, Me.—V. 99, p. 1832.

(1) Rockland Thomaston & Camden Street Ry.—An electric road. In Feb. 1901 consolidated with the Knox Gas & Electric Co., and made a new mortgage for \$800,000 from the proceeds of which the old bond Issues of both commanies were retired. 86% of the stock is owned by the Maine Railways, Light & Power Co.



V. 72, p. 502; V. 98, p. 1246; V. 99, p. 1833.

(2) Norway & Paris Street Ry.
ORGANIZATION—Chartered In Me. in 1894 and operates a line between Norway and Paris (2.13 miles). Also does electric-light business. Entire cap, stock is owned by the Maine Rys., Light & Power Co.

STOCK AND BONDS—
Date. Interest. Outstanding. Maturity.
Capital stock 550,000 (\$100)
First mortgage.

Color of the Union S.D.&Tr.Co., Port.,Me., Tr.
1905 5 J-4
1005 Color of the Union S.D.&Tr.Co., Port.,Me., Tr.
1905 1 J-4
1005 1 J

### ROME, GA.

ROME, GA.

ROME RAH, WAY & LIGHT CO.—A trolley road.
ORGANIZATION.—Incorporated in Georgia on Dec. 28 1906, and is a reorganization of the City Electric Ry. V. 33, p. 1591. Furnishes light and power to city and private individuals. Franchise expires 1985. On Jan. 21 1909 RB. Commission authorized the issuance of \$750,000 bonds.

STOCK AND BONDS—Date. Interest. Outstanding. Naturity.
Stock, \$500,000 (\$100) 1007 5 g.J. \$500,000 Jan 11 193.
(\$1,000) 200 (\$100) 200 (\$100 (\$100) 200 (

ROAD.—Operates 13.1 miles of track in Rome, including extensions to Lindaic and Scales Works. Standard gauge 90-lb, girder and 50 & 70-lb. T rails.

OFFICERS.—Pres., S. A. Culbertson; V.-P. and Gen. Mgr., S. S. Bush, Sec. and Trens., Geo. W. Lewis, all of Louisville, Ky.; Sups., H. J. Arnold, Rome.—V. 88, p. 101, 565; V, 92, p. 596; V, 93, p. 590, 1726.

# ROSLYN, LONG ISLAND, N. Y. NEW YORK & NORTH SHORE TRACTION CO.

NEW YORK & NORTH SHORE TRACTION CO.

ORGANIZATION.—Incorporated in New York on Aug. 6 1902 as the Mineola Roslyn & Port Washington Traction Co. In Moh. 1912 Public Service Comm. approved the making of a new mige, and the issuance of \$810,000 thereunder (part to be used to retire present bonds); also the issuance of \$75,500 additional stock; \$10,000 for working capital not besued.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$1,250,000 (\$50)

New mire \$3,000,000 g red at / 1912 5% 800,000 Meh 1 1952 102 on any interest day... (Citizens' Sav. & Tr. Co., Clev., trustee. First mortgage, \$1,000,000 | 1907 \$g M-S 350,000 Sept 1 1947 gold (\$1,000) ... o' | Citizens' Sav. & Tr. Co., Clev., trustee. Bonds.—Remaining 1st M. bonds of 1907 are reserved for extens, and equip. Subj. to call at 102 and int. on any int. date. Ins. at office trustee or its agency in New York

EARNINGS.—For year end, Dec. 31 1914, gross, \$164,807; net, \$49,801.

of its agency in New York

KARNINGS.—For year end, Dec, 31 1914, gross, \$184,807; net, \$49,801.

ROAD:—Operates from Flushing to Whitestone and from Flushing through Hayside, Douglaston, Little Neck, Manhasset. Rostyn, Mineola and Westbury, to Hicksville, with branch to Fort Washington; also branch Flushing to Whitestone, 29.24 miles; total track, 38.08 miles. Road opened for operation Nov. 1907. Blandard gauge; 70 and 103-ib, girder rail. Cars (motor, 19; other, 5), 22. Owns power station with 2,000 k.w. turbine.

OFFICERS.—Pres. & Gen. Mgr., Geo. A. Stanley; V.-P., Benj. A. Hegeman Jr.; Sec., Jas. A. MacCihinny, N. Y.; Treas., Geo. F. Scofield.—V. 91, p. 871; V. 93, p. 840; V. 94, p. 698; V. 97, p. 1824.

ST. ALBANS, VT.

ST. ALBANS & SWANTON TRACTION CO.—A trolley road.

ORGANIZATION.—Incorp. in May 1912 in Vermont as successor to the
St. Albans Street Ry., sold at foreclosure on April 27 1912. Controls entire
street-railway business in St. Albans and Swanton. Charter permits the
carrying of bargane, express and mail; also the right to operate street railways in Frankin and Chittenden counties, Vermont. Stock authorized,
\$200,000; outstanding, \$125,000.

EARNINGS.—Of St. Albans Street Ry., for cal. year 1914, gross, \$34,907. In 1913, gross, \$33,777.

ROAD.—Operates 13 miles of track from Village of St. Albans Bay, on
Lake Champlain, to City of St. Albans, and to Swanton. 60 and 70-lb.
T rail.

OFFICERS.—Pres., F. A. Persons, Casarticit.

Trail.
Trail.
OFFICERS.—Pres., F. A. Persons, Greenfield, Mass.; V.-P., Fuller C., Smith, St. Albans; Sec., Elmer Johnson, St. Albans; Treas., Walter R., Dame, Clinton, Mass.; Gen. Mgr., F. O. Wilkinson.

ST. LOUIS, MO.

UNITED RAILWAYS CO. OF ST. LOUIS.
Is controlled by North American Co. of New York.
ORGANIZATION.—Incorporated in Missouri on March 11 1898 as the Central Traction Co., but changed its name to above on July 10 1899.
On Dec. 31 1906 absorbed the St. Louis & Suburban Ry., giving its pref. stock, share for share, for the stock of that company. The United Rys. guarantees the \$4,500,000 gen. mtge. bonds of the St. L. & Sub. Ry. See V. 83, p. 30; V. 84, p. 105. In 1908 acquired a controlling interest in the Missouri Electric Co., successor to the St. Louis St. Charles & Western RR., which was sold at foreclosure in July 1905.
The United Rys. Co. comprises all the street car lines in operation in St. Louis. Franchise in St. Louis expires April 12 1948. It was originally leased to the St. Louis Transit Co., but under a readjustment arranged in Oct. 1904 by Messrs. Brown Bros. & Co. (V. 79, p. 1353) the lease was canceled and the \$17,264,300 stock of that company nearly all exchanged for voting trustees' certificates for common stock of the United Rys. Co. on the basis of \$500 Transit stock for \$2500 voting trustees' certificates. Voting trustees' certificates for common stock has been issued for trust certificates.
Under this plan, the \$20,000 000 refund, and Impt. mige, bonds of the St. Louis Transit Co., of which \$8,000,000 had been issued, were canceled, and in their place the same company issued \$10,000,000 of 5% improvement bonds, guar, by the United Rys. Co. of St. Louis, this guaranty betag secured by a mortgage on all of that company's property next in rank to that of its general ming. These improvement bonds are now the only outstanding security of the Transit Co., of this issue, \$8,000,000 took the place of the \$200,000 or for the Transit Co., and for meeting the cost of street paying required on the part of the Circuit of several mings. The subject of the Transit Co., and ther improvements.

Tax Decision.—In Oct. 1912 judgments were rendered in the State Circuit Court aggregating \$1,546,000 fo

this Court on Dec. 19 1914, in a test suit to enforce one of the eight judgments obtained under the mili-tax ordinance, held the ordinance to be valid. V. 99, p. 1953. In Jan. 1915 a motion for a re-hearing was denied. Case will be taken to U. S. Supreme Court. V. 100, p. 400.

Contract for Poner.—During 1912, the contract for power entered into in 1903 with the Union Elec. Lt. & P. Oo. having nearly terminated, made a continuing contract for power with the Miss. River Power Distributing Co. Universal Transfers.—The new system of universal transfers went into effect July 1 1914 under the ordinance passed some time ago. V. 99, p. 50.

STOCK AND BONDS—Date. Interest. Outstanding, Maturity. Stock, com, \$25,000,000 (\$100)

STOCK AND BONDS—Date. Interest. Outstanding, Maturity. Stock preferred 5% cum.

\$22,000,000 (\$100)

\$22,913,800

Stock preferred 5% cum.

\$22,000,000 (\$100)

\$24,913,800

Stock preferred 5% cum.

\$22,000,000 (\$100)

\$24,913,800

Stock Professor Stock of the first state of the preferred stock. Trustee, or at North Amer. Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at St. Louis-Union Trust Co., Trustee, or at North Amer. Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North Amer. Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St. Louis. Trustee, or at North American Co., New York. (104 5 gAO 9,800,000 Oct 1 1924 Int. at Mercantile Tr. Co., St.

### BOND ISSUES OF CONSTITUENT COMPANIES.

ROAD.—On Jan. 1 1915 owned total of 458.19 miles of track (including the St. Louis & Suburban), of which 545.52 miles are in the city and 112.67 in the country

Net earnings 53,938,395 \$3,475,353 \$3,770,367 \$3,924,991 Other income 87,901 \$4,350 64,917 44,730 Total net income.... \$5,126,296 \$3,559,703 \$3,835,285 \$3,968,821 Deductions \$2,615,005 \$2,651,013 \$2,695,001 \$2,715,931 Interest on bonds 5,250 9,660 1,196 24,375

Total deductions. \$2,618,255 \$2,660,673 \$2,696,197 \$2,740,308 Surplus \$508,041 \$899,031 \$1,139,088 \$1,228,515 OFFIGISRS,—Pres. Richard McCulloch; Sec. and Treas. James Adkins; Auditor, H. P. Taylor. Directors, J. I. Beggs, Jas. D. Mortimer, Murray Carleton, H. S. Priest, D. R. Francis Jr. Richard McCulloch, A. C. Brown, Henry P. Hilliard, James Atkins, Breckenridge Jones and C. A. Tilles.—V. 95, p. 1124, 1404, 1543; V. 96, p. 647, 1703, 1774, 1035; V. 98, p. 388, 454, 512, 683; V. 99, p. 50, 1053, 1463, 1912; V. 100, p. 142, 409, 557, 643, 807, 1439.

(1) Missouri Electric RR.
Controlled by United Rys. Co. of St. Louis.
ORGANIZATION.—Incorporated in July 1908 in Missouri and toek over property of St. Louis St. Charles & Western RR., sold at foreclosure sale July 24 1905, on behalf of a syndicate. Stock, \$1,000,000 all outstanding. A \$1,000,000 mtgc. has been made to Mercantile Trust Co. of St. Louis, as trustee, of which \$700,000 are outstanding. Company operates about 20 miles of track between St. Louis and St. Charles. Gauge 4 ft. 10 in. 60 and 70-lb. T and girder rail. Pres., Richard McCulloch.—V, 87, p. 226, 480.

ST. LOUIS & ST. CHARLES BRIDGE CO.

ORGANIZATION.—Incorporated on Dec. 22 1908 as successer to the St. Charles & St. Louis County Bridge Co., whose property was bid in at foreclosure sale on Feb. 29 1908, for the bondholders, at \$300,000. V. 86.
p. 689. The Missouri Electric pays the Bridge Co. 5 cents for each passenger crossing the bridge.

STOOK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock, \$200,000 (\$100)
18t mortgage \$300,000 (\$500) 1909 5 g.J.J 200,000
18t mortgage \$300,000 (\$500) 1909 5 g.J.J 200,000 Jan. 1 1929 gold.

of . [Commonwealth Trust Co., trustes. Bonds.—\$100,000 bonds are reserved for betterments; subj. to call at 105. PROPERTY.—Bridge across Missouri River 2,700 feet long, between City of St. Charles and St. Louis County, was opened April 22 1904.

OFFICERS.—Pres., W. C. Fordyces; Soc. & Treas., W. V. Delahunt.—V. 86, p. 669; V. 87, p. 227; V. 88, p. 56.

SALT LAKE CITY, UTAH.

UTAH LIGHT & TRACTION CO.

ORGANIZATION.—Incorporated under the laws of Utah, Sept. 18
1914. The company is a consolidation of the Utah Light & Hallway Co., and the Salt Lake Light & Trac. Co. (see those companies on page 116 of the Sept. 1914 "Electric Ry. Section"). The Utah Power & Light Co. (a subsidiary of the Utah Securities Corporation) owns all the stock of this company except directors' shares, and has leased for 99 years from Jan. 1915 the electric light and power and gas properties, leaving only the traction property to be directly operated. V. 100, p. 734.

The \$993,000 Utah Light & Ry. 1st consol. 5s formerly owned by the Oregon Short Line have been turned over as part consideration for the new 1st & refig. mtge.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Capital stock, \$10,000,000—First & ref M (auth amt unlimited) (\$1,000, \$500 & Int. at office of co.'s agent. Bankers Trust \$100 years from \$100,000.000 only old \$15,000. \$200 & Int. at office of co.'s agent. Bankers Trust \$100 years from \$100,000.000 only old \$15,000. \$200 & Int. at office of co.'s agent. Bankers Trust \$100 years from \$100,000.000 only old \$15,000. \$200 & Int. at Central Tr. Co., Now York, Trustee.

Utah Lt & Power 1st M. 1900 5 g.J. 744,000 Jan 1 1930 \$3,500,000 g (\$1,000). ce's fint. at Central Tr. Co., N. Y. Trustee.

Utah Lt & Power con M. 1900 4 g.J. 1,113 900 Jan 1 1930 \$4,500,000 g (\$500). ce's fint. at Central Tr. Co., N. Y. Trustee.

Cons Ry & P 1st M, \$3,000. 1901 5 g.J. 1,472,000 July 1 102; 900 901 (\$1,000). ce's fint. at Equitable Tr. Co., N. Y. Trustee.

Cons Ry & P 1st M, \$3,000. 1901 5 g.J. 1,472,000 July 1 102; 900 901 (\$1,000). ce's fint. at Equitable Tr. Co., N. Y. Trustee.

Cons Ry & P 1st M, \$3,000. 1901 5 g.J. 1,472,000 July 1 102; 900 901 (\$1,000). ce's fint. at Equitable Tr. Co., N. Y. Trustee.

Cons Ry & P 1st M, \$3,000. 1901 5 g.J. 1,472,000 July 1 102; 900 901 (\$1,000). ce's fint. at Equitable Tr. Co., N. Y. Trustee.

Cons Ry & P 1st M, \$3,000. 1901 5 g.J. 1,472,000 J

Gemmel and C. S. Groesbeck; Sec. & Treas., Joseph S. Wells; Gen. Mgr., H. L. Beach.—V. 99, p. 971, 1455; V. 100, p. 643, 734.

SALT LAKE & OGDEN RAILWAY CO.

ORGANIZATION.—Incorporated in Utah. On May 28 1910 began operating cars by electricity; prior to that date road was operated by steam. Shortest of franchises expires in 1955. Practically entire mileage is on private right of way.

STOOK AND BONDS—

Date. Interest. Outstanding. Maturity. Common \$1,000,000 — \$1,000,000 — \$1,000,000 — \$10

OFFICERS.—Pres., Simon Bamberger; V.-P., Julian M. Bamberger, e. & Treas. J. B. Bean; Aud., W. E. Jones.—V. 88, p. 625; V. 93, p. 878; . 97, p. 1427.

OFFICIALS.—Pres., Simon Bamberger, V.-P., Julian M., Bamberger, V. 97, p. 1427.

OGDEN LOGAN & IDAHO RR.

ORGANIZATION.—Incorp. in Utah Oct. 15 1914 as the consolidation of the Ogden Rapid Transit Co. and the Logan Rapid Transit Co., with \$55, 000,000 auth. stock. Of the new stock 2½ shares were exchanged for one share of the Ogden Rapid Transit Co. (\$500,000 auth.) and 1¼ shares for each 10 shares of the Logan Rapid Transit cock.

Numerous extensions to the road are under construction and some have already been completed. A terminal in Ogden for the use of this company and the Salt Lake & Ogden Ry. was completed Jan. I 1915.

New Bonds.—Sharcholders on Mar. I 1915 auch. a new mitge. to secure an authorized issue of \$10,000,000 bonds. V. 100, p. 309, 102.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. \$500k, \$55,000,000.

Geden Rap Tr 1stm (gold) (V.) 1909 5 g J.-J \$905,000 Jan 1 1929 88, p 1062; V 99, p 675). [Int. at Ogden Sav, Bank, Trustee.

First mitge, \$10,000,000, gold 1916 6 g J.-J2 See text Jan 2 1935 (5500 and \$10,00).....cvf [Int., at Ogden Savings Bank, Trustee.

First mitge, \$10,000,000, gold 1916 6 g J.-J2 See text Jan 2 1935 (5500 and \$10,00).....cvf [Int., at Ogden Savings Bank, Trustee.

For the first mortgage bonds of 1915, \$3,000,000 may be issued forthwith and bear 6% interests. Remaining bonds may be issued forthwith and bear 6% interests. Remaining bonds may be issued for the cost of exts., add ns. &c., under certain restrictions. Subject to call at 102 and int. after Jan. 2 1916 on 50 days notice. Sinking fund of 135, yearly from 1920 to 1924; 2% from 1920 to 1924; 2%

ROAD.—Owns and operates 81 m. of single track in City of San Antonio.
REPORT.—Figures now included in the American Light & Traction Co.
OFFICERS.—Pres., Emerson McMillin; V.-P., Philip Lehman; Sec.,
C. N. Jelliffe; Treas., A. P. Lathrop, 40 Wall St., N. Y.—V. 94, p. 280;
V. 96, p. 1841; V. 98, p. 1073.

### SAN DIEGO, CAL.

### SAN DIEGO ELECTRIC RY .- A trolley road.

### SANFORD, ME.

### ATLANTIC SHORE RAILWAY.

SANFORD, ME.

ATLANTIC SHORE RAILWAY.

ORGANIZATION — Incorporated in Maine on Jan. 1 1911 (per plan in V. 91, p. 809) as successor to the Atlantic Shore Line Ry. (sold at foreclosure Dec. 1 1910), which company was a consolidation in April 1906 of the old Atlantic Shore Line Ry. and the Portsmouth Dover & York Street Ry. The former company in April 1904 purchased the Sanford & Cape Porpolse Ry., the Mousam River Ril. and the Sanford Power Co. In June 1909 the Ailred Light & Power Co. was acquired. Does a freight believes. Second & sen. M., bonds were issued at 80 with 100% stock bonus. Second & sen. M., bonds were issued at 80 with 100% stock bonus. In Feb. 1913 applied to Maine RR. Commissioners for authority to increase its stock from \$1,000,000 to not more than \$2,500,000. V. 90, p. 419

STOCK AND BONDS. — Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$100).

STOCK AND BONDS. — Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$100).

Gen Hen M \$150,000 red at[ 1911 5 J.J. 150,000 Jan. I 1931 102 and Interest.

Petund mige \$2,600,000. ... 1910 Sec text. 641,750 Jan 1 1941 AtlSh Line 1st cons M\$1,000, -1 1904 5 g. A-O. 361,500 Apr 1 1934 400 g (\$500, \$1,000) or. cpt Int. at Columbia Tr. Co., N. Y., Trustee. AtlSh Line 1st M \$125,000 cpt 1904 5 J.J. 120,000 Jan. I 1923 (\$500 and \$1,000) ... cpt Int. at Columbia Tr. Co., N. Y., Trustee. All Lt & P 1st mige, \$250,000] 1905 6 g.J.J. 250,000 July 1 1935 (\$500 and \$1,000) ... cpt Int. at Columbia Tr. Co., N. Y., Trustee. P D & Y 2d M and ext, \$100. ... State Street Trust Co., Boston, Trustee. P D & Y 2d M and ext, \$100. ... 1905 b g.J.D. \$50,000 July 1 1935 (\$500 and \$1,000) ... State Street Trust Co., Boston, Trustee. P D & Y 2d M and ext, \$100. ... 1905 b g.J.D. \$7,000 July 1 1025 not prove the provention of the pr

80-lb, rall.

REPORT.—For calendar year:

Calendar Gross Operating Net All Interest on Balance,
Year— Earnings. Expenses. Earnings. Taxes. Bonds, &c. Deficit,
1914 ... \$550,159 \$259,355 \$70,904 \$7,318 \$94,590 \$31,313

1913 ... \$373,915 \$283,221 90,594 7,223 94,429 \$31,313

OFFICERS.—Pres. F. O. Conant; V.-P., Louis B. Goodall; Treas., Con
stant Southworth; Asst. Treas., S. T. Dow, Aud., J. W. Leavitt; Gen. Mgr.\*
L. H. McCray.—V. 92, p. 1700; V. 96, p. 419; V. 98, p. 638; V. 100, p. 641

lowing companies, which were formerly owned by California Gas & Electric Corporation:

Bay Countles Power Co.
Berkeley Electric Lighting Co.
Blue Lakes Water Co.
Central California Electric Co.
Okland Gas Light & Heat Co.
Sacramento Electric, Gas & By. Co. | Valley Countles Power Co.
Sacramento Electric, Gas & By. Co. | Valley Countles Power Co.
Stockholders voted Oct. 23 1911 to increase auti. com. stock to \$150,000,000 and to make a 1st & ref. mtgo., for not exceeding \$150,000,000 bonds, to refund Indebtedness and for other corporate purposes. V. 93, p. 1191, \$72.

In March 1912 stockholders were offered the right to purchase from an underwriting syndicate \$3,000,000 of new stock at \$40 per sh. in proportion of 1 share for each 10 shares of old stock. First installment, 20%, payable on or before May 20, 1912, the balance in 4 equal installments approximately 3 months apart. V. 94, p. 830, 827.

Financial Plan-New Stock, &c.—On July 1 1914 a plan was approved by the Cal. RR. Comm. providing for additional capital for impts., extensions, refunding. &c., by issuing \$12.500,000 first pref. stock (\$50,000,000 auth.) at \$42 50 per share. Plan was declared operative in Aug. 1914, as over 70% of the new stock had been subscribed for (V. 99, p. 538). The old pref. stock (\$10,000,000 auth. and outstanding) became 2nd preferred and the authorized amount of common was reduced from \$15.00,000,000 is pref., and amount of authorized capital stock was not changed. The 2nd pref. stock is convertible after July 1 1916 into 102 ½% of 1st pref. About \$500,000 of the new stock was subscribed for by employees of the company, the subscribing employees constituting, it is said, nearly 40% of the permanent

staff (V. 99, p. 199). Consumers also were given the privilege of subscribing to the new stock (V. 99, p. 408). See further details of plan, &c., in V. 98, p. 1846; V. 99, p. 142.

In Mar. 1913 made a contract with Panama-Pacific International Exposition Co. to supply exclusively during the next 3½ years all current required for power and lighting during World's Fair in San Francisco in 1915 and during construction and dismantling. Estimated requirement, 20,000 h.p. Gross amount of business estimated at \$500,000. Will also supply all gas and steam needed V. 96, p. 716.

In April 1913 the California RR. Comm. authorized the company to purchase the property of the Livermore Water & Power Co. for \$242,000, but refused permission to issue 1,400 shares of common stock at 65 in payment therefor, stating that it had never theretofore allowed stock to be sold at less than 80. V. 90, p. 1298.

South Yuba Hydro-Elec. Plants.—In Nov. 1913 the first plant (Drum No. 1) of the comprehensive South Yuba system of hydro-electric plants was put in successful operation. The system contemplates an ultimate development of 200,000 h.p., see V. 97, p. 1584.

Fusion Grant State Decision.—In July 1914 Master in Chancery H. M. Fusion Grant Grant State Decision.—In July 1914 Master in Chancery H. M. Wright, roversing his former opinion rendered May 16 1914 (V. 98, p. 1609) handed down a decision declaring the 75-cent gas rate fixed by the Board of Supervisors to be confiscatory. The former opinion held that the 75-cent gas rate was sufficient to a ford the company a fair return on its investment but the later decision ruled the rate inadequate. V. 98, p. 1609; V. 99, p. 271.

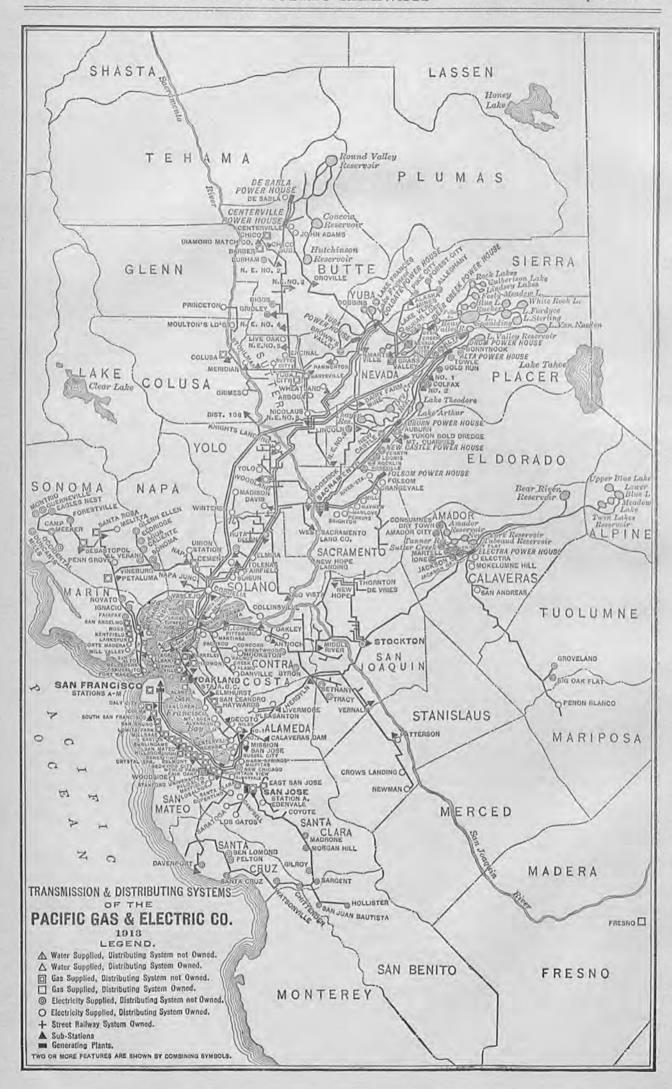
Decision.—For decision granting the Great Western Pow. Co. permission to enter territory already served by Pao, Gas & Ecc. Co. see V. 94, p. 1764

capacity of 23.000 h.p., siee V. 97, pt. 1584.

Young your with his borner goldon rendered May 16 1914 (V. 98, p. 1009).

handed down a decision declaring the 72-cont gas rate fixed by the Board of Supervisors to the conformation of the company of the rendered to the company of the terminal properties of the company of the compa

Pacific Gas & Eice, equal to 25% of bonds so deposited. V. 86, p. 980, 14,92,000 cm, M. and coll. 1r. bonds were so deposited. Agreement expired as follower ip 12 to 1912 fnel, 445,000 per ann. 1917 to 1912 in 1918 fnel, 445,000 per ann. 1917 to 1912 in 1918 fnel, 455,000 per ann. 1917 to 1912 in 1918 fnel, 455,000 per ann. 1917 to 1918 inclusive, toward making the shining rund asymmetric required by underlying morphase, and the balance to the purchase for the sinking fund of the bonds are held in alkining from and 31,000 in treasury. Honds are talled to New York stock Exchange. V. 20, p. 1677; V. 39, p. 1791; V. 99, p. 1532; and the balance to the purchase for the sinking fund of the bonds are held in alkining from and 31,000 in treasury. Honds are talled to New York stock Exchange. V. 20, p. 1677; V. 39, p. 1791; V. 99, p. 1532; and interest on four weeks notice 4, 402,000 were deposited under the 1904 of 1905 of 1905



OFFICERS.—Pres., F. G. Drum; V.-P. & Gen. Mgr., John A. Britton, V.-P. & Treas., A. F. Hockenbeamer; Sec. & Asst. Treas., D. H. Foote; Asst. Sec., Chas. L. Barrett.—V. 98, p. 690, 839, 913, 1246, 1538, 1609, 1760, 1773, 1840, 1920; V. 99, p. 50, 121, 271, 408, 538, 609, 817, 970, 1131; 1215, 1675, 1743, 1833; V. 100, p. 56, 230, 309, 902, 1168, 1259, 1360, 1438, 1511, 1587, 1595.

CALIFORNIA STREET CABLE.

ORGANIZATION — Chartered Feb. 8 1877. Angual meeting the third Wednesday in January. Franchise expires in Feb. 1929.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity Stock (par \$100)

First mortgage \$384,000 (\$1.-{ 1915 6 g J-J 384,000 Ser text. First mortgage \$384,000 km. - 1915 6 g J-J 384,000 Ser text. Union Trust Co. of Ban Fran. Trustee. Bonds.—The \$384,000 were issued to retire \$300,000 bonds, due Jan. 1 1915 (6 which \$515,000 were in treasury, leaving \$384,000 to be rended). The new bonds are due in 12 annual installments beginning Jan. 1 1916 and end. Jan. 1 1927. No. of bonds maturing in 1916 at 24, then successively thereafter, 25, 26, 27, 29, 30, 32, 33, 37, 39, and in 1927, 46. V. 99, p. 1831, 1672, 1596.

Dividends were 50 cents monthly, but in Aug. 1902 were increased to 75 cents monthly, and in Nov. 1904 to 90 cents monthly. On account of sarthquake and fire no dividends were paid from April 1906 to Sept. 1908, when dividends were resumed at 50 cents per share up to May 1909, when 600, per share was paid and monthly since to and including May 1915.

EARNINGS.—For year end. Dec. 31 1914, gross, 5446,919; net, after taxes, 5184,801.

ROAD.—Operates 11.5 miles of track on 514 miles of street.

taxes, \$184,301.

ROAD.—Operates 11.5 miles of track on 5 14 miles of street.

OFFICERS.—Pres., J. Henry Meyer; V.-P., J. C. Coleman; 2d V.-P.,
Jas. W. Harris; Sec., Geo. A. Harc; Treas., A. Borel & Co.; Supt., J. W.
Harris. Office, 1061 Hyde St. San Francisco, Cal.—V. 82, p. 279;
V. 84, p. 101; V. 99, p. 1299, 1527, 1591, 1672, 1831.

Jas. W. Harris, Sec., Geo. A. Harc, Treas., A. Borel & Co.; Supt., J. W. Harris, Office, 1061 Hyde St., San Francisco, Cal.—V. 82, p. 279; V. 84, p. 101; V. 99, p. 1299, 1527, 1591, 1672, 1831.

UNITED RAILWAYS INVESTMENT CO.

ORGANIZATION.—Incorporated in New Jersey Feb., 17, 1992, in Sept. 1906 filed an amendment to its charter changing its name from United Railways Inv. Co., of San Francisco to its present title. V. 83, p. 589, Owns directly or indirectly through stocic ownership all the outstanding common and pref. stock and \$163,900 of the 7% prior preference stock of the California Ry. & Power Co. Also owns the stock of The Railroads & Power Development Co. V. 89, p. 287, 529, 848.

On May 6 1916 sharcholders approved a plan (V. 90, p. 1103) to increase common stock from \$25,000,000 to \$31,000,000 and to issue \$6,000,000 655, boolds, convertible into common stock at par, and also authorized directors to utilize a portion of unissued pref. stock to adjust arrears of dividends accrued or to accrue on outstanding pref. up to and including Oct. I 1911. V. 90, p. 1103, 1520, 1297.

Acquisition of Philadesphia Company.—In Feb. 1906 acquired \$21,000,000 of the \$30,000,000 common stock of the Philadelphia Co. of Pittsburgh, giving \$37,300,000 common stock of the Philadelphia Co. Sec V. 82, p. 393, 983.

For statement made in listing these bonds on the Philadelphia Stock Exchanges, sec V. 83, p. 1530. In April 1907 issued \$2,400,000 more of its bonds for stock of the Phila. Co., bringing the total acquired to \$24,200,000 Both common and preferred stocks are listed on the New York and Phila. Stock Exchanges, v. 73, p. 795; V. 92, p. 1311.

Financial Plan.—On May 1, 1914 stockholders created a committee of 9 members (see V. 98, p. 1530) either to carry out the financial plan as briefly outlined below (see also V. 98, p. 1530) either to carry out the financial plan as briefly outlined below (see also V. 98, p. 1530) either to carry out the financial plan as briefly outlined below (see also V. 98, p. 1530) either to c

of the plan, sec V, 98, p. 1073. For option to subscribe for 7% 18-mos. scrip of Philadelphia Co., sec V. 99, p. 895.

STOCK.—

Common \$31,000,000 (\$100)

Pref 5% cum from Apr 1 19021

Pref stock div certificates.

Bes text 1,462,500 in scrip 1st lien collateral trust migel 1905 5 g M N 18,150,000 May 1 1926 \$20,250,000 gold (\$1,000) fint. at Guar, Trust & Safe Dep. Co., Phila subthing fund.

Stocking fund.

Conv bonds \$6,000,000 gold 1910 6 F-A 740,000 June 1 1930 (\$1,000)

Contrail Trust Co., N. Y. Trust Co., N. Y. trustec.

Notes \$3,000,000 1908 1908 6% 900,000 1915-1930 (\$1,000)

Remain Trust Co., N. Y. trustec.

Notes \$3,000,000 1908 1908 6% 900,000 1915-1930 (\$1,000)

Remain Trust Co., N. Y. trustec.

Notes \$3,000,000 1908 1908 6% 900,000 1915-1930 (\$1,000)

Remain Trust Co., N. Y. trustec.

Notes \$3,000,000 1908 1908 6% 900,000 1915-1930 (\$1,000)

Remain Trust Co., N. Y. trustec.

Notes \$3,000,000 1908 1908 6% 900,000 1915-1930 (\$1,000)

Remain Trust Co., N. Y. trustec.

R

REPORT .—For calendar years. Report for 1914 in V. 100, p. 1075. Calendar Divs. Rec'd Other Total Interest on Balance, Year— on Stocks. Income. Expenses. Bonds. &c. Surplus. 1914.—\$1,998,855. \$140,511. \$38,0.912. \$1,147,77. \$721,209. 1913.—\$1,998,850. \$135,374. \$53,727. \$1,164,153. \$960,339. 1912.—\$1,984,172. \$276,078. 79,068. \$1,191,538. \$989,645. OFFICERS.—President, Mason B. Starring; Vice-Pres., F. R. Ford; Sec. and Asst. Treas., W. J. Duane, N. Y.; Treas., B. S. Gulmess, N. Y.; Asst. Sec. and Asst. Treas., M. V. R. Weyant; Aud., P. M. Hoskins.—V. 93, p. 941; V. 94, p. 984, 1310; V. 95, p. 298, 1600; V. 96, p. 36, 3655, 1153, 1356; V. 97, p. 507; V. 98, p. 1073, 1151, 1394, 1539, 1847; V. 99, p. 344, 895; V. 100, p. 903, 1075.

### The Railroads & Power Development Co.

(1) The Railroads & Power Development Co.
ORGANIZATION.—Incorporated in Maine on June 9 1909 with nominal
(\$1,000) capital stock, which has since been increased to \$5,000,000 (\$100),
of which \$5,501,000 is outstanding. All stock (except directors' shares) is
owned by United Rys. Invest. Co. (V. 38. p. 1314, 1129). In Dec. 1912 disposed of its holdings in the San Francisco Electric Rys., Sierra & San FranPower Co. and Coast Valley Gas & Elec. Co. to the California Ry. & Pow.
Co., and it is proposed eventually to dissolve the company. Owns among
other investments \$1,740,000 pref. and \$5,535,000 common stock of the
Cal. Ry. & Power Co.
OFFICERS.—Pres., Mason B. Starring; V.-P., H. J. Bowdoin; Sec. &
Treas., P. M. Hoskins.—V. 88, p. 529, 847; V. 90, p. 1364.

(2) California Railway & Power Co. All the common and pref. stock issued is owned or controlled by the United Rys. Investment Co.

OFFICENCY
Mgr., H. F. Jackson; Sec. C.
Stock is owned by California Ry. & Power Co.
C. Coast Valley dias & Efectric Co.
Stock is owned by California Ry. & Power Co.
ORGANIZATION.—Incorp. on Mch. 20 1912 in California. Has acquired the properties of the Monterey Gas & Elec. Co., the Monterey County
Gas & Elec. Co., the Salinas Valley Water Co. and owns all stock
of the Monterey & Pacific Grove RR. Does entire electric and gas business
in Monterey, Salinas and Pacific Grove; also owns water system of Salinas
and distributing lines in Salinas Vall. and elec. & water system at King City,
Also owns \$72,090 Monterey & Pacific Grove RR. 1st 5s, there being
\$300,000 auth. of which \$14,000 are la sinking fund and \$12,000 in treasury,
Int. on Monterey & Pacific Grove bonds due Jan. 1 1915 (\$198,000 in
hands of public) was defaulted. V. 100, p. 229. A protective committee,
with Carver Pomeroy as Chairman, has been appointed. V. 100, p. 385.
In April 1915 Cal. RR. Gomm. auth. company to issue \$10,000 bonds for
etts. These are not included in table. Comm. stated it would reconsider
the application to issue \$100,000 bonds when the question of the company's
liability as guarantor of \$300,000 Montercy & Pacific Grove Ry, bonds
has been determined. V. 100, p. 1440.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$5,000,000 (\$100) ...

\*\*Sound Salina Pilan.\*\*

| Hability as guarantor of \$300,000 Monterey & Pacific Grove & \$7,000 ds has been determined. V. 100, p. 1440.
| STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Common \$5,000,000 (\$100) 755. 2,000,000 | \$2,000,000 (\$100) 755. 2,000,000 | \$2,000,000 (\$100) 755. 2,000,000 | \$2,000,000 (\$100) 755. \$2,000,000 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 |

(d) United Railroads of San Francisco.—Trolley. (See Map. p. 120.)
Incorporated in California on March 4 1902 and charter amended March
29 1902. Has acquired the following stocks:

On March 5 1909 filed a certificate of decrease in common stock from \$20,000,000 to 318,800,000, the United Ry. Investment Co. having surreadered 12,000 shares for cancellation. V. 38, p. 1314.

The San Fran. Elec. Rys. has acquired \$9,997,500 of com. stock of Un. RR, of S. F.; \$7,950,000 of the common stock and all the pref, are owned by the California Ry. & Power Co.
United RRs. of San Fran. in 1910 leased the San Fran. Elec. Rys. See that company above and V. 91, p. 46. Also leases Gough Street RR.

For statement by former Pres. Calhoun regarding the Solano Irrigated Farms matter, see V. 98, p. 1903.

Decision—On Sept. 21 1911 Judge Seawell, in a suit brought by the city, Decision—On Sept. 21 1911 Judge Seawell, in a suit brought by the city, Market St., has forfeited its franchises as to such tradits. The control of the Control on April 22 1913 the lower Market St. track agreement, under which the Sutter and the Geary St. (municipal Agreement—At a referendum election on April 22 1913 the lower Market St. track agreement, under which the Sutter and the Geary St. (municipal Fonds Voted.—At a city election held Aug. 25 1913 it was voted to issue \$3,500,000 bonds for the construction or acquisition of a system of municipal street railways. See V. 96, p. 1409; V. 97, p. 238, 507.

The was understood in May 1914 that 55 new cars were to be purchased and car trusts to be based in part payment, but up to May 1915 the car. Negotiations for Municipal Ownership.—In June 1914 the Public Utilities Committee of the Board of Supervisors was authorized to examine the legal and financial affairs of the company with a view to the purchase of the system by the city. Frest, Illienthal has stated that a fair offer would be system by the city. Frest, Illienthal has stated that a fair offer would be system by the city. Frest, Illienthal has stated that a fair offer would be system by the city. Frest, Illienthal has stated that a fair offer would be company with a view to the purchase of the System by the city. Frest, Illienthal has stated that a fair offer would be system by the city. Frest, Illienthal has stated that a fair offer would be system by the city. Frest, Illienthal has stated that a fair offer would be company to the city. Frest, Illienthal has stated that a fair offer would be a fair of the company to the state of the system by the city. Frest, Illienthal has stated that a fair offer would be a fair of the company to the system by the city. The system of the system by the city of the system by the city of the syste

REPORT.—For year end. June 30 1914, gross, 58,506,725; net after taxes, 53,280,183; other income, 5185,637; int. charges, &c., 51,940,934; rentals and leases, 5126,500; surplus, \$1,398,291.

ROAD.—Controls and operates 274,726 miles of track. Before the earthquake and fire in 1906, a part of the mileage consisted of eable lines, but this has since been changed to overhead trolley, and the greater part (94%) of the system is now operated by electricity. 760 pass, and 76 work cars FRANCHISES.—In a report by Haskins & Sells, accountants, it was stated "that out of the total original mileage of 228,95 miles, the franchises for 11,5431 miles only expire prior to 1929; all others between that year and 1952."

OFFICIERS.—Pres., Jesse W. Lillenthal; V.-P. and Gen. Mgr., Chas, N. Black; Treas., A. M. Dahler; Sec. & Compt., Geo. B. Willcutt.—V. 89, p. 529, 847; V. 90, p. 504, 1364, 1556; V. 91, p. 538, 465, 872; V. 92, p. 1244; V. 93, p. 470, 873; V. 94, p. 632, 1697; V. 95, p. 751, 1209, 1400; V. 97, p. 238, 597, 1604; V. 98, p. 238, 691, 840, 1074, 1246, 1955, 1847, V. 99, p. 334, 408, 676, 818, 1834, 1912.

PRESIDIO & FERRIES RAILROAD.—Trolley.

The city of San Francisco purchased the property and rolling stock for 5223,000 and is now operating it, the franchises having expired Dec. 13 1913. All debts have been paid and stockholders received a dividend of \$40 per share (par \$100, of which \$55 paid in in liquidation.)

1913. All debts have been paid and stockholders received a dividend of \$40 per share (par \$100, of which \$55 paid in in liquidation.)

NORTHERN ELECTRIC RV,

Default—Receivership—Plan.—Int. due Oct. 1 1914 on the \$3,784,000 of the Northern Elec. Co. 5s of 1905 having been defaulted (also Int. due dune i 1914 and Dec. 1 1914 on the \$6,052,000 40-year 5s of the Northern Elec. Ry. Co.), John P. Coghlan was appointed receiver on Oct. 5 1914 (V. 99, p. 970, 1131).

In order to prevent foreclosure or sale of the property at the present time and to provide for the maintenance and operation of the railroads and properties for a period of at least two years and not more than five years, under certain conditions, without default in respect to the underlying first matres, of the several companies (see V. 99, p. 1674), a large number of California banks, holding notes to a considerable total, for the most part secured by the junior bonds, agreed to act as a "bankers syndicate" under terms of final plan dated Jan. 25 1915. V. 100, p. 902. (See also V. 100, p. 52, 55, 141.) This plan contemplates that, with A. Bonnheim of Sacramento, A. F. Jones of Oroville, and George P. McNear of Petaluma, as trustees, the syndicate shall (a) take over the control of the propertyfor the trust period; (b) purchase from the Northern Elec. Ry. Co. 51,400,000 underlying bonds at 90, now held as security by banks and individuals at about 70, the proceeds to pay off obligations of about 5980,000 and give the company 3130,000 with which to pay coupon interest and sanking fund on the underlying bonds thus obviating foreclosure by them, and \$150,000 for working capital; (c) provide, pro rata, for any deficit to meet the accruling interest and sinking fund on the Northern Elec. Co. and other underlying bonds considered to pay off obligations of about 5980,000 and give the company 3130,000 with which to pay coupon interest and sanking fund on the Northern Elec. Co. and other underlying bonds for at least two years but not more than five years; (d) if

the plan has been sent out by Fabius M. Clarke, attorney for holders of "sundry overlying bonds," stating that a new plan will presently be submitted. As to status of reorganization in May 1915. see V. 100, p. 1673.

ORGANIZATION.—Incorporated in California Sept. 19 1907 and acquired the entire properties of the Northern Electric Company (incorp., filed late in 1912 or early in 1913, show that all, or practically all, of the capital stock is owned by E. R. Lillienthal, Louis Sloss, W. P. Hammon and E. J. do Sabla Jr. In 1906 Northern Electric Company franchises were said to be for not less than 50 years.

Extensions.—During 1911 three new companies were formed, by or in the interest of this company, preparatory to building extensions to the system, viz.: Marysville & Colusa Branch (Marysville to Colusa), 30 miles, Stock, 31,500,000; bonds—see below—\$1,500,000; this was opened June 15 1913; Sacramento & East. Ry. (Sacramento to Frairbanks and Crange): West Side RR. (Sacramento to Broderick, Clarksburg and Rio Vista, 30 miles). The last two companies have \$1,000,000 cach of bonds and stock authorized. V. 94, p. 279, None of the bonds is out.

On Nov. 21 1912 the Cal. RR. Comm. granted authority to issue \$10,820.000 bonds, of which \$5,500.000 to extend the line from Sacramento to Vallejo. None of these bonds is included in the table. V. 95, p. 1473. On Feb. 19 1913 the Coamission auth, the Vallejo & Northern RR. to sell all its property to the Northern Electric Ry. In exchange for \$1,000,000 bonds and \$2,000,000 capital stock of the Batter. V. 96, p. 654. Also owns the stock of the Sacramento & Woodland RR.

STOCK AND BONDS— Date. Interest. Distribution.

all its property to the Northern Electric Ry, in exchange for \$1,000,000 bands and \$2,000,000 capital stock of the latter, V. 95, p. 654. Also owns the stock of the Sacramento & Woodland RR.

STOCK AND BONDS— Date. Interest. Dutstanding. Maturity. Common \$15,000,000 [\$1,000 \$ ]

Pref\$10,000,000 [\$1,000 \$ ]

Pref\$10,000,000 [\$1,000 \$ ]

Pref\$10,000,000 [\$1,000 \$ ]

Pref\$10,000,000 [\$1,000 \$ ]

Northern Elec Ry 18 & complete the state of the sta

OFFICERS.—Pres., Paul Shoup, Los Angeles; Sec. & Aud., H. A. Culloden, Los Angeles; Treas., M. S. Wade; Gen. Mgr., F. E. Chapin, San Jose.—V. 39, p. 104.

San Jose.—V. 59, p. 104.

SAN FRANCISCO NAPA & CALISTOGA RY.

ORGANIZATION.—Incorp. Nov. 10 1911 in California as successor to the San Fran. Vallejo & Napa Valley RR., soid at foreclosure on Oct. 50 1911.

V. 93, p. 1535. Also acquired the Vallejo Benicia & Napa Valley RR. Has a 20-year traffic agreement with Monticello SS. Co., providing for daily schedule of at least six round trips between Vallejo and San Fran. Purchases power from Great Western Power Co. under contract expiring Jan. 1 1922, with privilege of extension for a further period of 10 years. Franchise runs to 1952 or later.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,000,000.

1st M \$1,000,000 gold (\$100.) 1911 6 J-D 593,700 Dec. 1 1936 5500 & \$1,000; callable at Int. at Mercantile Tr. Co., San Fran., Trus., 105 & int. on any int. day. of a to ffice of E. H. Rollins & Sons, N. Y. Debentures—unsecured non-foreclosable \$410,000.

\*\$731,700 of this amount is outstanding, the remainder being delinquent Bonds.—Remaining \$400,000 1st M. bonds are reserved for additions and Syndson at 75% of cost under certain restrictions. Annual stating fund of 1% of bonds out began in 1914. V. 93. p. 1535.

EARNINGS—For year ending June 30 1914 gross, \$225,276; net. \$78,907.

EARNINGS.—For year enoung state of track, extending from Vallejo, via ROAD.—Comprises 44.71 miles of track, extending from Vallejo, via Napa, to Calistoga, of which 30 miles on private right of way, 12.30 miles on streets or highways and 2.32 miles sidings. Standard gauge. Owns 37 acres of land, incl. water from in Vallejo.

OFFICERS.—Pres., Jas. Irvine, San Fran.; Sec. & Treas., T. V. Maxwell, San Fran.; Gen. Mgr., C. E. Brown.—V. 93, p. 1536.

UNITED PROPERTIES COMPANY OF CALIFORNIA.

UNITED PROPERTIES COMPANY OF CALIFORNIA.

ORGANIZATION.—Incorp. in Delaware on Dec. 30 1910 with \$200,000,000 auth, stock. V. 93, p. 528. Controls through ownership of stock:
Oakland Raliways.

United Light & Power Co.
United Light & Power Co.
United Light & Power Co.
United Properties Realty Co.
Bay Cities Water Co.

Trustees Appointed.—In Jan. 1913 the United Properties Co. of California passed under the administration of three trustees—Jas. K. Moffitt, Vanderlyn Stow and Wm. A. Bissell, with Gavin McNab (attorney for Hanford-Tevis interests) and W. I. Brobeck. V. 96, p. 1425.

Default.—Int. due July 1 1913 on the Interim certificates was defaulted. See statement in V. 97, p. 118.

Trustee for F. M. Smith—F. M. Smith Adelsory Committee—Request for Deposits—Mr. Smith's Indebtedness.—On May 5 1913, because of the refusal of the bank's to renew his ontstanding notes and in order to protect his creditors Mr. Smith (who owns 60% of the \$200,000,000 stock of the United

Prop. Co. of Cal.) placed his affairs in the hands of the Mercantile Tr. Co. of San Fr. as trustee. At the same time as advisory committee was formed (consisting of F. B. Anderson, J. S. Drum (Sec.). Mortimer Fleishacker, W. W. Garthwaite and C. O. G. Miller) to take over the administration of the various properties turned over. V. 96, p. 1425. On May (4 1913 this committee requested creditors of F. M. Smith to deposit their notes, this committee requested creditors of F. M. Smith to deposit their notes, the continue of the various properties turned over. V. 96, p. 1425. On May (4 1913 this committee requested creditors of F. M. Smith to deposit their notes, claims, &c., incl. collateral, with the Merc. Tr. Co. before July 1 1913. V. 96, p. 1490, 1631. Mr. Smith's secured indebtedness amounts to approximately \$6,000,000 and that of the Realty Syndicate (95% of whose stock Mr. Smith owned) to \$2,000,000. The Realty Syndicate also has outstanding about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,000,000 of its Syndicate about \$4,000,000 of its Syndicate about \$4,000,000 of its Syndicate 6s. For letter to Realty Syndicate about \$4,100,000 of its Syndicate \$4,100,000 of its Syndicate about \$4,100,000 of its Syndicate \$4,100,000 of its Syndicate \$4,1

Debt of Company and Controlled Properties.

Date. Interest. Outstanding. Maturity.

Date. Interest. Outstanding. Maturity.

Date. Interest. Outstanding.

\$11,234,000

\$55,000,000 g (\$1,000) guar Int in San Fran and N Y. Angio-Cai Trust p& Debt y United Prop Co.-cet Co. San Francisco, Trustee.

Bay Cities Water Co first 1903 J.J. 1,151,000 Jan. 1 1948

mortgage \$10,000,000 \_\_\_\_\_ Int. at Merc. Tr. Co., S.F. tr., & U.S.M. & Tr., N.Y.

Sherra Water Supply Co first 1908 F-A 750,000 Aug 1 1926

mortgage \$5,000,000 \_\_\_\_\_ Int. at Mercantile Tr. Co., San Fran., Trustee.

Unit Lik Pow of N J coli br 1911 6 J-D 1,518,000 Dec 1 1914

notes (\$1,000) guar p & I.c. Int. at Mercantile Tr. Co., San Fran., Trustee, U.I. & P of Cal 1st & gen Mg. 1910 6 % See text 1945

U.I. & P of Cal at & gen Mg. 1910 6 % See text 1945

U.I. & P of Cal underlying bds. 243,000

Bonds.—The Union Water Co. bonds are red. to Jan. 1 1931 at 110 and interest, thence to 1946 at 105 and int.; thereafter at par and int. Sink, fd. begins Jan. 1 1918.

United Light & Power of New Jersey coll. notes are red., all or any, on any int. day at 102 & int. They are unconditionally guar., p. & I., by United Prop. Co. Int. due June 1 1911 on these notes has been defaulted and the 90 days grace expired without it being paid. (V. 99, p. 758). See V. 94, p. 357, for security for notes. The United Light & Power of California 1st & gen, mag. is for \$4,000,000, of which \$2,817,000 are out (\$2,023,000 of this amount is deposited under 3-year notes): \$243,000 reserved for prior liens and \$940,000 for additions and extensions.

OFFICE.—Mechanics Institute Bidg., San Fran.—V. 97, p. 118, 178. \$67, 522, 597, 1116, 1358, 1899; V. 98, p. 612; V. 99, p. 750, 895, 1599.

santa Clara and country adjacent thereto.—V. 20, p. 1297; V. 93, p. 1033.

SANTA CRUZ, CAL.

COAST COUNTIES GAS & ELECTRIC CO.

ORGANIZATION.—Organized in California on Mch. 20 1912 and has acquired the Coast Counties Light & Pow Co., Big Creek Light & Pow. Co. and San Benito Light & Power Co. and Gifray Gas Works; also the entire capital stock of the Union Trac. Co. (Santa Cruz). Franchizes in municipalities perpetual; county franchizes on highways until 1946 to 1959.

The Cal. RR. Comm. in May 1915 auth, the company to issue \$100,000 pref, stock at 90, with allowance for a \$5% commission on the sa e. Proceeds will be used to retire floating debt and for additions. New stock not included in amount reported outstanding.

STOCK AND BIONDS——Dat Interest Outstanding, Maturity. Common, \$2,000,000.

Pref, \$2,000,000 & cum(\$100).

Monthly 1,000,000 See text. Coast Counties L & P 1st M | 1965 5 g F-A | 955,000 Aug. 1 1946 5 1,000,000 feb 1 1935 000 gold (\$1,000). c& ruffint. at Mercantile Tr. Co., San Fra. rustee. Union Trac Co 1st M, \$750,-1 1905 5% | 631,000 Feb 1 1935 000 gold (\$1,000). c& ruffint. at Un on Tr. Co., San Fran. trustee. Big Crk Li&Pow 1st M\$333,000 tf. 4% | \$12,000 May 1 1947 Bands.—Of the Coast Counties Lt. & Pow, bonds, \$44,000 are held in 8kg. fd. Caliable at 107 36 and into any int. day. Annual cum. skg. fd. Caliable at 107 36 and int. on any int. day. Annual cum. skg. fd. 11% of bonds out, began June 30 1911. V. 95, p. 681. Union Trac. Co. bonds have a skg. fd. from 1910 till 1915 of 5% of bonds out; from 1916 till 1915 of 5% of bonds out; said fund to be used to redeem the bonds. Are subj. to call at 110 and int. \$100,000 chars are reserved for betterments and extensions. \$10,000 have been retired. Skg. fd. on Big Greek Lt. & P. Donds, \$3,000 per ann. began Mch. 30 1908. San Bentto Lt. & Pow. bonds have a skg. fd. of 1% of bonds out, see and contains and extensions. \$10,000 have been retired. Skg. fd. on Big Greek Lt. & P. Donds, \$3,000 per ann. began Mch. 30 1908. San Bentto Lt. & Pow. bonds h

### SAVANNAH, GA.

### SCRANTON, PA.

### SEATTLE, WASH.

PUGET SOUND TRACTION. LIGHT & POWER CO.
ORGANIZATION.—Incorp. Jan. 2 1912 in Maine per plan in V. 94. p. 124 (re-incorp. in Mass. on July 9 1912), and has acquired, outright or through acquisition of capital stock, the properties of the following companies. Pacific Coast Power Co.
Puget Sound Electric Ry.
Puget Sound Power Co.
Also owns all the capital stock of the Properties of the following companies. Scattle Electric Co.
Whatcom County Ry. & Light Co.
Also owns all the capital stock of the Puget Sd. International Ry. & Power Co.
Owns or controls, through its subsidiary companies, properties comprising substantially all the street and interurban railway and the commercial electric light and power companies serving the Puget Sound district, including the cities of Scattle, Tacoma, Bellingham and Everett, Wash.
Principal franchises expire as follows: In Seattle, railway, 1934: lighting and power, 1930. In Bellingham, railway, 1941 (minor railway 1934); light and power, 1930; gas, 1941. In Everett, railway, 1944 and 1950; lighting, 1950: water, 1945 interurbans chiefly on private right-of-way.
Facorable Franchise Decision.—As to decision of Wash, State Supreme Court, denying the voters' right to grant or regulate or to set aside franchises see V. 96, p. 791,
\$1,466,800 com, stock is owned by Pub. Serv, Inv. Co.
Fare Agreement.—See "Chronicle" of Feb. 13 1915, page 557.

### SEATTLE RENTON & SOUTHERN RY .- Trolley .

SEATTLE RENTON & SOUTHERN RY.—Trolley.

Receivership.—On Apr. 30 1912 Judge Dykeman in State Gourt on application of former Pres. Wm. 1t. Crawford, appointed Scott Calhoun temporary receiver, but the latter did not take possession until after the discharge of the receivers appointed by the Federal Court—see below—Jos. Parkin being then appointed co-receiver and now acting in conjunction with Mr. Calhoun.

Sale Ordered.—Early in 1913 the receivers were ordered to sell the road and distribute the proceeds among the creditors (V. 96, p. 1090), but order of sale having been made by a temporary Judge not having full jurisdiction, road had not been sold up to latest dates. Negotiations for the purchase of the road by the city are at an end, the City Council having voted the proposition down.

Interests allied with Peabody, Houghteling & Co. bold the \$300,000 6% collateral trust notes which matured June 1 1912 and are secured by entire stock (\$1,000,000) of the ralicoad company, the stock being owned by Mr. Crawford. See V. 95, p. 545; V. 94, p. 1628, 1450, 1383, 1313.

Decision.—On Aug. 25 1914 the U. S. District Court held that the franchises were valid, in the suit brought by the company to restrain the city from revoking the company's franchises under resolution passed by the City Council on Dec. 23 1910. V. 99, p. 749.

SELMA, ALA.
SELMA STREET & SUBURBAN RY, CO. SELMA STREET & SUBURBAN RY. CO.
ORGANIZATION.—Incorporated in Alabama on Apr. 8 1891. In 1909 control was purchased by the American Pipe & Construction Co. of Philadelphia, which also controls the Selma Lighting Co. Sec V. 88, p. 365.
STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock 5125,000 (5100).
New first mortgage \$125,000 (1902 5 A-O 75,000 April 1922 (51,000).
O'tf Int. at Citizens' National Bank, Warren, Pa., true.
Old mortgage \$50,000 (2500) (1901 5 J-J 00,000 Jan 1 1921 6 J-J 00,000 J-J

### SHAMOKIN, PA.

SHAMOKIN & MT. CARMEL TRANSIT CO.
ORGANIZATION.—Is a consolidation in July 1996 of the Shamokin & Mt. Carmei Electric Ry. and the Ashland & Centralla Electric Ry. V. 83, p. 273.

D. 273.

STOCK AND BONDS— Date, Interest Outstanding, Maturity, Common, \$700,000.

Pref. \$300,000, 5 % non-oum.

Free, \$300,000, 5 % non-oum.

Free, \$300,000, 5 % non-oum.

Free, \$300,000, 5 % non-oum.

EARNINGS.—For year ending June 30 1014, gross, \$186,005; net, \$81, \$077. In 1913, gross, \$178,479; net, \$735,690.

ROAD.—Shamokin to Beaverdale, Green Ridge, Mt. Carmel, Cunning ham and Centralia, 20,25 miles of tract; also Ashland & Centralia Elec. Ry.

OFFICERS.—Fres., B. W. Samuel, Mo. 10 Carmel, Pa.; Seo., Thos. M., Righter, Mt. Carmel, Pa.; Tross., Wm. Keefer Jr., Mt. Carmel, Supt.; A. Howard Thomas, Shamokin.—V. 83, p. 273; V. 94, p. 1628.

### SHAWNEE, OKLA.

SHAWNEE-TECUMSEH TRACTION CO.

SHAWNEE-IECUMSEH TRACTION CO.
ORGANIZATION.—Incorporated in Oklahoma on Feb. 13 1905.
Franchists are perpetual and exclusive for 25 years.
STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Stock \$500,000 (\$100).
First mortgage \$1,000,000 1906 5 y J.D \$00,000 1926
(\$1,000) gold — .c. Interest at Equitable Trust Co., N. Y., Tr.
Bonds.—Can be called in 1916 at 195. No shiking fund.
EARNINGS.—For 12 mos. end. Dec. 31 1913, gross, \$48,589; net, after taxes, \$2,545. In 1912, gross, \$42,329; net, after taxes, \$2,502.
HOAD.—Operates 12 miles of trace; in Shawnee and between Shawnee and Tecumsch. Standard wayer. 60 and 70-lb. Trail.
OFFICERS.—Fres. & Treas., Louis K. Hyde; Sec., W. M. Cutlip; Supt., O. H. Weddle.

ROAD.—Operates 26.03 miles of track in Sheboygan, including a line to Plymouth, and leases 7 miles, Plymouth to Elkhart Lake. Standard gauge. 60-lb. T rail. 28 cars.
OFFICERS.—Pres., Peter Reiss; V.-Pres., J. P. Reiss; Sec. & Treas. A. Westermeyer; Gen. Mgr., Edw. Hammett, all of Sheboygan.—V. 91, p. 871; V. 93, p. 1727.

SHREVEPORT, LA,

SHREVEPORT RAILWAYS CO.

ORGANIZATION.—Successor of the Shreveport Traction Co., the franchises and properties of which company were purchased in July 1914 by the Shrevep. Rys. Co. Shreve. Trac. Co., in turn, succeeded the Shrevep. Belt Ry. Co. and Shreveport City RR., chartered in 1870, and purchased the Highland Park Trac. Co. and the Shreveport City Suburban Ry. Owns and operates entire street railway system in city of Shreveport.

Franchises.—In 1912 all franchises of the company were extended until 1954. All franchises are free from burdensome restrictions.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,000.000.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$2,000.000. c\*tf [Int. at Hibernia Bk. & Tr. Co., N. O., Trus., Bonds.—Red. at 105 and int. on or after July 1 1918. The \$800.000 bonds issued mature in annual installments as follows (par value \$1,000 except for \$50,000 of \$500 bonds and \$20,000 of \$100 bonds due in 1944): \$10,000, 1918 and 1919; \$15,000, 1920 and 1921; \$20,000, 1922 to 1927; \$25,000, 1928 to 1932; \$30,000, 1933 to 1937; \$25,000, und 1941; \$20,000, 1924 to 1927; \$25,000, 1928 to 1932; \$30,000, 1933 to 1937; \$25,000, will fall due annualid

as follows (par \$1,000 except \$100,000 of \$500 bonds and \$80,000 of \$100 bonds due in 1944): \$5,000, 1925 to 1937; \$15,000, 1938 to 1942; \$20,000, 1943, and \$2,040,000 in 1944. These remaining \$2,200,000 bonds may be certified and issued from time to time for impts., extensions, additions, &c., under certain restrictions (V. 99, p. 199).

REPORT.—For year end. May 31 1914, gross, \$304,970; net, after taxes, \$137,630; int. on bonds, \$40,000; surplus, \$97,639.

ROAD, &c.—Operates about 30 miles of track, 60, 70 and 80-lb, rail. Owns and operates its own power piant. 19 single-truck and 19 double-truck passenger cars; 4 work cars and 1 miscell. car.—V. 99, p. 50, 199.

### SIOUX CITY, IOWA.

SIOUX CITY SERVICE CO.

ORGANIZATION, ETC.—Incorporated on June 7 1905 in New Jersey In March 1909 increased capital from \$250,000 to \$2,000,000, in order to acquire stock of Sioux City Traction Co. V. 88, p. 1129. Franchises of the Sioux City St. Ry. (succeeded by Sioux City Trac.) run for 50 years from 1889; other franchises run for 25 years from 1908. These latter are on the terms of 5-cent fares with transfers and 2% of gross carnings after the city has a population of 75,000.

Operates all street railway lines in Sioux City, and sells electricity and steam heat for commercial purposes.

STOOK AND BONDS—Date. Interest. Outstanding. Maturity-Stock, \$2,000,000 (\$100) — \$1.00 July 11928 (\$1,000) gold—cettf fillinols Tr. & Sav. Bank. Chic., trustec. Sloux City Trac 1st M. \$750., 1899 5 g.J. 750,000 July 11910 000, gold (\$1,000) — cet fill. all Bk. of Montreal, Chic. or N. Y., Frust Bonds.—\$750,000 ist & ref. bonds are reserved for prior liens, \$2,759,000 are for acid ins & impts, at 75% of cost, and \$10,000 have been retired. Red. at 105 and int. on any int. date after 1915. Sink. fd. began in 1913, which by 1928 will aggregate \$1,200,000. Int. payable in N. Y. and Chicago. V. 90, p. 1555.

EARNINGS.—For 12 mos. ending May 31 1914, gross, \$787,631; not \$354,000; int. taxe. Ac. \$142,740.

cago. V. 99, p. 1555.

EARNINGS.—For 12 mos. ending May 31 1914, gross, \$787,631; net \$534,909; int., taxes, &c., \$142,749; reserve for renewals and replacements \$73,843; balance, surplus, \$138,317.

ROAD.—Operates over 51 miles of track (of which 7 miles on private right of way), 60 and 80-lb, rails. 89 cars.

OFFICERS.—Pres., Robt. J. Dunham; V.-P., Edward Tilden; Sec. and Treas., J. H. Ricker; Gen. Mgr., E. L. Kirk.—V. 90, p. 54, 1171, 1355; V. 93, p. 290; V. 96, p. 1158; V. 98, p. 1768; V. 99, p. 610.

CHICAGO SOUTH BEND, IND.

CHICAGO SOUTH BEND & NORTHERN INDIANA RR.—Trolley road.
ORGANIZATION.—Incorporated in Indiana in Jan. 1907 as successor to the Northern Indiana Ry., which had consolidated the Indiana Ry., the South Bend La Porte & Michigan City Ry., the Michigan City Electric Co. and the Michigan City Traction Co. Franchise perpetual in Mishawata, Goshen, South Hend, La Porte and Michigan City: in Elkhart expires in 1967. Operates all local electric lines in above either and the Interurban line joining them.

STOUTH AND ROADS

Norman St. 200,000 (\$100).

STOCK AND BONDS.— Date. Interest, Outstanding. Maturity Common \$5,000,000 (\$100).

Pret \$2,500,000 5% cum 2,500,000 (\$100).

Pret \$2,500,000 5% cum 2,500,000 (\$100).

St. 25,000,000 5% cum 3,000,000 (\$100).

Pret \$2,500,000 5% cum 2,500,000 (\$100).

St. 25,000,000 5% cum 3,000,000 5% cum 1,000 5% c

OFFICERS.—Pres., Charles F. Dieterich, New York; V.-P., C. M. Murdock; Treas., A. E. Dieterich; Sec., S.T. Murdock; Aud., W.J. McGraw; Gen. Mgr., C. D. Emmons.

### SOUTHERN MICHIGAN RY .- A trolley road. Is controlled by same interests as Chic. So. Bend & Nor. Ind.

\$93,431.

ROAD.—Operates a line from South Bend to St. Joseph. Total track. 35 miles. Standard gauge; 70·lb. T rail. Has 12 motor cars. 2 baggage and express cars and 4 sub-stations. General Electric and Westinghouse equipment. Purchases power.

OFFICERS.—Pres. Chas. F. Disterich. New York; V.-P., Chas. M. Murdock; Tress., A. E. Disterich. New York; Sec., S. T. Murdock; Aud. W. J. McGraw; Gen. Mgr., C. D. Emmons.—V. 83, p. 273, 493.

### SOUTH WALPOLE, MASS.

NORFOLK & BRISTOL STREET RY.

ORGANIZATION.—Incorporated in Massachusetts in November 1901.

STOCK AND BONDS— Dete. Interest. Outstanding. Mainrily
Stock, \$200,000 (\$1000)... 1908 5 gJ-J 200,000 July 1 1928
gold, Sinking fund.— Int. at American Trust Co., Boston, Trustee
Bonds.—Bonds are subject to call at 105 after 1913.

EARNINGS.—For 12 mos. end. June 30 1914, gross, \$93,079; net,
\$14,731.

ROAD.—Owns 21.725 miles of track between Norwood, Mansfield and Wrentham; 21 passenger cars and 4 other cars.

OFFICIERS.—Press. R. G. Ferrenden; Sec., N. I. Adams; Treas., H. F. Smith; Gen. Mgr., M. A. Cavanaugh.—V. 87, p. 936, 1238.

### SPOKANE, WASHINGTON.

ARLINGTON HEIGHTS MOTOR RY.—Two miles of trolley track. Stock, \$50,000. Road leased to Washington Water Power Co.

SPOKANE & INLAND EMPIRE RAILROAD CO, In Dec. 1909 Great Northern Ry, acquired coutrol. V. 89, p. 1598.

ORGANIZATION.—Incorporated in Washington Jan. 15 1906, and isa oasolidation of the Coeur D'Alene & Spokane Ry., the Spokane Traction Co., the Spokane Trust & Co. and the Spokane & Inland Ry. N., W. Harris & Co., Harris Trust & Savings Bank and E. H. Rollins & Sons offered the bonds for sale. Has a light and power franchise in Spokane. Transports all kinds of heavy and light freight traffic, as well as passengers, and erchanges freight with steam roads.

Sayso, 181, 297; other monne, sayso, interpretable, states and specificit, \$78,529.

ROAD.—Operates 290.42 miles of track Isingle, double, sldings and spurs), including lines in Spokane and to Cosur d'Alene and Hayden Lake on the east; to Colfax, Palouse, Washington and Moscow, Idaho, on the south; and an extension from Greenacres on Cosur d'Alene Division to Spokane. Outside of Spokane the road is in accordance with standard steam railroad specifications. Company owns valuable passenger terminal and office building in the heart of Spokane and freight terminal located between the Great Northern and Northern Pacific terminal, and has physical connection with all roads entering Spokane. Also owns a hydro-electric plant of 20,000 h.p. capacity 9 miles below Spokane.

OFFICERS.—Press., L. C. Gliman, Portland, Ore; V.-P., & Gen, Mgr., C. O. Jenks, 2d V.-P. & Traffic Mgr., Waldo G. Palne, Spokane; Sec. & Treas., W. G. Davidson, Portland; Comp., W. F. Turner, Portland. — V. 39, p. 1538; V. 90, p. 978; V. 91, p. 946, 1513; V. 93, p. 154; V. 94, p. 274; V. 95, p. 818, 1203; V. 97, p. 884, 1025; V. 99, p. 1132, 1292.

C. O. Jenis, 2d. V.-P. & Frains Mg. Comp., Wall. V. Ballo, 1598, v. 90, p. 1598, 190, p. 15132, 1292.

THE WASHINGTON WATER POWER CO.'S SYSTEM.—Spokane Street Railway, &c.
ORGANIZATION.—Chartered in Washington Mar 13 1889 for 50 years. Owns all of the property formerly belonging to the following companies: Big Bend Power Co.
Organization of the property formerly belonging to the following companies: Big Bend Power Co.
City Land & Improvement Co.
Falls City Land & Improvement Co.
Falls City Land & Improvement Co.
Falls City Land & Improvement Co.
Spokane Street Ry. Co.
Owns the entire capital stock of the Itaho-Washington Light & Power Co., cacquired July 1 1913.
V. 67, p. 523.
Owns all the water power on the Spokane River at Spokane, Wash., including former property and power systems in Spokane, Hillyard, Pullipard, Colessa, Wilbur, Almira, Creston, Hartline and Falfrield, Fall Park Co.
Tekos, Colfax, Latah, Spangle, Endicott, St. John, Elberton, Belmont, Olessa, Wilbur, Almira, Creston, Hartline and Falfrield, All of Washington, and in St. Maries, Troy, Moscow, Genese and Oblination, Newport, Methods, Colfax and Colfax and Colfax C

OFFICERS.—Chairman of Exec. Comm. & V.-P., W. J. C. Wakefield; Pres., D. L. Huntinston; V.-P., H. L. Bleecker; V.-P. & Gen. Mgr., C. S. MacCalla; Sec., A. F. S. Steele; Treas., Y. M. White; Aud., G. B. Colpas; V. 92, p. 190, 528, 591, V. 94, p. 557; V. 96, p. 495, 647; V. 97, p. 523, 597, 1505; V. 98, p. 454, 605; V. 99, p. 818, 895, 1912; V. 100, p. 50, 644.

### SPRINGFIELD, MASS.

SPRINGFIELD STREET RY -See New England Investment & Securi-

SPRINGFIELD, MISSOURI.

SPRINGFIELD RAILWAY & LIGHT CO.—See Federal Light & Trao.

co. under New York City.

SPRINGFIELD, OHIO.

SPRINGFIELD & XENIA RAILWAY CO.

ORGANIZATION.—Incorporated in Aug. 1906 to succeed the Springfield & Xenia Ry., which was organized in 1904 to succeed the Springfield & Xenia Traction Co., which had been sold under foreclosure. V. 83, p.214

STOCK AND BONDS.— Date. Interest. Outstanding. Maturity. S300,000 (\$100) — \$300,000 (\$100) — \$300,000 Dec '14.3%\$

Pref \$300,000 (\$100) 5% cum.— QJ \$300,000 Dec '14.3%\$

Deteidends.—First div. on pref., 4%, was paid Oct. 1 1908. In 1909. 5½%; in 1910. 4½%; 1911. 8½%. In 1912. 6½%. In 1913. Mar., 1½; June, 1½%; Sept., 1½%; Dec., 1½% regular and 2% extra, which pays accumulation in full to Jan. I 1914. In 1914. Mar., 1½%; June, 1½%; Sept., 2%. In 1915, March, 1½%. Inliad div. on com. of 2% EARNINGS.—For year ending Dec. 31 1914, gross, \$78,690; net, after taxes, \$25,173. In 1913, gross, \$85,908; net, after taxes, \$25,173. In 1913, gross, \$85,908; net, after taxes, \$20,010.

EARNINGS.—For year ending Dec. 31 1913, gross, \$15,000, 100, taxes, \$25,173. In 1913, gross, \$85,908; net, after taxes, \$29,010. ROAD.—Operates 20 miles of track connecting Springfled and Xenis Ralls, 70 ib. T; five ears.

OFFICERS.—Pres., Warren Bicknell, Cleveland; V.-P., Geo. A. Couiton; Sec. & Treas., Class. S, Thrasher: Oper. Mgrs., The Warren Bicknell Co.—V. 92, p. 120; V. 93, p. 872, 1790; V. 96, p. 65; V. 97, p. 1824; V. 99, p. 1911; V. 100, p. 643.

SPRINGFIELD TROY & PIQUA RY. CO.
ORGANIZATION,—Incorporated in Ohio April 20 1903. Franchises expire in 1923.
The road was financed by its officials; \$70,000 stock was issued to comply with law requiring issue of 10% of authorized amount. There are no bonds.
EARNINGS.—For cal. year 1914, gross, \$126,915. In 1915, gross, \$121,820; net, \$13,254.
ROAD.—Operates 30.46 miles between Springfield and Troy, O.; began operating in July 1904; including second track and sidings, \$3 miles. Rails. 69 and 70 lb. T. Standard gauge.
OFFICERS.—Pres. and Treas., John L. Bushnell: V.-P. and Geo. Mgr., Fred. J. Green; Sec., J. F. McGrew. General office, Springfield, Ohio.—V, 73, p. 2385.

### SPRINGFIELD, VERMONT.

SPRINGFIELD, VERMONT.

SPRINGFIELD ELECTRIC RY.—A trolley road.

ORGANIZATION.—Length of road, 6 1/5 miles 19 miles track) from Springfield, Vt., to Charlestown, N. H. Freight and passenger road.

Capital stock, common (auth.), 575,000, all outstanding; 6% pref. stock, \$18,800; floating teht, \$90, 182; 1st M. for \$100,000 of 5% gold \$500 and \$1,000 coupon bonds dated Nov. 1 1897, due Nov. 1 1917; int. M. & N. at National Shawmut Bank Boston

EARNINGS.—For year ending June 30 1914, gross, \$51,186; net, after taxes, \$14,194; other income, \$779; gross income, \$14,973. Pres, and Gen. Mgr., E. C. Crosby; V.-P. and Treas., M. A. Coolidge; Supt., A. J. Crosby.—V. 64, p. 1045; V. 70, p. 793.

### STATEN ISLAND, N. Y.

RICHMOND LIGHT & RR, CO.

ORGANIZATION.—This company was formed as a reorganization on Aug. 18 1902 of the Staten Island Electric RR., New York & Staten Island Electric Co. and the Richmond County Power Co. Owns the entire capital of the New Jorsey & Staten Island Electric Co. and the Richmond County Power Co. Owns the entire capital of the New Jorsey & Staten Island Ferry Co. For terms of reorganization and complete statement of plan, see V. 74, p. 1091 Franchises are perpetual.

Transfer Decision.—On April 28 1911 Court of Appeals rendered a decision requiring the exchange of transfers between Manor Road line of the S. I. Mid. Ry. and connecting lines of R. L. & RR. V. 92, p. 1179.

STOCK AND BONDS.— Data. Interest. Outstanding. Maturity. Stock \$3,000,000 (\$100).

First collateral trust mig! 1902 4 g.J.J. 2,200,000 July 1 1952 \$2,500,000 gold.

Gurrent liabilities June 30 1914. The Acquisition of new property.

EARNINGS.—For year end. June 30 1914, gross, \$385,665; net (defict) after taxes, 63,808; other income, \$138,044; int., &c., \$115,930; bal., surplus, \$41,695.

ROAD.—Road from South Beach to Howland Hook, 10,9 miles; branches, 6,38 miles; 2d track, 12,76 miles; sidings, 1,30 miles; total track 53,32 miles; 90-1b, girder Cambria and 35-1b, girder Johnson steel rails: OfFICERS.—Pres., C. W. Hotchkiss, 55 Wall St., N. Y.; V.-P. & Gen. Mgr., R. L. Rand; Sec., J. E. Phillips.—V. 75, p. 78, 291; V. 78, p. 103; V. 92, p. 1179.

STATEN ISLAND MIDLAND RAILWAY CO,
ORGANIZATION.—Incorporated in New York on Jan. 16 1907 as a
reorganization of the Staten Island Midland Railroad Co. sold under sequestration proceedings on Jan. 3 1907.—V. 84 p. 222.
Transfer Decision.—See under Rich. Lt. & RR. above. V. 92 p. 1180.
On Jan. 22 1915 the P. S. Comm. authorized the issue of \$135,000 Series
"A" 6% equip. trust certifs. for the purchase of 32 double-truck closed cars.

ROAD.—OWIS 2016. C. W. Hotchkiss, 55 Wall St., N. Y. City; Sec., OFFICERS.—Pres., C. W. Hotchkiss, 55 Wall St., N. Y. City; Sec., A. M. Stillwell, New Brighton, N. Y.—V. 84, p. 222; V. 92, p. 1180; V. 99, p. 1452.

STOCKTON, CALIFORNIA.

CENTRAL CALIFORNIA TRACTION CO,—An electric road.
ORGANIZATION.—Organized in California in Aug. 1905 to construct an interurban system of electric roads for passengers and freight in the central valleys of California. Road operates over private right of way. except in the elites. Franchises in all the clies of the system run for 50 years. An additional freight and passenger franchise was awarded company in May 1909 for City of Sacramento. An assessment of 55 a share was called for payment Feb. 20 1908. V. 86, p. 667.
On May 8 1911 shareholders voted to increase auth. stock to \$4,000,000. of which \$5,000,000 is com. and \$1,000,000 mref. V. 92, p. 955.

Lease.—The Cal. RR. Comm. in March 1915 authorized the company to lease its lines to the Stockton Electric RR. at a rental of \$12,500 a year for the first 3 years and \$15,000 yearly for the next 35 years. V. 100, p. 1167.

STOCK AND BONDS.— Date. Interest, Outstanding. Maturity. Common 33,000,000 (\$100) — \$2,998,000

Pref \$1,000,000 (\$100) 6% cum 1,000,000

First mortgage \$1,500,000 | 1906 5 g.A-O 1,483,000 April 1 1955 (\$1,000) gold sink fund tf lint. at Union Trust Co. of San Fran., Trus.

Bonds.—Slnk. fund on 1st M. bonds began in 1912 with \$15,000 per year for 10 years, \$30,000 per year for the succeeding 10 years and \$45,000 per year for remaining 4 years. Bonds are red. on any int. day at 105 and int. on 60 days' notice.

EARNINGS.—For year end. June 30 1914, gross, \$325,193; net, \$54,875; other income, \$61,117; int., taxes, &c., \$107,037; surplus, \$8,035.

BOAD.—Operates in the city of Stockton and an interurban line from Stockton through Lodi to Sacramento. Total track operated, 70.8 miles. Company carries Wells Fargo express matter.

OFFICE13.—Pres., Alden Anderson; V.-Ps., M. Fleischhacker. Geo. W. Peltier and H. Fleishacker; Sec. & Treas., A. N. Baldwin; Gen. Mgr., C. H. Robertson. Office, 233 Post St., San Francisco.—V. 84, p. 507, 867; V. 95, p. 667; V. 92, p. 394, 955; V. 95, p. 1744; V. 99, p. 747; V. 100, p. 900;

STOCKTON ELECTRIC RR.—A trolley road.

Is controlled by Sou. Pac. Co.
Lease.—For lease of the Central California Trac. Co., see that co. above.
STOCK AND BONDS.—Stock, \$500,000; first mig., \$300,000 (\$1,000)
gold 6s, A.-O., \$115,000 outstanding, dated 1892, due Oct. 25 1917; int. at
Union Trust Co., San Fran., trustee. Sinking fund provides for an annual
payment of 2% of outstanding bonds from 1902 to 1905; 3% 1905 to
1909; 4% 1909 to 1913. Bonds cannot be called. Owns 6.25 m. of double
track in Stockton.
EARNINGS.—For year ending June 30 1913, gross, \$192,040; net, after
taxes, \$72,075; int., \$28,379; surplus, \$44,596.
ROAD.—Operates 14,98 miles of track.
OFFICERS.—Pres., James H. Budd; V.-P., Wm. F. Herrin; Seo.,
H. A. Culloden; Mgr., Frank W. Webster. Office, San Francisco, Cal.—
V. 76, p. 159; V. 100, p. 643, 902.

H. A. Culloden: Mgr., Frank W. Webster. Office, San Francisco, Cal.—
V. 75, p. 159; V. 100, p. 643, 902.

TIDEWATER SOUTHERN RY.

ORGANIZATION.—Incorp. on Mch. 11 1912 as a consolidation of the projected Tidewater & Southern RR. (V. 93, p. 1700) and Tidewater & Southern Transit Ry. It is proposed to construct a 227-mile line from Stockton to Fresno via Turlock, incl. branch lines.

There is now subscribed 2,000,000 shares held for voting purposes, to cover control during the first seven years, or during the construction period. \$506,307 stock is outstanding in the hands of the public. There are \$114,000 (see below) notes held by the Clearing House as Stockton, dased about July 1 1914, and due in 13 months, but it is stated that these notes will be retired before maturity.

Purchase.—In Nov. 1914 purchased from the Modesta & Empire Trac. Co. the line of their railway from Modesta to Empire, taking over at the same time all freight agreements with the Santa Fe road. V. 99, p. 1452.

STOCK AND BONDS.

Date. Interest. Outstanding. Maturity Stock \$5,000,000.—101010 Trust Co., San Francisco, trustee.

Notes.—Strat matge. bonds are issuable at \$20,000 per mile. Sub). to call at 103 on any int. day. Sink. fund 2% of bonds out after 3 yrs. and 3% after 10 yrs. Int. at company's office.

ROAD.—Has constructed and electrified 33.1 miles of the 227 miles proposed between Modesto and Stockton. Operation of this line began Nov. 9 1913 (V. 97, p. 1505). Operates a 2-hour passenger service between Stock-ton, Atlanta, Escalon and Modesto. Also has 515 miles of track west of Turlock.—Has contract for power with Sierra & San Francisco Power Co.

OFFICERS.—Pres., Byron A. Bearec; V.-P., J. A. Coley; Sec. & Treas., Karl C. Brueck. Office, 25 So. Sutter \$5., Stockton, Cal.—V. 94, p. 1334. V. 95, p. 112, 237, 818, 1040, 1274; V. 97, p. 177, 238, 1505; V. 98, p. 818.

STREATOR, ILLINOIS.

ILLINOIS VALLEY GAS & ELECTRIC CO.

This company was merged on Nov. 1 1911 into the Public Service Co. of

Northern Illinois, which see in our "Ry. and Industrial" Section.

### SYRACUSE, N. Y.

54,000 owned by Empire United.

EARNINGS.—Of merged companies for year ending June 50 1914, gross, 51,451,220; net, 5528,081; int. & taxes, 5544,986; balance, def., 516,906.

ROAD—Operates from Rochester to Syracuse and thence to Oswego. Oswego city lines and from Auburn to Port Byron; total miles of track (incl. 5,42 miles under trackage rights), 245,74. Standard gauge; 53 to 110-lib, sirder and T rall. Has contract for power with Niagara Lockport & Ontario Pow. Co.

OFFICERS.—Pres., C. D. Beebe; V.-Ps., Jl. 8. Holden and W. O. Morgan; Sec., H. C. Beatty; Treas., W. A. Holden; Asst. Treas., W. W. Foster; Gen. Mgr., Ernest Gonzenbach.—V. 96, p. 284, 359, 553, 1021; V. 97, p. 1663, 1732; V. 99, p. 119, 1130; V. 100, p. 900.

SYRACUSE & SOUTH BAY ELECTRIC RR.

ORGANIZATION.—Incorporated in New York March 11 1907 as successor of the Syracuse & South Bay Ry., sold at forcelosure on Feb. 21 1907.
V. 84, p. 627. All private right of way. Power is purchased from Niagara.
Lockport & Ontario Power Co. Company through stock ownership of Oneida Lake Terminal Co. owns 300 acres of lake frontage on Oneida Lake, Operates steamship line on Oneida Lake, also a pleasure park on French-STOCK AND BONDS— Date

BUFFALO LOCKPORT & ROCHESTER RY .-

Syracuse; Asst. Treas., W. W. Foster, Syracuse; Gen. Mgr., J. P. Barnes, Rochester, N. Y.—V. 89, p. 347; V. 91, p. 1710; V. 92, p. 321.

AUBURN & SYRACUSE ELECTRIC RR.—A trolley road.

ORGANIZATION.—Organized Sept. 30 1902 as a consolidation of the Auburn City Ry, and Auburn Interurban Elec. RR. Franchizes perpetual. In Feb. 1915 the P. S. Comm. authorized an issue of \$150,0001 is months 6% notes to be sold at not less than 99\( \frac{1}{2}, \) the proceeds to apply toward payment of floating debt and part of the 3-year notes due Feb. 1 1915, the rest of these notes being retired by the issue of \$250,000 one-year notes due Feb. 1 1916. Also auth. \$42,400 6% equip, trust certificates for the purchase of 12 new passenger cars. V. 100, p. 555.

Strike.—The company's lines were completely tied up from April 8 to Apr. 12 1915 through a strike caused by rivalry between two different unions. STOCK AND BONDS.

Data. Interest. Outstanding. Maturity. Common \$1,250,000 (\$100).

Pri 6% n cum \$750,000(\$100).

Pri 6% n cum \$

SYRACUSE & SUBURBAN RR.—A trolley road.
In Feb. 1909 a syndicate headed by Mr. John J. Stanley of Cleveland, O., purchased the stock of the Syracuse & Suburban. V. 38, p. 507.

ORGANIZATION.—Chartered June 29 1895. Franchises are perpetual.
STOCK AND BONDS.— Date. Interest. Outstanding. Maturity.
Stock (\$400.000 (\$100).——\$1897. 5 g F A \$400.000 In '14, 15 % First mitg \$400.000 (\$500 and) 1897. 5 g F A \$400.000 Aug 2 1927 \$1,000 gold.——\$110.000 May 1 1953 and \$1,000 gold.——\$110.000 May 1 1953 and \$1,000 gold.—\$110.000 May 1 1953 and \$1,000 gold.—\$111 finelity Trust Co., Phila., trustee. Bonds.—Of the 1903 cons. mtg., \$400.000 are reserved for prior liens.
EARNINGS.—For year ending Dec. 31 1914, gross, \$135,470; net, after taxes, \$43,232; charges, \$35,347; divs., \$7,000; surplus, \$1,373.

ROAD.—Operates 18,52 miles of track from Syracuse to Edwards Falls, with branch from Orville to Jamesville. Standard gauge; rails, 60 and 90 lbs.; 21 passenger and 5 other cars.

OFFICIERS.—Pres. & Gen. Mgr., Edward F. Peck; V.-Ps., C. Loomis Allen and W. P. Gannon; Treas., Alan O. Fobes; Sec., Willis H. Michell; Aud., L. Lippitt.—V. 81, p. 1609.

Aud., L. Lippitt.—V. 81, p. 1609.

TAMPA, FLORIDA.

TAMPA ELECTRIC CO.—Trolley.

ORGANIZATION.—Incorporated in Florida on Oct. 31 1899. Does a street railway and electric lighting and power business in Tampa and operates an electric railway between Tampa and Port Tampa. Franchise is for 909 years from 1899. \$205,000 stock is held by the Public Service Investment Co. In April 1913 purchased the Tampa & Sulphur Springs Traction at foreclosure sale.

Stockholders voted Jan. 8 1912 to increase stock from \$1,700,000 to \$1,870,000. V. 93, p. 1601. In Jan. 1914 was again increased to \$2,618,-000 and in Feb. 1913 made a further increase to \$2,244,000. V. 98, p. 156. Stock was further increased to \$2,614,500.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock, \$2,518,000 (\$100) (\$100

be canceled: \$53,500 have been canceled.

Distidents.—5% semi-annually for several years up to Nov. 1907, when a div. of 2% was paid. In 1908, 7%: In 1909, 7%: In 1910, 8%; In 1911, 1912, 1913 and 1914, 10%; In 1915, Feb. 24%; May, 24%; REPORT.—For 12 mos, ending Dec. 31 1914, gross, \$981,000; net, after taxes, \$460,922; Int., \$45,470; sinking fund, \$9,018; dividends (10%), \$252,450; surplus, \$153,085.

ROAD.—Operates 51.53 miles of equivalent single track. Standard gauge. 90 cars. Owns 2 amusement parks.

OFFICERS.—Pres. Geo. J. Baldwin; V.-Ps., P. O. Knight, Guy L. Weymouth and Harry H. Hunt; Treas., Henry B. Sawyer; Sec., Alvah K. Todd; Gen. Mgr., Stone & Webster Mgt. Assn.—V. 87, p. 347, 546; V. 90, p. 1045; V. 92, p. 323, V. 93, p. 408, 1102, 1601; V. 96, p. 554; V. 97, p. 1824; V. 98, p. 156; V. 100, p. 1438.

Bonds, —Bonds could formerly be called for payment on Jan. 1 1908 at 108 on four week's notice but by a supplemental mortgage dated Aug. 20 1901 right was rescinded.

EARNINGS.—For year ending June 30 1913, gross, \$50,799; net, \$2,079 other income, \$34; charges, \$11,612; deficit, \$9,499.

other income, \$34; charges, \$11,612; deficit, \$9,499.

ROAD.—Owns 17.623 miles of track, 90-ib, girder and 56 and 80-ib, T rail. 14 passenger cars.

OFFICERS.—Pres., John A. Arnold; Treas., Geo. H. Newhall; Sec., Jas. W. Burke; Gen. Mgr., A. O. Raiph, V. 79, p. 2746; V. 38, p. 453, 884 1622; V. 97, p. 1505; V. 98, p. 1994.

### TEMPLE, TEXAS.

### THOMPSONVILLE, CONNECTICUT.

HARTFORD & SPRINGFIELD STREET RY .- A trolley road.

None since up to May 15 1915.

EARNINGS.—For year ending June 30 1914, gross, \$223,703; net, \$67,138; int. a.d taxes, \$61,544; surplus, \$5,594.

ROAD.—Owns 16 miles of track from State Line to East Windsor Hill which was formally opened on Jan. 15 1903, and 7.857 miles (formerly Somers & Ennied Elec. Ry.) from Thompsonville to Somers. Also a line from Sufficied to a connection with the Hartford St. Ry., 934 miles, and a line from Warchouse Point to Broad Brook, 1444 miles. Has trackage rights in Hartford and Spriogheld, making total mileage operated, including sidings, 48.1 miles. Standard gauge, 56, 60 and 70-lb. Trail. 50 cars.

OFFICERS.—Pres. Nathan Anthony; V.-P. Thus. C. Perkins; Sec. & Supt. J. S. Goodwin; Treas., P. L. Saltonstall; Asst. Treas., Geo. S. West.—V. 90, p. 1259; V. 91, p. 1160; V. 92, p. 1178; V. 96, p. 1297; V. 100, p. 1168.

TOLEDO, OHIO.

TOLEDO BOWLING GREEN & SOUTHERN TRACTION.—A Brolley road.

TOLEDO BOWLING GREEN & SOUTHERN TRACTION.—A stolley road.

ORGANIZATION.—Incorp. in 1901 as a consolidation of the Findiay St. Ry., the Toledo Bowling Green & Fremont Ry. and the Hancock Light & Power Co. of Findiay, O. Formerly leased to the Toledo Urban & Interurban Ry., but rental due April 1 and July 1 1908 having been defaulted, lease was canceled.

The entire property of the Tol. Urban & Interurban Ry. was sold on Aug. 23 1909, under foreclosure, to the Toledo & Findiay Ry. Co., which property was afterwards purchased by Toledo Bowling Green & Southern Tract. Co., and the latter company assumed its bonded debt. V. 88, p. 1439; V. 80, D. 195, 412.

In Feb. 1915 was granted an extension of 25 years to its franchises in Findlay. The old franchises, it is understood, had 10 years more to run.

STOCK AND BONDS— Date. Interest Outstanding, Maturity Common, 51,500,000, mon cum — 51,25,000

Omnon, 51,500,000, gold 1901 5 g.M.N. 1,225,000 May 1 1921 (51,000, \$500).— ntf Int. at Central Tr. & Safe Dep. Co., Cin., Tr. Tol & Findlay mitge, \$500,-1910 5 J.J. \$50,000 Jan 1 1935 (51,000, gold — ntf Union Savings Bank & Tr. Co., Cin., Trustee, Interest at Metropolitan Trust Co., N. Y. Bonds,—Of the bonds of 1901, \$275,000 are reserved to retire Findlay St. 1st con mitge, 1899 5 g.J.D. 275,000 Cell., Trustee, Interest at Metropolitan Trust Co., N. Y. Bonds,—Of the bonds of 1901, \$275,000 are reserved to retire Findlay St. Ry. bonds. The Tol. & Findlay mitge, is a first mitge, on the property of the acquired Toledo Urban & Interurban Ry. Detelends.—On pref., 14 % quar, from Aug., 1910 to and incl.Aug., 1914. None since.

ROAD.—Comprises 71% miles from Toledo to Findlay and Perrysburg. 60-lb, and 72-lb, T and girder rails. Owns 50 passenger and 3 express cars. OFFICERS.—Pres., B. L. Kilgour, Cincinnati; V.-P., Chas. Kilgour, Findlay, O., Sec. & Treas., A. J. Becht, Cincinnati; Gen. Mgr., Chas. F. Smith, Findlay. Offices, Findlay, O.—V. 88, p. 507, 1439; V. 89, p. 105, 412,471, 529, 1543; V. 91, p. 165; V. 100, p. 310

TOLEDO FOSTORIA & FINDLAY RY.

ORGANIZATION.—Incorporated in 1900.

STOCK AND BONDS— Date. Interest. Outstanding. Maiurup.
Stock common (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maiurup.
Stock, pref. 5% cum (\$100).

Q.J. 800,000 See text.
First mortgage \$450,000 gold 1 900 5 g A-O 385,000 Oct 1 1920
(\$1,000).

Cinterest at Cleveland Trust Co., Cleve., Trus.,
Bonds may be called at any time. Sinking fund began July 1 1905
\$105,000 bonds have been retired.
Dietidends.—1 14% is being paid quarterly on preferred stock.
EARNINGS.—For calendar year 1914, gross, \$215,171; net, \$93,010.
ROAD.—Operates 50 miles between Toledo, Fostoria and Findiay
Portlons between Pemberville and Toledo put in operation in June 1905.
OFFICERS.—Pres., H. C. Greer, Morgantown, W. Vaz., V.-P., C. C.
Fernsell Jr., Canal Dover; See, & Treas., A. J. Krantz, Canal Dover;
Mgr., E. Smith, Fostoria.—V. 78, p. 704.

TOLEDO & INDIANA RAILROAD CO.—A trolley road.

ORGANIZATION.—Incorporated in Onto in Jan. 1211 and in June 29 1911 took over the Toledo & Indiana Traction Co. (V. 93, p. 230), assuming all of latter's liabilities, &c. The Toledo & Indiana Traction on Feb. 3 1910 was successor of the Toledo & Indiana Railway, sold under foreiosure on Jan. 18 1910. V. 90, p. 237, 448. Most of road is on private right of way. Franchises are perpetual except one for road crossings in Fulton County, expiring in 1935.

STOCK AND BONDS— Date. Interest. Outstanding, Maturity Stock Si,040,000. — 1911. Si,040,000. — 1912. STOCK AND BONDS— Date. Interest. Outstanding, Maturity Stock Si,040,000 gold (31,000). — 1911. at Columbia Tr. Co., N. Y., trustee, Bonds.—Tol. & Ind. Trac. 1st M. bonds are sub. to call at 102 ½ and Int. on any int. date. V. 92, p. 1244, 1375.

EARNINGS.—For cal. year 1914. gross, \$225,072; net. \$68,712.

BOAD.—Operates 55,91 miles of track (of which 47,54 are on private right of way) from Toledo westerly to Bryan. Enters Toledo over tracks of Toledo Rys. & Lt. Co. An extension to Montpelier is proposed.

OFFICERS.—Pres., D. D. Schenck; V.-P., S. D. Carr; Sec., C. F. Chapman Jc.; Treas., L. R. Schenck; Aud., C. B. Kleinhaus; Gen. Mgr. H. C. Warren, ali of Toledo.—V. 90, p. 448, 915, 978; V. 92, p. 1244, 1375; V. 93, p. 230, 287; V. 96, p. 1774.

### TRENTON, N. J.

NEW JERSEY & PENNSYLVANIA TRACTION CO.—A troiley road.
Controlled by the same interests as the Bucks County Interurban Ry.,
who also control the Trenton City Bridge Co.
ORGANIATION.—Incorporated in New Jersey on Nov. 14 1901 and
acquired the Trenton Lawrenceville & Princeton RR., the Trenton Lawrenceville & Princeton Extension RR. and the Princeton Street Ry.
On May 13 1913 the Trenton New Hope & Lambertville St. Ry., Yardley
Morrisville & Trenton St. Ry. and the Newtown & Yardley St. Ry., formerly owned, were taken over by the Bucks County Interurban Ry. See
that company under "Newtown, Pa."

Franchises are perpetual, except in Trenton, which is for 50 years from

\$70,912; not. \$23.924.

OFFICERS.—Pres., Sydney L. Wright, Phila.; V.-P. & Gen. Mgr. Gaylord Thompson, Trenton; Sec. & Treas., Walter T. Bilyeu, Phila.—V. 83, p. 213, 272; V. 88, p. 101; V. 94, p. 417, 631; V. 95, p. 176; V. 96, p. 1557.

### TROY, N. Y.

With 65 th. cell: running from Albia to Averdil Park.

Dieldends.—In 1910, Jan., 4%. In 1911, Jan., 4%; Dec., 4½%. In 1912, Dec. 3%. In 1913, 2%. In 1914, 7%.

EARNINGS.—For year ending June 30 1914, gross, \$35,988; net, \$16,682; other income, \$279; charges, taxes, &c., \$12,010; dividends, \$3,600; surplus, \$2,399.

OFFICERS.—Pres., L. F. Lorce, New York; V.-Ps., C. S. Sims, Albany, and . W. H. Williams, New York; Asst. to Pres., W. B. Schofield, New York; Asst. to V.-P., G. H. Parker, N. Y.; Sec. & Aud., W. H. Elder, Treas., H. F. Atherton, Albany; Comp., W. H. Davies, N. Y.; Gen. Aud., Allen McCarty; Acting Gen. Mgr., Jas. F. Hamilton, Albany.—V. 83, p. 437; V. 85, p. 100.

### TUSCALOOSA, ALA.

BIRMINGHAM-TUSCALOOSA RY, & UTILITIES SECURITIES CO.—Controlled by same interests as control Birm. Ensley & Bessemer RR: see under Birmingham.

CO.—Controlled by same interests as control Birm. Ensley & Bessemer RR.; see under Birmingham.

ORGANIZATION.—Incorp. in Va. Mar. 13 1913 as a holding company and owns entire stock of the Birm. Tusc. Ry. & Utilities Co. The latter company was incorp. in Feb. 1913 in Ala. with \$3,500,000 stock, as successor to the Birm. & Gulf Ry. & Navigation Co., sold at foreclosure Dec. 30 1912. The railroad franchise is perpetual and the gas and electric franchises are of 30 years duration.

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

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

Stock, \$3,500,000 (\$100).

\$240,000

\$1,000 (\$100, \$500 & \$1,000] Girard Trust Co., Phila., Trustee.

\$3,500,000 (\$500 & \$1,000] Girard Trust Co., Phila., Trustee.

Bonds.—All of the bonds are pledged as collateral for the notes. The bonds are red. on and after Nov. 1 1916 at 105 and int. Notes are subj. to call at 101 and int. V. 97, p. 363.

ROAD.—Operates about 14 miles from Tuscaloosa to Holt. Extension to Birmingham is under construction.

OFFICERS.—Pres., F. E. Calkins, N. Y.; V.-P., R. M. Brown, Norfolk; Sec. & Treas., Henry Cross, Phila.—V. 97, p. 363; V. 98, p. 452.

### VICKSBURG, MISS.

### VICKSBURG LIGHT & TRACTION CO.

VICKSBURG LIGHT & TRACTION CO.

ORGANIZATION.—Incorp. in Miss. on July 1 1912, taking over the Vicksburg Trac. Co., Vicksburg Lt. & Pow. Co., Vicksburg & Yazoo Trac. Co. and Electric Power Co. Operates the entire street raliway and electric-lighting business in Vicksburg and suburbs. Franchies in Vicksburg run to (a) street raliway, 1943; (b) lighting, 1946. For raliway outside the city, has grant from United States Government.

STOCK AND BONDS.—Date. Interest. Outstanding. Maturity. Stock \$1,000,000 [\$100] — Date. Interest. Outstanding. Maturity. Stock \$1,000,000 [\$100] — Date. Interest. Outstanding. Maturity. Stock \$1,000,000 [\$100] — \$1,500,000 July 1 1932 [\$5.50] and \$1,000] — Cit fint. at Cent. Trust Co. of Ill., Chic., trustee. Debenture bonds \$400,000 [1912 6 J-J 250,000 July 1 1922 gold (\$1,000) — Cit fint. at Cent. Trust Co. of Ill., Chic., Trustee. Journal of the Control of the Contr

ROAD.—Operates about 10 miles in city of Vincennes. 56, 70-lb, T rall. Standard gauge. Various extensions have been proposed. OPFICERS.—Pres. S. A. Culbertson; V.-P. and Mgr., S. S. Bush; Sec., M. T. Caidwell.—V. 88, p. 1004.

### VISALIA, CAL.

VISALIA ELECTRIC RV.
Is controlled by Southern Pacific Co.
ROAD.—Operates 23.69 miles of standard-gauge track connecting
Visalia, Exeter and Lemon Grove, and country adjacent thereto.

WARREN, MASS.

WARREN BROOKFIELD & SPENCER STREET RY.

The property was sold at auction on Apr. 8 1915 to Frank L. Palmer,
Saco, Me., representing the bondholders, for 5160,090, this being the only
bld received. A new company will, it is stated, be formed to take over the
property.

property.

Operates 20 miles of track between Warren, West Warren, Brookfield,
West Brookfield, North Brookfield and Spencer. 17 pass. cars. Earnings
for year ending June 30 1914, gross, \$48,756.—V. 94, p. 1818, 1509; V. 28,
p. 1462, 1847; V. 39, p. 200, 408; V. 100, p. 557, 735.

### WARREN, PA.

3%.
KARNINGS.—For 12 months ending June 30 1914, gross, \$117,060; not, \$49,181; int., taxes, &c., \$37,929; dividends, \$18,000; deficit, \$e,748.
ROAD.—Operates 21½ miles of track from Warren, Pa., to Jamestown, N. Y. Enters Warren over tracks of Warren Street Ry. Does an express business. Standard gauge. 70-lb, rails. 6 cars.
OFFICERS.—Pres. and Gen. Mgr., David H. Siggins; V. P., Homer M. Prestion; Sec., Treas. & Supt., S. Q. Smith, all of Warren,—V. 85, p. 1520; V. 86, p. 482.

### WARSAW, IND.

WARSAW, IND.

WINONA INTERURBAN RY.—A trolley road.
ORGANIZATION.—Entire common stock is held by directors. Franchises are for 50 years. Leases the Winona & Warsaw Ry. (\$10,000 stock and \$44,000 bonds), operating 4 ½ miles of track, for 69 years from Jan. 1'10
STOCK AND HONDS—Date. Interest. Outstanding. Maturity.
Common. \$500,000 (\$100).
See text.
Pref. \$500,000 \$76 cum.
\$150,000
Goshen Div 1st mige \$750.1 1905 \$5 g.J. \$750,000 July 1 1925
000 good (\$500 and \$1,000) Int. at First Trust & Sav Bank, Chic. Trus,
Peru Division first mortgage, 1996 A-O. 1,593,700 Oct 1936
\$2,000,000, gold.
Julion Trust Co., Indianapolis, Ind., Trustee,
Bonds.—Goshen Division bonds are a lien only on the section of road between Warsaw and Goshen. Are subject to call at 105 and int. on any int.
date. Peru Division bonds are a lien only on section of road between Warsaw and Goshen. Are subject to call at 105 and int. on any int.
EARNINGS.—For fiscal year ending June 30 1914, gross, \$230,628;
net. \$61,805.
ROAD.—Operates 70 miles between Goshen and Peru. Leases 4¼ miles
of track batween Warsaw and Winona Lako.
OFFICERS.—Pres., Wm. D. Frazee, Warsaw; V.-P., J. F. Beyer; Sec.
& Treas., H. C. Anderson, Pittsburgh, Pa.: Asst. Sec. & Treas., J. C.
Schade, Warsaw; Supt., C. F. Franklin, Warsaw.—V. 87, p. 1359.

### WASHINGTON, D. C.

WASHINGTON R ALLWAY & ELECTRIC.
Washington Utilities Co. (see below) owns \$2,785,300 common stock.
ORGANIZATION.—Incorporated as the Washington & Great Falls Electric Ry. Co. July 29 1892 by special Act of Congress; name changed to Wash byton Ry. & Electric Feb. 1 1902. On Feb. 4 1902 purchased the assets of the Washington Traction & Electric Co. sold at foreclosure Nov. 24 1901, and reorganized according to plan in 1.73. p. 554, and acquired the Columbia Ry. and the Metropolitan RR. by deed in fee, subject to their mortgage debt. The last two roads constituted 57.71 miles of track. During 1912 merged with the Anacostia & Potomac River RR. (25.33 miles) and the Brightwood Ry. (12.45 miles), both of whose stocks had previously been owned. In 1912 also transferred to the Potomac Elec. Pow. Co. the company's interest in the Great Falls Power Co. Company furnishes power to the Wash. Balt. & Annap. Elec. Ry. and to the Washington-Virginia Ry. Franchise perpetual.

In May 1915 the Potomac Electric Power Co. authorized the Issue of 379.300 general Improvement bonds. V. 100. p. 1597.

Future Financing.—The company having practically reached the limits of its borrowing powers under existing mortgages, it is considering plans for permanent financing into the distant fiture, but up to latest dates no conclusion had been reached.

In April 1915 the P. U. Comm. auth. the issuance of \$556,500 6 % 10-year debenture bonds for improvements. Up to May 15 1915 these had not yet bren issued. The Commission states that certain information which it will consider in the application to issue \$487,000 additional bonds will not be available before the completion of the valuation of the property.

Municipal Ownership.—The so-called "Crosser Bill." authorizing the District Commissioners to acquire by condemnation the street railways of the District and vicinity, was reported to the House, but was nover considered by that body and died with the expiration of the street railways of the District and vicinity, was reported to the House, but w

Stock and Bonds.—The preferred stock became cumulative on June 1 1904; The remainder of the consol. bonds (\$5.857,650) are reserved for the retirement of underlying Hens. Entire Issue is subject to call upon 3 months notice on any interest date at 105 & interest.

A portion of the property covered by the Met. RR. 1st mtgc. may be sold and proceeds applied to a sinking fund for the retirement of the bonds at not exceeding 110 and int. Bonds cannot be drawn. Of the Anac. & Potom. Riv. bonds., \$462,000 are guar., p. & I., by Washington Ry. & Elec. V. 87, p. 36. \$21,000 have been canceled.

Dividends.—On pref. at rate of 5% per ann. since Dec., 11904 to and Incl. June 1915. On com., 1st div., 1%, was paid Dec., 1 1909; in 1910, 2%; in 1911, 2%; in 1912, 4%; in 1913, March, 1%; June, 154%. Sept., 145%.

Potomac Electric Power Company.

Potomac Electric Power Company.

BONDS—

Potomac Electric Power Company.

BONDS—

First mortgage (see text) gold 1994 5 g J-D 31,700,000 June 1 1929 (51,000) -Ctf Int. at Comm. Tr. Co., Jersey City, Trustee.

Cons. mtgc., \$7,000,000, gold 1906 5 g J-J 5,300,000 July 1 1936 (\$1,000) gu p & 1 by Wash.

Ry & Elec Co. \_\_\_\_\_\_.tf! Trustee.

Bonds.—The first mtge. bonds are red. any int. date at 110 & int. Authissue was originally \$4,000,000, but was subsequently reduced to \$1,700,000 of the \$7,000,000 new consols, \$1,700,000 are reserved for prior liens They are guar., prin. and int., by Washington Ry, & Eec. Co. A sinking fund of 2% per annum of bonds outstanding began Jan. 1 1908. See V.

ROAD—The Washington Ry. & Elec. Co. controls the principal street railroads in the District of Columbia and also the Potomac Elec. Power Co., which alone is operating, or authorized to operate, in the national capital, and which controls the Great Falls Power Co. with undeveloped water power on Potomac River. The railroad companies have 163,73 m. of track (all under electric traction), while the electric-light company has 227,04 miles of subways with about 857 miles of ducts, being added to each day, besides many miles of overhead wires. Owns about 711 passenger cars. The following shows the total outstanding stock of the companies controlled and the amount of the total shares acquired in each instance by the Washington Ry. & Elec. Co. up to Dec. 31 1914.

\*\*Capital Amount Am'l no

Name of Company— Mileage. Georgetown & Tensilytown RR. 8.71	Stock. \$200,000	Amount Owned. \$161,600	Am'i no Owned. \$38,400
Washington Woodside & Forest Glen Raliway & Power. 2.94 Washington & Rockville Ry. 11.49 City & Suburban Raliway. 41.48 Washington & Glen Echo RR.	25,000 250,000 1,750,000 200,000	25,000 250,000 1,673,600 197,150	None None 76,400 2,850
Total railroads04.62	\$2,425,000	\$2,307,350	\$117,650
Potomac Electric Power	\$6,000,000	\$8,000,000	Non*
Total all companies	\$8,425,000	\$8,307,350	\$117,650

EARNINGS.—On all properties for calendar years. Report for 1914 in

Gross earnings \$5,048,435 Operating expenses *2,587,463	1913. \$4,943,315 2,414,910	1912. \$4,648,328 2,287,820	1911. \$4,336,519 2,190,611
Net earnings52,460,972 Other income33,891	\$2,528,405 10,222	\$2,360,508 13,233	
Total Income	\$2,538,627 \$1,381,977 425,000 634)422,500	\$2,373,741 \$1,348,011 425,000 (4%)260,000	

Surplus 5161,473 \$309,150 \$340,730 \$295,908

Passengers carried during 1914, 86,018,313, of which 20,200,541 were free transfers.

\* Includes depreciation of equipment for 6 mos. ending Dec. 31 1914, in accordance with Inter-State Commerce Commission classification of accounts, effective July 1 1914.

OFFICERS.—Pres., Clarence P. King; V.-P. and Compt., W. F. Ham Treas., C. E. Brown; Sec., S. R. Bowen. General offices, 14th and East Capitol Sts., Washington.—V. 94, p. 280, 413, 913, 1050; V. 95, p. 237, 481, 819, 1209; V. 96, p. 948, 1351; V. 98, p. 528, 764, 1074, 1241, 1768, 1847, 1995; V. 99, p. 344, 469; V. 100, p. 231, 400, 544, 1251, 1350.

(1) City & Suburban Railway—Underground electric and overhead trolley. Bonds, first mig. 5% gold, \$1,750,000. Denomination \$1,000, coupon. Date, Aug. 1 1893; Interest payable February and August at Bailtimore Trust & Guarantica Co., Trustee. Matuntty Aug. 1 1944. The bonds have a.s. f. of \$25,000 yearly from any surplus remaining after payment of 6% on the stock, but the bonds cannot be called. Receiver ship—In Oct. 1901 receiver was appointed. On Feb. 1 1902 interest defaulted, but was paid later in the month by the trustee. V. 74, 9.428. Receiver was discharged on Sept. 22 1905. On Oct. 19 1910 acquired the Wash, Berwyn & Laurel Eleo, Ry. (9 miles) from the Wash, Balt, & Annap, Eleo, RR. V. 91, p. 947.

### BALTIMORE & OCEAN CITY RY .- A trolley road.

ORGANIZATION.—Incorp. in Maryland in 1915 as successor to Balt. & Wash. Transit Co. of Maryland, sold under foreclosure. The road is being rebuilt and extended and is now being operated from 14th and Kennedy Sta., N. W. (Wash., D. C.), to Tacoma Park, Md., about 3 ½ miles.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,000,000 (\$100).

1st mige \$1,000,000 gold 1013 5 semi-ann 75,000 11943 (\$1,000) red at 105 & int.e (Int. at Fidelity Tr. Co., Balt., Md., Trustee. Bonds.—Of the \$75,000 outstanding bonds, \$20,000 was used to take up receivers' certificates and remainder for impts. and extension.

ROAD.—Operates about 31½ miles of track from 14th & Kennedy Sts., N. W., to District line at Tacoma Park, Md. Proposed extension of 1½ miles through Takoma. 60 & 100-10, Traili girder rail on new extension. Transfers passengers at 14th and Kennedy Sts. to Capital Trac. Co. One fare any place in Dist, of Col. 4 cars of the Cap. Trac. type. OFFICERS.—Pres., Clins. Seiden Jr., Wash., D. C.; V.-P., H. W. Williams, Balt., Md.; Sec., Paul Sieman, Wash.; Supt., F. F. Schumacher.

### CAPITAL TRACTION .- An underground trolley road.

CAPITAL TRACTION—In the fall of 1895 absorbed the Washington & Georgetown and Rock Creek companies. See V. 61, p. 283, 323, 588.

Operating Agreement.—On Dec. 31 1914 entered into an agreement with the Washington & Maryland Ry, for through service, with a division of fares based in part on the relative service rendered.

On Feb. 18 1914 the P. U. Comm. authorized the issue of the remaining \$360,500 bonds, of which \$44,000 have been sold.

\*STOCK AND HONDS— Date. Interest, Outstanding, Maturity. Stock, \$12,000,000 (\$100) ... Q-J \$12,000,000 Apr. '15, 14' New first mortgage, \$6,000. 1007 S. g.J.D 5,683,500 June 1 1047 000. gold, (\$500) ... c) Int. at Union Tr. Co. of the D. of C., Wash, Trus

Bonds.—Are not subject to call. Part of the bonds issued were used to redeem the \$1,080,000 outstanding 4% bonds of the 1900 issue. Dividends—In 1893, July 1, 75 cents; Oct. 1, 75 cents; In 1892, 4 dividends of 75 cents each; In 1900, 3 %; In 1901, 4%; In 1902, Jan., 1%; April, 1%; July, 1%, and on Aug. 20 an extra dividend of 34 per share was paid from proceeds of sale of old power house; Oct., 1%; In 1903, 54%; In 1904, 5%; In 1903, 54%; 1906-1913, Incl., 6% ann. In 1914 Jan., 1 & 5, April, 1%; July, 11%; In Oct. rate was reduced and 1% was paid. In 1915, Jan., 14%; April, 15%.

ROAD.—Underground trolley, single track (incl. 2.112 miles operated under trakcage agreement), 47.055 miles; overhead trolley; 10.924 miles; single track. Total length of road (incl. 7.407 miles sidings and turnouts), 65.386 miles of single track. Operates 318 closed motor cars, 124 open motor cars, 95 closed trailers, 105 open trailers, 9 snow sweepers, 5 sand cars, 48 miscellaneous; total, 705 cars, 80 to 104-lb, rail.

REPORT.—For calendar years (see V. 100, p. 550):

Calendar Gross Net Other Int. and Balance,
Year Earnings. Earnings. Income. Tayes. Dieldends. Surphis.
1914 ... \$2, 255, 992 \$1,105,800 \$17,146 \$425,818 (514)8680,000 \$37,127
1913 ... 2,310,166 1,130,897 12,286 420,179 (6%) 720,000 3,004 In 1914 52,227,070 revenue and 17,452,370 transfer passengers were carried, against 53,425,152 and 18,185,307, respectively, in 1913.

OFFICERS.—Pres., Geo. R. Hamilton; V.-P., H. Hurt; 2d V.-P. and Gen. Mgr., D. S. Carll; Sec., H. D. Crampton; Treas., R. D. Simms; Chief Engineer, J. H. Hanna.—V. 88, p. 559, 918; V. 90, p. 166, 621; V. 92, p. 394, 456; V. 94, p. 278, 346; V. 96, p. 154, 417; V. 98, p. 385, 787; V. 99, p. 815; V. 100, p. 396, 550.

WASHINGTON UTILITIES CO.—A holding company.

ORGANIZATION.—Incorp. in Virginia (as Maryland-Virginia Ry.)
Nov. 29 1911, amended Feb. 28 1912 and Nov. 7 1912, when the name was
changed to the above. On Nov. 26 1912 merged with Washington-Virginia
Ry., but the latter company (see statement below) was obliged to resome a
separate existence, owing to refusal of the subsequently created Utilities
Comm. of the Dist. of Columbia to allow the merged corporation to issue
securities provided for in the merger agreement. Owns \$2,785,300 com.
stock of the Wash. Ry. & Elec. Co., 150 shares of Braddock Lt. & Pow. Co.
Stock (valued at \$2,000), \$300,000 (of \$300,350) of Washington & Great,
Palls Ry. & Pow. Co. stock, and \$575,00 com. and \$282,000 pref. stock of
the Washington-Virginia Ry. Co.

EARNINGS.—For calendar year 1913, gross, \$253,152; net. after deducting interest, &c., \$132,473; dividends, \$107,160; bal., sur., \$25,312.

OFFICERS.—Pres. Norman Grey; Sec. & Treas., W. W. Spaid.—
V. 98, p. 691, 1539; V. 190, p. 1350.

WASHINGTON-VIRGINIA RY, CO.—Underground trolley in Washington, overhead outside.
Washington Utilities Co. owns \$575,100 of the common stock and \$282,000 of the preferred.

\$282,000 of the preferred.

ORGANIZATION.—Incorp. in Va. Oct. 15 1913 to take the place of former company of the same name which was incorp. in Virginia on June 22 1910. The old co. on Oct. 20 1910 merged into the Washington Alexandria & Mt. Vernon Ry. (stock \$1,500,000) and Washington Arlington & Falls Ohurch Ry. (stock \$500,000). Has private right-of-way, franchises in cities perpetual.

The old comp'y was merged on Nov. 29 into the Wash. Utilities Co. but was subsequently obliged to resume separate existence. See Wash. Utilities Co. above and V. 98, p. 691.

EARNINGS.—For 12 mos. end. June 30 1913, gross, \$540,950; net \$297,114; bond int. & taxes, \$200,565; surplus, \$96,546.

ROAD.—Operates from Washington, D. C., to Alexandria, Mt. Vernon, Arlington, Ft. Meyer, Rosslyn, Clarendon, Vienna and Fairfax. Total track, 63.34 miles. Standard gauge. 79 cars (of which 59 are passenger).

OFFICERS.—Pres., F. H. Treat, Wayne, Pa.; Sec., Gardner L. Boothe, Wash.; Treas., J. C. Freeland; Gen. Mgr., R. W. King.—V. 98, p. 591, V. 99, p. 1301; V. 100, p. 1439.

WASHINGTON BALTIMORE & ANNAPOLIS ELECTRIC RR.—A single-phase electric road.

single-phase electric road,

ORGANIZATION.—Incorp. in Maryland on June 5 1305 as Baltimore Terminal Co. On March 31 1911 amended its charter, changed its name to Wash. Balt. & Amnapolis Electric RR. and took over the Wash. Balt. & Annapolis Electric RR. and took over the Wash. Balt. & Annapolis Electric RR. and took over the Wash. Balt. & Annapolis Electric RR. and took over the Wash. Balt. & The June 1912 entered into a 10-year contract with the American Express Co., giving it the right to operate an express service over the company's line.

The Annapolis Public Utilities Co., was incorp. in May 1912 as a subs. co. and took over the Annapolis Gas & Elec. Co., which had outstanding \$100,000 stock and \$250,000 bonds. V. 96, p. 555. The Annapolis Public Utilities Co. has \$300,000 auth. com. stock., \$172,700 issued.

The common stock was deposited until Apr. 1 1914 with a management committee consisting of Geo. T. Bishop, Geo. R. Sheldon and Frank H. Ginn. V. 93, p. 231. This committee requested stockholders to extend the agreement to Apr. 1 1916, stating that such extension would be for their best interests. V. 98, p. 840.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity.

STOCK AND BONDS— Date, Interest, Outstanding, Maturity, Common, \$3,000,000 (\$50)\* - \$3,000,000 (\$50) \$5,000,000 (\$50) \$5,000,000 (\$50) \$6.50 non-0 \$6.00 \$1,455,550 Mch 15,135 (\$1,000) - \$0.000 [1911 5 M-S 25,191,000 Mch 1 941 (\$1,000) - \$0.000 [1911 5 M-S 25,191,000 Mch 1 941 (\$1,000) - \$0.000 [1911 5 M-S 25,191,000 Mch 1 941 (\$1,000) - \$0.000 [1911 5 M-S 25,191,000 Mch 1 941 [1911 5 M-S 25,191] [1911 5 M-S 25,191 [1911 5 M-S 25,191] [1911 5 M-S 25,191 [1911 5 M-S 25,191] [1911 5 M-S 25,191

Slock and Honds.—pref stock is red. at 110. Bonds are subject to call at 103 on any interest date.

Dividends —On pref., initial div.—13%—paid Oct. 1912; Dec., 41%, making 6% for the year. Has paid 11% of quar, since to and incl. Mar.1915

EARNINGS.—For calendar year 1914, gross, \$816,930; net, \$367,313; other income. \$27,996; int., taxes, &c., \$293,581; surplus, \$101,728. In 1913, gross, \$831,940; net, \$408,314; other income, \$10,896; int., taxes, &c., \$280,590; surplus, \$12,030. Revenue passengers carried in 1914, 1,794,672, against 1,781,089 in 1913.

1,794,672, against 1,781,089 in 1913.

ROAD.—Operates 112,546 miles of track between Baltimore, Washington and Annapolis, of which 13,94 miles are operated under contract. Enters Washington over tracks of Wash, Ry. & Elec. Co. 80-lb, T ralls, Standard gauge Automatic block system in single track between Annapolis Jct. and Annapolis. 81 cars. Power is purchased from Potomae Electric Power Co. of Washington.

OFFICERS.—Pres., Geo. T. Bishop; Cleve.; V.-P., F. H. Ginn, Cleve., Sec., Geo. W. Williams, Balt.; Trens., Geo. A. Craig, Balt., O.; Gen. Mgr., J. J. Doyle, Balt.—V. 92, p. 957, 1375; V. 93, p. 231, 287, 409; V. 94, p. 561, 1051; V. 95, p. 751, 819, 1747; V. 96, p. 287, 555, 1222; V. 98, p. 454, 840, 1246, 1389; V. 100, p. 557, 1342.

GREAT FALLS & OLD DOMINION RR. CO.
ORGANIZATION.—Incorporated in Virginia in 1900. Stock authorized, \$2,000,000; outstanding, \$1,000,000 (\$50). Road 14.19 miles from Washington, D. C., to Great Falls, Va. Total track, 28.34 miles. Standard gauge; 70 and 80 lb. rails. Pres., John R. McLeau; V.-P., R. H. Goldsborough; Sec. and Treas., Wm. B. Orme.

WASHINGTON & OLD DOMINION RY.
This company has leased for 50 years from June 1912 the Bluemont branch of the Southern Ry., extending from Alexandria to Bluemont, Va., about 54 miles. The road is to be electrified as part of its system. In spring of 1912 it was reported application had been made to issue \$2,-500,000 30-yr. bonds. OFFICERS.—Pres., F. C. Wright; V.-Ps., E. B. MoLean and C. H. Livingstone; Sec., A. K. Stratton; Treas., George How ard; Gen. Mgr., W. B. Emmert. Office, Washington, D. C.—V. 95, p. 482.

WATERLOO, IOWA.

WATERLOO CEDAR FALLS & NORTHERN RY,—Trolley.

ORGANIZATION.—Incorporated in Iowa in 1895 as Waterloo & Cedar Falls Rap. Transit; name changed to above in 1904 by amending articles of incorporation. Line opened between Waterloo and Cedar Rapids, Sept. 13 1914. Councets at Cedar Rapids, Ia., with the Chic. N. W. Ry, and Chic. Mil. & St. Paul Ry. Franchise perpetual.

ROAD.—Operates 130 miles of track, main line (of which 101 miles on private right of way and 22.44 miles under franchise) and 2.03 miles of skidings. 60, 75 and 85-1b. T rails. Steam equipment, 4 locomotives and 300 cars. Electric equipment, 14 locomotives, 69 cars and necessary work-cars, snow plows, sweepers, &c.

EARNINGS.—For 12 months ending Mar. 31 1915, gross, \$622,048; net, after taxes, \$313,616.

ner, after taxes, \$513,010.

OFFICERS.—Pres. L. S. Cass; V.-P., J. F. Cass; Treas, and Auditor, W. H. Burk; Seo., F. E. Farwell; Gen. Man., C. D. Cass.—V. 87, p. 1665; V. 90, p. 700, 850, 918; V. 93, p. 528, 591, 873.

### WATERVILLE, MAINE.

### WATERVILLE FAIRFIELD & OAKLAND RY.

ORGANIZATION,—Incorp. in Maine in 1902 as the Waterville & Oakland St. Ry., but in 1911 increased its stock from \$100,000 to \$500,000 (\$100) and changed name to present title. V. 93, p. 1602. The \$400,000 additional stock was turned over to the Central Maine Pow. Co. to pay that company for having retired outstanding-bonds of the Waterville & Oakland St. Ry. and for procuring the conveyance of the street railway property formerly belonging to the Waterville & Fairfield Ry. & L. Co. The Central Maine Power Co. assumes and agrees to pay all liens, claims and incumbrances of every kind attaching to the property formerly owned by the Waterville & Fairfield Ry. & Light Co., so that the Waterville Fairfield & Oakland Ry. now owns both railroads, which connect at Waterville V. 93, p. 1790. Waterv. Fairfield & Oakland Ry. has no bonds.

ROAD — Extends from Fairfield through Waterville to Oakland, 10.95 miles. Standard gauge. 58 to 90-lb. T and girder rail. 23 pass. and 5 work cars, 2 snow-plows.

OFFICERS.—Pres., Harvey D. Eaton; Sec., Geo. D. Hegarty; Treas. Walter S. Wyman; Gen. Mgr., Ralph J. Patterson.—V, 93, p. 1602, 1790

### WAYNESBORO, PA.

CHAMBERSBURG GREENCASTLE & WAYNESBORO STREET RV.—
A trolley road.

ORGANIZATION.—Incorporated in Pennsylvania on June 17 1901; also owns a turnpike road, 43 miles, capital, \$100,000, and an electric-light plant, capital, \$30,000.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Common \$300,000

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Common \$300,000

Preferred \$300,000,000

STOCK AND BONDS—

ST

### WEBB CITY, MO.

WEBB CITY, MO.

SOUTHWEST MISSOURI RAILROAD CO
ORGANIZATION.—Organized under the general railroad laws of Missouri, and on Sept. 1 1906 acquired the Southwest Missouri Electric Ry.
and the Webb City Northern Electric RR.
STOCK AND BONDS—
Date. Interest. Outstanding. Maturity.
Stock \$5,000,000 gold (\$1.1 of National Bank of Commerce, N. Y.
Webb City Northern interest. 200,000 Sept. 1 1931
Webb City Northern interest. 200,000 Sept. 1 1931
Southwest Missouri Electric 1903 5 g.M-S. 200,000 Sept. 1923
Sylvanori Electric 1903 5 g.M-S. 200,000 Sept. 1 1923
Ry refunding and extensions and mige. \$1,500,000. Sept. 1 1923
Ry refunding and extensions of the stock of Commerce, N. Y.
Bonds.—Of the \$5,000,000 ew bonds, \$1,350,000 are reserved for prior ilens and \$2,750,000 for improvements and extensions.
£ARNINGS.—For year ending Aug. 31, 1914, gross, \$548,850; net. after taxes, \$231,874; interest, \$111,947; renewals and betterments, \$8,007; dividends, \$140,000; deficit, \$28,060.

BOAD.—Operates 77 miles of track connecting Carthage, Carterville, Webb City, Prosperity, Porto Rico, Duenweg-Oronogo, Neck City, Purcell, Alba, Jophin, Vilia Heights and Chitwood, all in Missouri, and Galena in Kansay.

OFFICERS.—Pres. and Treas., A. H. Rogers, Joplin, Mo.; V.-P., E. Z. allower, Harrisburg, Pa.; Sec., Geo. W. Relly.—V. 77, p. 38; V. 80, p. 172; V. 93, p. 752.

### WEST CHESTER, PA.

### THE WEST CHESTER STREET RAILWAY CO.

OFFICIERS.—Pres., Louis Dalmas; Sec. and Treas., C. P. Paucett Chief Eng., St. G. H. Cooke; Witherspoon Bidg., Phila.—V. 87, p. 40; V. 88, p. 102.

### WILMINGTON, DEL.

### WILMINGTON, N. C.

### TIDEWATER POWER CO.

V. 93, p. 1790; V. 96, p. 731, 1158.

(1) Consolidated Railways, Light & Power Co.

Lease.—On Oct. 17 1907 was leased to Tidewater Power Co. for 99 years

Rental is int. on bonds and 5 % on outstanding common and preferred stock

ORGANIZATION.—Incorporated in North Carolina on April 24 1902
and is a consolidation of the Wilmington Street Ry., Wilmington Gas Light
Co., Wilmington & Sea Coast RR. Wilmington Dummy Line and the Wilmington Electric Light Co. Operates entire street railway, electric light
and gas systems of the city. All franchises stated to be perpetual; street
railway franchise is exclusive until 1937.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity.
Common \$550,000 (\$500) \$250 cumu-1

lative (\$150).

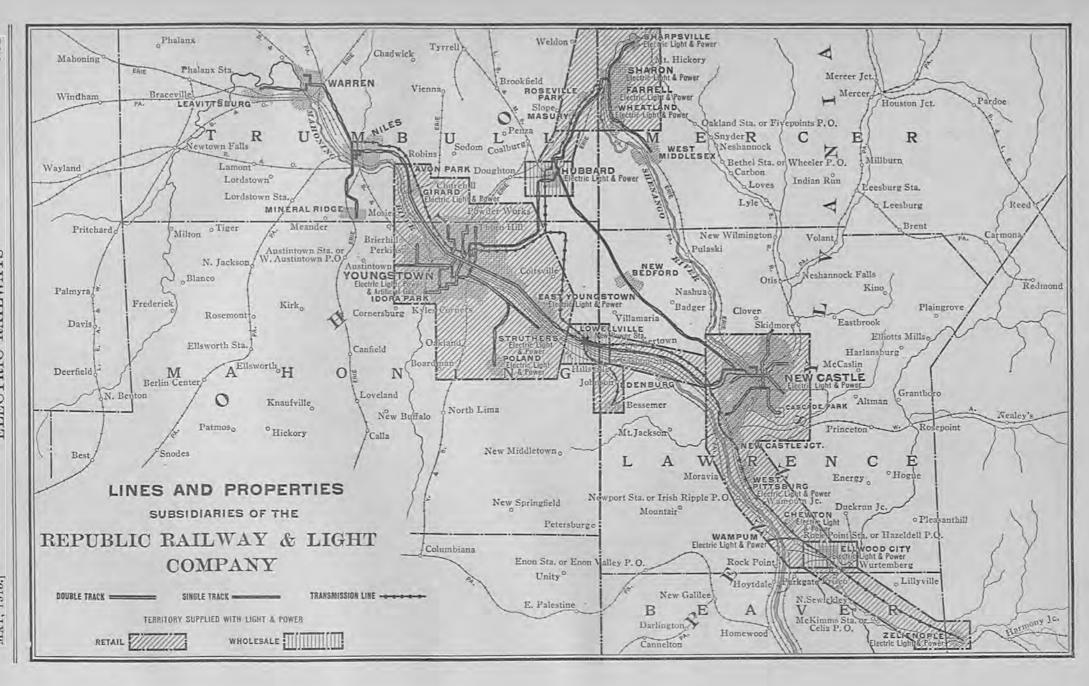
Freerred \$150,000 5% cumu-1

lative (\$1500).

First mitg \$600,000 gold (\$50.) 1902 5 g J.J. \$11,250 July 1 1932

\$100,2500 and \$1 000) ... clint. at Safe Dep. & Tr. Co. Bait Md., trustee.

Bonds.—A sinking fund commenced July 1 1904, to which 1% por annum
of outstanding bonds is payable until 1914; 15% annually until 1924 and
2% per annum thereafter. Proceeds to be invested in the bonds at not
exceeding 105 and int., but bonds are not subject to call. \$88,750 bonds
have been retired by the sinking fund.



A

ROAD.—Owns and leases 33.05 miles of track, 1.50 miles of which are leased to the Atlantic Coast Line RR. Co. until 1936. 48 cars. 55, 50 and 72-lb. T rails. In 1914 supplied 44.451 incandescent lights, 127 arc lights and 646 tungsten lamps. Has 24.75 miles of gas mains.—V. 95, p. 40, 1145; V. 99, p. 406.

### WORGESTER, MASS.

### YORK, PA.

YORK RAILWAYS .- A trolley road .

ORGANIZATION.—Incorporated in Pennsylvania Nov. 15 1807 as a consolidation of properties operating in York and vicinity. V. 85, p. 1403. Franchize perpetual.

The following companies have been consolidated or merged:
York Street Rallway Co., York Haven Street Ry. Co.
Wrightsville & York Street Ry. Co.
York & Dallastown Ry. Co., Edison Light & Power Co.

York & Dallastown Ry. Co.

Wanter & York Street Ry. Co.

Edison Light & Power Co.

Owns entire capital stock of Edison Electric Light Co. and York Suburban Land Co.; also all of stock of York Steam Heating Co. V. 85, p. 1463. The Edison Electric Light Co. does a majority of the light, heat and power business in York and vicinity.

In April 1913 interests connected with the company incorporated the Edison Light & Power Co. to take over the lighting and power subsidiaries of the York Railways and other properties, including the Edison Elec. Light Co., the lighting companies of West York, North York, Manchester, Mount Wolf. Dover, Hallam and others.

Company has arranged to purchase the Merchants' Electric Lt., Ht. & P. Co. of York and proposes consolidating it with the Edison Lt. & Power Co. V. 100, p. 1439.

On Jan. 12 1914 shareholders auth, an issue of \$500,000 coll, trust notes to refund notes of 1911 and to liquidate floating debt incurred for impts. These originally fell due Feb. 1 1915, but were renewed for one year to Feb. 1 1916.

These originally fell due Fob. 1 1915, but were renewed for one year to Feb. 1 1916.

STOCK AND HONDS— Date, Interest Outstanding, Maturity, Common \$2,500,000 (550).

\$2,500,000 (550).

\$2,500,000 (550).

\$2,500,000 (50).

\$3,872,000 (50).

\$4,500,000 See text.

Ist make & coll tr \$10,000,000 (1907 5.4.D 3,872,000 Dec 1 1937 gold (51,000).

\$5,600,000 Feb. 1 1916.

Foold trust notes \$500,000 gold (1914 6 g F-A 500,000 Feb 1 1916.

Feena. Co. for Ins. on Lives, &c., Trustee, Stock and Bonds.—Pref. stock is cumulative 3 years from date of Issue. The stock of the controlled Edison El. Light & Pow. Co. and York Subur. Land Co. are deposited as additional security for the bonds. \$716,000 bonds in treasury. Remaining bonds can only be Issued under certain restrictions. No sinking fund. See particulars of bonds, property, &c., in V. \$7, p. 40. Stocks and bonds are listed on the Phila. Stock Exchange, V. 30, p. 412; V. 94, p. 984. The coll. trust notes are secured by \$667,000 ist mixe. bonds. V. 97, p. 1900; V. 98, p. 238.

Dividends.—Initial div. on pref.—1%—paid July 1911. In 1912, 4% in 1913, 5%. In 1914, Jan. 246%; July 246%. In 1915 the regular Jan. div. of 246% was paid in scrip dated Jan. 30 and maturing Jan. 30 1918, bearing interest at 5%, payable semi-annually (V. 100, p. 231).

EARNINGS—For years ending Nov. 30:

Nov. 30. Gross Net (after Int. & D pre- Pref. Div. Balance, Vear— Earnings. Taxes). Bond Div., ciation. (5%). Surplus 1913-14. ... 5796,645 5348 748 \$223.338 \$16,915 \$80,000 \$28,434 1912-13... ... 767,161 \$329,730 \$217,078 16,735 \$80,000 \$28,434 1912-13... ... 767,161 \$329,730 \$217,078 16,735 \$80,000 \$328,434 1912-13... ... 767,161 \$100.000 \$100.0000 \$28,434 1912-13... ... 767,161 \$100.0000 \$100.0000 \$100.0000 \$28,434 1912-13... ... 767,161 \$100.0000000 \$100.0000 \$100.0000 \$100.00000 \$100.00000 \$100.00000 \$100.00

ROAD.—Owns and operates about \$4.48 miles of track centering in York, including an interurban line between Hanover and York, 18.8 miles.

OFFICERS.—Pres., Gordon Campbell; V.-P., L. O. Mayer; Sec., M. G. Stees; Treas., E. A. Barnitz.—V. 90, p. 169; V. 92, p. 796, 882, 1637; V. 93, p. 106, 94; V. 94, p. 125, 984; V. 96, p. 287, 355; V. 97, p. 1428, 1000; V. 98, p. 389, 1602; V. 100, p. 231, 1439.

### YOUNGSTOWN, OHIO.

AND A STOWN, OHIO.

REPUBLIC RAILWAY & LIGHT CO.—(See may on page 123).

ORGANIZATION.—Incorp. in New Jersey on June 27 1911. This company, by the acquistion of over 98,55% of the outstanding stock of the Mahoning & Shenango Ry. & Light Co., has the ownership or control of the properties of the following companies.

Mahoning & Shen. Ry. & Lt. Co.

\*\*Alex Mahoning Vailey Ry.

\*\*The Sharon & New Castle Ry. Co.

\*\*The Sharon & New Castle Ry. Co.

\*\*New Castle & Lowell Realty Co.

\*\*New Castle Traction Co.

\*\*Penna, & Malponing Vailey Ry.

\*\*Poland Street Railway Co.

\*\*The Young Pk. & Fails St. Ry. Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon & New Castle Ry. Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon & New Castle Ry. Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon Gas & Water Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon Gas & Water Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon & New Castle Ry. Co.

\*\*The Young Stown & Sharon St. Ry. Co.

\*\*Sharon & New Castle Ry. Co.

\*\*The Young Stown & Sharon St. Ry

the two last-named companies. During 1914, the Youngstown & Sharon St. Ry. took over the Youngstown Cons. Gas & Elec. Co. and the Youngstown & Sharon Ry. & Lt. Co. The Penn. P. S. Comm. has under consideration the question as to whether the electric-light companies in Pennsylvania can be merged with the street railways. V. 99, p. 343. The Penn. P. S. Comm. In Nov. 1914 approved the consolidation with the Wheatland St. Ry. Valley St. Ry. and the Sharon & Wheatland St. Ry. V. 99, p. 1528.

The controlled companies own and operate about 167 miles of electric street and interurban railways about midway between Pittsburgh and Lake Erie in the cities and intervening territory of the Mahoning and Shenango valleys; and also the electric lighting systems of Youngstown, New Castle, Sharon, &c. Practically all the Pennsylvania franchises no Practically all the Pennsylvania franchises apprendial. Railway franchises in Youngstown expire 1935. The most important interurban franchises in Ohio expire from 1945 to 1950 and Ohio Ighting franchises expire from 1925 to 1954. 53 miles of track are on private right of way.

Fare Increase of Subsidiary Company.—See V. 99, p. 1673.

As of March 1 1912 acquired the entire stock and bonds of the Pennsylvania Fow. Co., doing an electric business in Eliwood City, Wampum, Zelienople, Chewton and West Pittsburg. V. 94, p. 983. All the capital stock of the Poland Street Ry. was acquired as of June 1 1913.

STOCK AND BONDS—

Date. Interest Outstanding. Maturity.

ROAD.—Operates about 150 miles of railway, comprising street railways in and between Youngstown, Warren, Niles, Loweltsville, Leavittsburg, Girard, Struthers, Poland and Hubbard in Ohio, and New Castle, Sharon, Farrell, Wheatland, West Middlesex, Edenburg and Sharpsville in Pagisto the lighting properties of Youngstown, New Castle, Sharon and Sharpsville, with lighting contracts covering intervening and neighboring districts.

EXECUTIVE COMMITTEE.—Henry H. Wehrhane, Chairman; Anson W. Burchard, Samuel McRoberts, Geo. A. Galilver and Harrison Williams.

OFFICERS.—Pres., Orea Root; V.-P., Geo. A. Galliver; V.-P., Wm., M. Coleman; Sec., G. F. Ravenel; Treas., F. B. Lasher.

M. Coleman; sec., or. Retenango Railway & Light (operating company).—
Pres., Ray P. Stevens, Youngstown; V.-P., Geo. A. Galliver; V.-P.R.
Montgomery, Youngstown; Sec. & Gen. Counsel, Wm. M. Coleman, N. Y.;
Treas., E. G. Dunlap, Youngstown; Aud., Arthur E. Dedrick, Youngstown,
-V. 94, p. 831, 983, 1119; V. 95, p. 112; V. 96, p. 654, 1032, 1703, 1774;
V. 97, p. 299, 1824; V. 98, p. 304; V. 99, p. 343, 468; V. 100, p. 903.

YOUNGSTOWN & SOUTHERN RY.—A trolley road,
Receiver.—On Jan. 21 1915 Dayld Tod, Sec. & Treas, of the company,
was appointed receiver. V. 100, p. 311. The receivership proceedings, it is
stated, are of a friendly nature and were brought about to clear up some
litigation following a recent accident.

OPPICERS.—Pres., John Stambaugh, Youngstown; V.-P., Chas. Hooth, Youngstown; Sec. and Treas., David Tod, Youngstown; Gen. Mgr., A. W. Hartford.—V. 80, p. 2400.

## ELECTRIC RAILWAYS IN ISLAND POSSESSIONS AND FOREIGN COUNTRIES

HALIFAX, N. S.

ROAD.—Owns 13.15 miles of track. Standard gauge; 60-lb. T and 80-b. girder rails; 42 cars.

OFFICERS.—Pres., E. A. Robert.—V. 89, p. 1223; V. 92, p. 461; V. 94, 559; V. 95, p. 963, 1331, 1745; V. 96, p. 486; V. 97, p. 594, 696, 1426; 98, p. 610; V. 190, p. 555.

### HAMILTON, ONTARIO.

### DOMINION POWER & TRANSMISSION CO.

ORGANIZATION.—Incorporated in Canada on Jan. 11 1907. Owns or ontrols the Hamilton Cataract Power, Light & Traction Co. (V. 70, p. 1407; V. 80, p. 1111, 1363), also the entire street railway and interurban lines in Hamilton and surrounding country. V. 84, p. 508, 569. Controls through stock ownership the following companies (V. 97, p. 886):

Hamilton Radial Elec. Ry.,
Brantford & Hamilton Elec. Ry.,
Hamilton Street Ry.,
Hamilton Street Ry.,
Hamilton & Dundas St. Ry.,
Hamilton & Dundas St. Ry.,
Ham. Crimsby & Beamsylle Ry.,
Application has been made to Parliament for an extension of the charter of the Control of t

Notes \$2,000,000 (\$1,000) 1014 6 g M-S 2,000,000 Sept 1 1016 gold Guaranty Trust Co., N. Y., Trustee.

1004 5% 3,908,000 1954

"English bonds" 1906 5% 6,000,000 1938

Stock — Pref. stock is redeemable after 1914 at \$115 per share and accrued divs. Both com. and pref. are listed on N. Y. Stock Exch. V. 94, p. 1632.

\$51,354 common and \$23 pref. stock included in amounts reported outstanding are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding, \$104,430 are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding, \$104,430 are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding, \$104,430 are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding, \$104,430 are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding, \$104,430 are in treasury.

Bonds.—Of the Havana Electric Co. consolidated bonds reported outstanding sonsols. Bonds may be called for sinking fund at 105 and interest, and entire issue can be redeemed at 105 and int. on any lnt, day mon 6 mos. notice. See V. 74, D. 1251. Int. payable at company's office. They are listed on N. Y. Stock Exchange. V. \$6, D. 913. Consol. Income obligations are redeemable in whole or in part at option of company.

The \$2,000,000 6% notes were issued to complete the new power house. Int. payable in N. Y. Clty. Red. on 30 days notice at 101 and int. prior to Sept. I 1015 and 100½ and int. thereafter secured by deposit of \$4,000,000 new gen. mtge. 5s due Sept. I 1054. The gen. mixe. bonds neglins in 1929. Interest payable in N. Y. Of the \$25,000,000 and hegins in 1929. Interest payable in N. Y. Of the \$25,000,000 and hegins in 1929. Interest payable in N. Y. Of the \$25,000,000 and hegins in 1929. Interest payable in N. Y. Of the \$25,000,000 and hegins in 1929. Int

### HONOLULU, HAWAII.

HONOLULU RAPID TRANSIT & LAND CO.—Trolley.
ORGANIZATION—Incorporated in Hawaii Aug. 30 1898. Franchise runs for 30 years from 1901, and permits the carrying of freight and mail as well as passengers.
In 1903 purchased the Hawaiian Transways Co. (having outstanding 255,000 stock and £30,000 6% debentures, and comprising 12½ miles of track); payment being made by the issue of \$150,000 6% bonds of the Rapid Transit Co.; 910 shares of preferred stock and £30,150 in cash.
In 1909 the Pearl Harbor Trac. Co. was incorporated with \$100,000 stock, 99.3% owned by Honolulu Rapid Transit, for the purpose of extending the Rapid Trans. Co.'s line to Navai Station at Pearl Harbor.

STOCK AND BONDS—

Date. Interest. Outstanding. Maturity. Common. \$1,250,000 (\$100).

8 Q.M 31 \$1,207,500 Mar 15, 2% First mortgage. \$1,000,000 (\$1000 Sg M.N.)

556,000 May 1 1927 First mortgage. \$1,000,000 (\$1000 Sg M.N.)

556,000 May 1 1927 First mortgage. \$1,000,000 (\$10000 Sg M.N.)

556,000 May 1 1927 First mortgage. \$1,000,000 (\$10000 Sg M.N.)

Dividends may not exceed \$% on par value of stock Issued. Excess of income dater providing for sinking fund to retire bonds and capital stock) must be divided equally between Govt. of Hawali and stockholders. All pref. stock was converted into com. in 1913.

Bonds.—\$286,000 bonds are reserved for extensions at the rate of \$15,000 per nile. or for acquisition of other street railways; \$133,000 have been redeemed and canceled. All bonds may be called on May 1 1917, or on any interest day thereafter. For bonds numbered from 1 to 460, 1 1907 to May 1 1925 as a sinking fund. For the remaining bonds tumbered 461 to 1,000, on the 1st day of May stret their issue and each year three after till 1926, such sums shall be set apart the principal and interest of which compounded at 2% would equal the par value of the amount of bonds then issued and outstanding as a sinking fund. These sinking funds to be used respectively in the purchase of the bonds for which they are created. After advertising or in the open market, at a price not to exceed a 4% basis, or at such lighter price as may be agreed upon between the company and the trustes. See V. 74. p. 1251.

Dietdends.—On common Dec. 31 1903, 1%; in 1904, 4%; in 1911 and 1912, 5%; in 1915 and 1914, 8%. In 1916, March, 2%.

REPORT.—Por years coulks Dec. 31, 1000, 147, 1910

V. 93, p. 1993; V. 100, p. 733.

(1) Manila Suburban Rallways Co.
ORGANIZATION.—Incorporated in Connecticut. Franchises run for 47 years from Jan. 50 1906. Does both passenger and freight business. Entire outstanding stock (\$530,000) is owned by the Manila Elec. RR. & Ltg. Corp., which guarantees the bonds, prin, & Int. See V. 84, p. 220. In Dec. 1909 increased auth. stk, from \$500,000 to \$1,000,000. V. 90, p. 372. V. 98, p. 1993.

STOCK AND BONDS— Date. Interest, Outstanding. Maturity. Stock, \$1,000,000.

First mortgage, \$2,500,000,1 1906 5 M.S. \$636,000 Sept 1 1946 gold (\$1,000)

Bonds.—Are guar., p. and i., by the Manila Elec. RR. & Ltg. Corp. Are subject to call after Sept. 1 1928 and to purchase for sinking fund since Sept. 1 1911 at not to exceed 103 and int., at which piec bonds can be drawn by lot. See V. 80, p. 220. \$14,000 are held in sinking fund, not incl. in outstanding amount as above.

ROAD.—Operates 7 miles of track from Manila to Fort William McKinley and Pasig.—V. 84, p. 220; V. 95, p. 1542.

MONTREAL, CANADA.

MONTREAL TRAMWAYS & POWER CO.—A holding company.
ONGANIZATION.—Incorp. in London, Eng., on Dec. 9 1910 and con-

MONTREAL TRAWAYS & POWER CO.—A holding company.
ORGANIZATION.—Incorp. in London, Eng., on Dec. 9 1910 and controls the following:

Montreal Public Service Corp.
Montreal Hydro-Elcol. Co., 1d.
Montreal Tramways Co.
Montreal Public Service Corporation shock.
Montreal Tramways Co.
Montreal Street Ry., Montreal Park & Island Ry. and Montreal Tramways Co.
Montreal Street Ry., Montreal Park & Island Ry. and Montreal Fernilla Montreal Street Ry., Montreal Park & Island Ry. and Montreal Fernilla Montreal Street Ry., Montreal Park & Island Ry. and Montreal Fernilla Montreal Incentive Street Ry., Montreal Park & Island Ry. and Montreal Fernilla Montreal Incentive Street Ry., Montreal Park & Island Ry. and Montreal Fernilla Montreal Fernilla Montreal Montreal

OTTAWA, CANADA.

OTTAWA TRACTION CO., LTD.—A holding company.

ORGANIZATION.—Incorp. Oct. 23 1913, and has acquired \$1,711,800 of the stock of the Ottawa Electric Ry. (see below).

STOCK AND HONDS.— Date. Hierest. Outstanding. Maturity.

Stock, \$10,000,000 (\$100).— Date. Hierest. Outstanding. Maturity.

Biridends.—First div.—1%.—paid July 1 1914; Oct., 1%. In 1915, Jan., 1%, and 1% extra; April, 1%, OFFICERS.—Pres., OFFICERS.—Search of Officers of Officers of Officers of Officers.

Practically entire stock now owned by Ottawa Traction Co. and divs. No longer made public.

Districteds.—Prom 1893 to 1905, 8% per annum; in 1905, 2% extra: in 1906 to 1911. Include, 12% per annum; in 1912, 16½%. In 1913. and 1914, 15%.

Practically entire stock now owned by Ottawa Traction Co. and divs. No longer made public.

5ARNINGS.—For years end. Dec. 31. Pass. carried 1914, 25, 321, 547, Calendar Gross Net Interest. Conting. Distendes Beliance, Year.—Earnings. Earnings. Taxes.&C. Account, (15%). Surplus.

1914.—31,004,549 341,232 271,583 355,000 281,535 28,341,410,50.—Pres. Pres., 1898, 1898, 1999.

PART.—Pres. Por Traction Co.—V. 90, p. 447, V. 92, p. 482, 1557; V. 97, p

OFFICERS.—Pres., Frederick S. Fratt; V.-P., Francis J. Hovey; Trans., Henry B. Sawyer; Sec., William T. Crawford; Gen. Mgrs., Stone & Webster Mgt. Assy.—V. 74, p. 268, 478.

PORTO RICO RAILWAYS CO., LIMITED.

ORGANIZATION.—Incorporated in Canada Oct. 1906 and has acquired the San Juan Light & Transit Co. and Porto Rico Power & Light Co. and Caguas Tramway Co. Controls all the electric railway, electric light and power business of San Juan, San Turce and Rico Piedras; also controls entire lighting system in cities of Comerio, Bayamon, Catano, Carolina, Caguas, Rio Grande, Fajardo, Humacao, Yabucoa, Gurabo, Juncos and other towns in cast can of island. Its lighting franchises in San Juan and San Turce are perpetual. The Comerio Water Power and Caguas Tramway franchises are for 99 yrs. from 1906. The street railway franchise runs until 1959. An express service was inaugurated in 1908 in conjunction with Porto Rico Express Co.

Contract.—A contract has been made (expiring 1916) with the Porto Rico

### SHERBROOKE, QUEBEC.

SHERBROOKE RAILWAY & POWER CO.

ORGANIZATION.—Incorp. in 1910 in Quebec, Can., as successors to
the Sherbrooke Street Ry. In July 1911 acquired the Eastern Townships

Elec. Co. and the Stanstead Elec. Co. V. 93, p. 230. Also owns the Lennoxville Light & Power Co. Controls major part of the electric light and power business in the district between Sherbrooke and the International Boundary.

In 1913 acquired the Burrows Falls Power Co., which controls the electric light and power business in Ayers' Cliff, Que. V. 97, p. 1824.

Franchise in Sherbrooke is for 40 yrs., exempting property from taxation for 1st 20 yrs. At end of 20 yrs. eity may purelase street railway property. Consol. mige. 5s were offered with a 40% stock bonus. V. 91, p. 95; V. 93, p. 590; V. 94, p. 1120.

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Outstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Ownstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Ownstanding. Maturity. Stock \$1,500,000 (\$100).

STOCK AND BONDS— Date. Interest. Ownstanding. Int. at any branch of Eastern Townships Dept. of the Canadian Bank of Commerce in Canada, or at National Bank of Soctiand, London, Eng. Redeemable as a whole as 105 and int. on any int. day on and after July 1 1916, or in part for sinking rund. Cum. sinking rund of 1% begins July 1 1010. V. 91, p. 95.

REPORT.—For years ending June 30 (V. 99, p. 818):

June 30 Total Net Bond Other Written Office Balance, Year— Income. Revenue, Interest. Int. Off. &c., Exp. Sur. ordef. 1913-14. .. 514,1900 594,021 \$48,265 52,642 51,478 55,695 def. \$2,095 1912-13. .. 126,646 51,

# SYDNEY, NOVA SCOTIA. CAPE BRETON ELECTRIC CO., LTD.

### TORONTO, CANADA.

TORONTO, CANADA.

THE TORONTO RY.—A trolley road.

ORGANIZATION.—Incorporated in 1892 and acquired by purchase the old Toronto City Street railways and the exclusive privilege to work alreet railways in the city of Toronto for a term of 30 years from Sept. 1 1891 (with the exception of two small reservations in the Act which are betteved to be of no involved and reservations in the Act which are betteved to be of no involved and reservations in the Act which are betteved to be of no involved and reservations in the Act which are betteved to be of no involved and reservations in the Act which are betteved to be of no involved and the purpose of taking over the Toronto & York means to \$7,000,000 or the purpose of taking over the Toronto & York means to \$7,000,000 and along the particles of the Toronto of York means to the \$3,000,000 and on Aug. 14 1911 stockholders wored another increase to \$12,000,000, and also the payment of a stock dividend of \$1,000,000, Stockholders were allowed to subscribe for \$2,000,000 or the stock at par. V. 93, p. 230, 470. Also owns, directly or through sub. co., entire stock of the Toronto Power Co.

Payments to City.—As to annual payments to city, see "Supplement" of May 1808. Paid to city in 1914, \$1,122,914 in 1913, \$1,089,708; in 1908, \$573,998; 1907, \$842,991; 1907, \$842,9

In Aug. declared a \$1,000,000 stock dly. (V. 93, p. 470); Oct., 2%; in 1912, 1913 and 1914, 8%; in 1915, Jan., 2%; April, 2%; Oct., 2%; in 1912, ROAD.—Operates 114 miles of trace; 69, 73 and 90-lb, girder and 70-lb. Tralls. Owns 840 cars, of which 641 are motor cars.

REPORT.—Of Railway Co. for cal. years. Report for 1914 in V. 100, p.

727.
Calendar Gross Net Total Dividents Balance, Year—Barnings. Barnings. Deductions. Paid. Surplus. 1914 . 56,127,097 \$2,597,551 \$1,305,414 (8%)5923,901 \$368,236 1913 . 56,049,018 2,925,710 1,278,515 \$6%,879,958 767,237 Revenue passengers in 1914, 152,965,163; transfers, 65,778,012. Net carnings of combined enterprises for year ending Dec. 31 1913, \$5,161,211. In 1912 (subject to audib), \$4,426,980. In 1911, \$3,791,368. OFFIGERS —Press, Nir William Mackenzle: V-F. Freieric Nicholbs; Mgr., Robt. J. Fleming; Sec. & Treas., J. C. Grace.—V. 93, p. 499, 479, 732 (1325; V. 94, p. 447, 485; V. 95, p. 237, 362, 545; V. 96, p. 420, 488, 942, 1365, 1774; V. 97, p. 238, 300, 1287, 1654, 1899; V. 98, p. 454, 605; V. 99, p. 408, 1216, 1676; V. 100, p. 476, 427.

Toronto. See V. 93, p. 1328.—V. 95, p. 364; V. 96, p. 423; V. 99, p. 1216.

BRAZILIAN TRACTION, LIGHT & POWER CO., LTD.

ORGANIZATION.—Incorp. July 12 1912 in Canada with \$120,000,000 (\$100) auth, stock and has acquired through exchange of its stock for stock of the newly acquired companies (on basis shown in V. 95, p. 175) the Rio de Janeiro Tramway Light & Power Co., Sao Paulo Tramway Light & Pow. Co. and Sao Paulo El Co.

Nuc Preferred Stock.—Shareholders on May 23 1913 authorized an issue of \$10,000,000 & comp. pref. stock, conv. into common stock at any time on basis of 11-5 shares pref. stock for 1 share of common. V. 95, p. 1421.

Pref. stock listed on London Stock Exchange(V. 97, p. 363).

STOCK.—

Data. Interest. Gatstanding, Latest Dis.

Ordinary, \$110,000,000.

Ordinary, \$110,000,000.

Ordinary, \$100,000,000.

Ordinary, \$100,000.

REPORT (see V. 99, p. 43) of combined properties for 18 months end. Dec. 31 1915; Total income. \$11,522,837; expenses, int., discount. &c., \$224,343; pref. divs. (44/50), \$450,000; com. divs. (74/57), \$7,735,406; strplus, \$3,012,998.

OFFICIELS.—Chairman of Board, Sir William Mackenzie, Toronto; Pres., F. 8. Pearson, London; Sec., J. M. Smith.—V. 94, p. 1762; V. 95, p. 175, 543, 618, 968, 1039; V. 96, p. 1364, 1421, 1627; V. 97, p. 363; V. 98, p. 1765; V. 99, p. 43, 118.

Surplus, \$3,012,995.

OFFICIES.—Chairman of Board, Sir William Mackenzie, Toronto. Press, F. S. Passon and Condens. Sec. J. M. Smith.—V. 43, p. 1762; V. 95, p. 1755; V. 99, p. 43, 113.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Tramway, Light & Power Co., Id.

(I) Rio de Janeiro Gis Co. and four street rallway properties the Villa Isabel Tramway Co., the Soc Christova Tramway Co., the Carris Urbanos Tramway Co. and the Compania Ferrocarril Carloca). Owns course of the Villa Isabel Tramway Co. the Soc Christova Tramway Co., the Carris Urbanos Tramway Co. and the Compania Ferrocarril Carloca). Owns course of the Carlocard Co. 11, 1909 purchased course of the Properties of Carlocard Co. 11, 1909 purchased course of the Properties of Carlocard Co. 11, 1909 purchased course of the Properties of Carlocard Co. 11, 1909 purchased course of Co., thaving concession running to 1959 exclusive until 1929. V. 33, D. 1463. The gas and electric light franchise captres 1945, gas franchise being acclusive until 1945. Telephone control of the Carlocard Carlocard Carlocard Carlocard Carlocard Carlocard Carlo Carlocard Car

descent tamps and 35,104 a.p. a. decounters.

OFFICERS.—Chairman of Board, Sir William Mackenzie; Pres., F. S. Pearson; V.-Ps., Frederick Nicholis and Z. A. Lash; Sec., J. M. Smith, all of Toronto; Mgr., W. N. Walmsley, Sao Paulo.—V. 88, p. 507, 1561, 1615; V. 90, p. 1165; V. 92, p. 189, 264, 1103; V. 93, p. 941, 1225; V. 94, p. 827, 1187, 1248, 1250, 1764; V. 95, p. 681.

V. 90, p. 1165; V. 92, p. 189, 264, 1103; V. 93, p. 941, 1325; V. 94, p. 827, 1187, 1248, 1250.1764; V. 95, p. 681.

(3) Sao Paulo Electric Co., Ltd., 11910. Stock issued, \$5,000,000, Has acquired water powers and franchises for the utilization and sale of electric power through the State of Sao Paulo.

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

First mag £2,000,000 (£500, 1912 5.J-J £2,000,000 Jan 1 1002 £100, £20).

National Trust Co., Ltd., of Toronto, trust. Bonds.—Red. by a sinking fund beginning in 1922 in annual drawings at par, or may be red. at 103 at any time on 6 months notice, or at par on voluntary liquidation or amalgamation with another company. The Brazillan Trac., L. & P. Co. agrees to set aside s.—a. out of the gross carnings of the Sao Paulo Elec. Co. a sum sufficient to meet the int. and slinking fund, and in case the earnings should be insufficient, to meet the land and Basle, and at Canadian Bank of Commerce or its agents. Listed on London Stock Exchange. V. 95, p. 1043; V. 96, p. 55.

PROPERTY.—On Dec. 31 1913 operated a small hydro-electric plant of 30,000 h.p. with an ultimate cap. of 30,000 h.p. The construction work on this plant has been completed. Has a contract to supply the Sao Paulo Tr. Le. & Pow. Co. with 15,000 h.p. and the latter company has constructed a transmission line for the purpose of utilizing this energy. (V. 99, p. 43).

work on this plant has been completed. Has a contract to supply the Soo Panio Tr. Lt., & Pow. Co. with 15,000 h.p. and the inter company has constructed a transmission line for the purpose of utilizing this energy. (V. 90, p. 43).

WINNIPEG, MANITOBA.

WINNIPEG ELECTRIC RY.—A troiley road.

ORGANIZATION.—Incorporated in Manibous in 1911 and is a consolidation of the Winnipeg Electric St. Ry, and the Winnipeg General Power Winnipeg Hy, and guarantees bonds of those companes, prin and int. V. 86, p. 1346. Operates the entire street railway, gas and electric business of Winnipeg and St. Boniface. On July 20 1907 directors voted to increase capital stock from \$44,500,000 to \$6,000,000. Franchises are perpetual and street railway franchise is exclusive in Winnipeg and St. Boniface. On July 20 1907 directors voted to increase capital stock from \$44,500,000 to \$6,000,000. Franchises are perpetual and street railway franchise is exclusive in Winnipeg and St. Boniface without the consent of the latter city. It was held that the winnipeg File. Ry, supplied St. Boniface with current satisfactory in the supplied to the supplied

V. 96, p. 655; V. 97, p. 439, 1288; V. 98, p. 692, 1761; V. 99, p. 344; V. 100, p. 142, 735, 1080.

(1) Suburban Rapid Transit Co.
ORGANIZATION.—Organized in 1902 in Manitoba. Charter gives sompany right to operate the telephone and telegraph lines and to dispose of electric light, heat and power. Fronchise, 35 years from 1902 and is sexclusive. Winnipeg Electric Hy. controls road through ownership of stock. STOCK AND HONDS— Date. Interest. Outstanding. Manurily Stock, \$100.000.

Sec text

First mertgage (\$1,000) g. 62 Royal Trust Co., Montreal, Trustees.
Guar prin & int by Winni- Interest at Bank of Montreal, Montreal, pag Elec Ry.

Bonds.—Additional bonds may be Issued at rate of not axceeding \$20,000 per mile additional road built.

EARNINGS.—For calendar year 1914, gross, \$84,928; net, \$20,240; fixed charges \$27,460; deficit. \$7,220.

ROAD.—Embraces 19.61 miles of track from Winnipeg to Headingly on the north side of Assimboine River and beyond the City Park on the south side of river. V. 86, p. 1345.

(2) Winnipeg Selkirk & Lake Winnipeg Ry.
Comprises 21.44 m. of road from Winnipeg to west side of Red River to Selkirk, with a branch from Middlechurch to Stonewall, 18 miles. Controlled through ownership of stock (auth., \$500,000; paid in, \$111,500) by Winnipeg Electric Ry. Co., which guarantees prin, and int. of company's \$400,000 bonds. Earnings for calendar year 1914, gross, \$136,665; net \$553,781; Interest and taxes, \$51,087; surplus, \$12,714.

### NEW COMPANIES.

The following furnishes a reference to the volume and page of the "Chronicle" where information can be found concerning a number of companies not represented in this issue of the "Electric Railway Section." These are chiefly either newly organized companies the affairs of which have not yet advanced sufficiently far to warrant the presentation of a regular statement regarding them, or else companies from which it has not been found possible to secure full returns.

The following furnishes a reference to the volume and page of the "Clamon on tropressinced in this lessue of the "Electric Railway Section." These not yet advanced sufficiently far to warrant the presentation of a regular showshib to secure full returns.

Alsilera (La.) Railway & Lighting Co. V. 94, p. 1184.

Alica, Alacksonville Ry. V. 99, p. 1931.

Alton & Jacksonville Ry. V. 99, p. 1931.

Alton & Jacksonville Ry. V. 99, p. 1931.

Alton & Northern RR. V. 98, p. 1091.

Altona (Pa.) Northern RR. V. 98, p. 1019.

Altanta & Garolina (Electric Ry. V. 98, p. 1019.

Altanta & Garolina (Electric Ry. V. 98, p. 1019.

Bahia Teamway, Light & Power Co. V. 97, p. 1897.

Barcelona Trac., Lt. & Pow. Co., Ltd. V. 100, p. 1436, 1591.

Berwick & Nescopeck Street Ry. V. 98, p. 1765.

Big Four Electric Ry. (Cal.). V. 98, p. 1765.

Bignombura Milville & Northern. V. 98, p. 1765.

Bignombura Milville & Northern. V. 98, p. 1021.

Bozota (Columbia) City Ry. V. 91, p. 1795.

Brothyla Calumbia City Ry. V. 91, p. 1795.

Brothyla Robert Ry. V. 98, p. 999.

British Columbia Electric Ry. V. 90, p. 1831, 1908; V. 100, p. 309.

British Columbia Electric Ry. V. 90, p. 1831, 1908; V. 100, p. 909.

British Columbia Electric Ry. V. 90, p. 1838; V. 100, p. 442.

California Midland RR. V. 93, p. 268, 686, 795; V. 94, p. 278.

Camaguey Gubal Co., Ltd. V. 95, p. 235.

Centre & Clearfield St. Ry. Philipabura, Pa. V. 95, p. 1182.

Cassville & Western Ry. V. 98, p. 235.

Cheboygan, Mich., Electric Light & Power Co. V. 95, p. 1033, Cheboran Mich., Electric Light & Power Co. V. 95, p. 1033, Cheboran Mich., Electric Light & Power Co. V. 95, p. 1034.

Clebura Street Ry. V. 90, p. 290, p. 1683, V. 90, p. 1785.

Clebura Street Ry. V. 90, p. 290, p. 1684.

Demand Mass.) & Franklin St. Ry. V. 90, p. 1820, 1909.

Cloveland G. V. 100, p. 239, p. 1068.

Clevland O.V. Robi Tran. Ry. V. 99, p. 1

nulcie" where information can be found concerning a number of companies are chiefly either newly organized companies the affairs of which have latement regarding them, or else companies from which it has not been found them to the provided of the provide

### GENERAL INDEX.

Allegheny Valley Street Ry.—See West Penn Trac 100 Allentown & Reading Traction Co 100 Allentown & Statingt'n—See Lehigh Valley Tran.
Allentown Bridge Co.—See Lehigh Val. Tr. Co. 3
Allentown Bridge Co.—See Stark Eleo. RR.
Alton Granite & St. L. Trac. Co.—See East St.
Louis & Suburban Co.
Alton Jacksonville & Peorla.
129
Alton Jacksonville Ry.

150	INDEX
Page. Alton Ry. Gas & Elec. Lt.—See East St. Louis	
4 Suburban Co. 42  Aton & Northern RR. 129  Aton & Northern RR. 129  Aton & Northern RR. 129  Aton Ry, & III.—See E. St. Louis & Sub. Co. 42  Attona & Logan Valley Electric Ry.—See  American Rys. Co. 88  Attona Northern RR. 129  American Cities Co. 74	Blue Grass Trac. Blue Hill Street
Alton Ry. & Ill.—See E. St. Louis & Sub. Co. 42	Blufton Geneva Blufton & Ea
American Rys. Co	Bogota (Columbi Bordentown Elec
American Railways Co American	Boston & Chelses Boston & Easter Boston Elevated Boston Mil. & Br Bos. & Nor. St. Boston & Reverr
Amesbury & Hampton—See N. Ham, Elec.Ry, 51 Anacostla & Potomac River RR.—See Wash, a	Boston Elevated Boston Mil. & Br
Ry, & Electric 120 Androscoggin Electric Co 129 Annapolls Public Utilities Co.—See Wash. Ralt. & Annapolls	Bos. & Nor. St. Boston & Revere
	Boston Suburban Boston & Worces
Balt. & Annapolis 121 aniston Electric & Gas Co 5 ardmore (Okla.) Street Ry 129	Boston & Worces
rdmore St. Ry.—See Cons. Trac. of Pittsb. 197 rkansas Valley Ry. Light & Pow. Co 103	Boston & Revert Boston Suburbat Boston & Worces Boston & Worces Boyerstown & P. Braintree & Wey & Bost. Street Braintree St. By Brantford & Ha Transm. CO.— Brantford Street Brattleborn Gas
Inliston Electric & Gas Co.  rdmore (Okla.) Street Ry.  rdmore St. Ry.—See Cons. Trac. of Pittsb. 97  rdmore St. Ry.—See Cons. Trac. of Pittsb. 97  rkansas Valley Ry. Light & Pow. Co. 103  rlington Heights Motor Ry. 117  abury Park & Sea Girt RR.—See Atlantic Coast Electric Ry. Co.—See Norwich & St.  shaway & Westerly Ry. Co.—See Norwich & St.  Westerly Traction 84  therit Co.—See Asheville Pow. & 103	Braintree St. Ry. Brautford & Ha
Coast Electric Ry. Shaway & Westerly Ry. Co.—See Norwich &	Brantford Street
Mesterly Traction 84 sheville Electric Co.—See Asheville Pow. &	Brattleboro Gas Gas & Electric Brazilian Tractic Bridge Operating Bridgeport (Conn
heville Power & Light Co	Brazilian Tractic Bridge Operating
sheville Ricetric Co.—See Asheville Pow. & Light Co. Light Co. Sheville Power & Light Co. Shahand (Wis.) Light, Power & Street Ry. See Ironwood & Bessomer Ry. & Lt. Co. Statubula Rapid Transit Lehison Ry. Light & Power—See Western Rys. & Lt. Co. Lehens Rallway & Electric Co. 82	Bridgeport(Conn Bridgeton Electri Bridgeton & Mill Bridgewater Wh
tchison Ry. Light & Power—See Western	Bridgewater Whi
Rys. & Lt. Co. 24 thens Railway & Electric Co. 82 thol & Orange St. Ry.—See Northern Mass. 5 Street Ry. 52 kanta & Carolina Ry. 120	Bristol County S tucket St. Ry Bristol & Plainvi Bristol (VaTen British Columbia
tianta Consol. St. RR.—See Ga. Ry. & Elec. 7	British Columbia
tlanta & Macon Ry See Ga Ry & Fl Co 7	B'way & 7th Ave
tlanta St. RR.—See Ga. Ry. & Elec. Co 7	Broad Ripple Tra B'way & 7th Ave Broadway Surf. I Brockton Bridge See Old Colony Brockton
tlantic City & Ocean City Co.—See Atlantic City & Shore Co.	Brockton & Eas
tlantic City & Ocean City RR.—See Atlantic City & Ocean City Co. 7	Brockton & Plyin
tlantic City & Shore Co	Brockton & Eas Old Colony St. Brockton & Plyn Brockton Street I Bronx Traction C Brooklyn Bath & Brooklyn & Brig Brooklyn Cable (
thol & Orange St. Ry.—See Northern Mass. Street Ry.  tlanta & Carolina Ry.—120 tlanta Consol. St. RR.—See Ga. Ry. & Elec.—7 tlanta G. L. Co.—See Ga. Ry. & Elec.—7 tlanta & Macon Ry.—122 tlanta & Macon Ry.—123 tlanta & Macon Ry.—See Ga. Ry. & El. Co.—7 tlanta St. RR.—See Ga. Ry. & Elec. Co.—7 tlanta St. RR.—See Ga. Ry. & Elec. Co.—7 tlantic City & Ocean City Co.—See Atlantic City & Shore Co.—124 tlantic City & Cocan City RR.—See Atlantic City & Shore Co.—125 tlantic City & Sho	Brooklyn & Brig
Shore Co	Brooklyn City &
Shore Co 7 tlantic Coast Electric Ry 5 tlantic Shore Line Ry.— See All, Shore Ry 110 tlantic Shore Ry 110	Brooklyn Cable C Brooklyn City & Island & Brook Brooklyn City R Brooklyn Crossto
Uantic Shore Ry uburn & Northern Elec. RR.—See Empire United Rys uburn & Syracuse Electric RR. 119 ug. & Alken Ry.—See Augusta-Alken Ry. & Electric. Rususta-Alken Ry. & Elec. Co. 7 Rususta-Alken Ry. & Elec. Co.	Alan
uburn & Syracuse Electric RR119 ug. & Alken Ry.—See Augusta-Alken Ry.	Brooklyn Height Brooklyn & Nort Brooklyn Queens
& Electric Ry. & Elec. Co	See Brooklyn I Brooklyn Rapid Brooklyn Union
See Lewiston Augusta & Waterv	
Alken Ry, & Elec	Brownsville Aven
& Electric Grant Ry, & Elec. Co. Trugusta (Me.) Hallowell & Gardiner RR.—7 ugusta (Me.) Hallowell & Gardiner RR.—101 ugusta (Ga.) Ry, & Electric Co. Sec Augusta Alken Ry, & Elec.—6 rugusta Winthrop & Gardiner Ry.—Sec Lewiston Augusta & Waterville St. Ry.—101 urora Elgin & Chicago (with map) 26 urora Plainfield & Joliet Ry.—55	Brunswick Trac.
urora Plainfield & Jollet Ry 55 ustln (Texas) Street Rallway 8	Brunswick Termi Brunswick Trac Brunswick & Ya Augusta & Wa Bryan (Tex.) & C Bucks County In Buffalo Bellevus
	Bucks County In
aden & St. L. RR.—See United Rys. Co 109 Salia Tranway, Light & Power Co 129 skerafield Gas & Eleo. Lt. Co.—See San Joaquin Lt. & Pow. Corp 8 skersfield & Kern Elec. Ry.—See San Joaquin Lt. & Pow Corp 8 skersfield & Kern Elec. Ry.—See San Joaquin Lt. & Pow Corp 8 skittwore & Annapolis Short Line—See Mary-	Buffalo Bellevus national Tracti Buffalo & Depew Buffalo Dunkirk & Lake Erie Tr Buffalo Gardenvi
Joaquin Lt. & Pow. Corp. 8 akersfield & Kern Elec. Ry.—See San Joaquin	& Lake Erie Tr
altimore & Annapolis Short Line—See Mary-	Dunaio Southe
altimore Catonsville & Ellicott's Mills Pass.	Buffalo Genessee Buffalo Ham. & A
altimore Halethorpe & Elkridge Ry	Buffalo & Lackay Buffalo & Lake E Buffalo Lockport
United Rys. & Electric Co	Buffalo & Lockpo
alt. Sparrows Point & Chesapeake Ry	ternational Tra
altimore Traction—See United Rys. & Elec. 8 altimore & Washington Transit—See Balt. &	Buffalo & Lockpot Buffalo & Niagar ternational Tra Buffalo Ry.—See Buffalo Southern Buffalo Tonawan RR.—See Inte
angor Power Co. See Bangor Ry. & El 9	Buffalo Traction.
latimore & Annapolls Short Line—See Maryland Electric Rys.  altimore Catonsville & Ellicott's Mills Pass, R.E.—See United Rys. & Elec. Co	Buffalo Traction. Buffalo & William Burlington Elec.
peller & Barre Light & Power See Mont-	Burlington Count
Service Co. See Lewiston Aug. 4 Waters 121	Burlington (Iowa Burlington (Vt.)
Bay City Gas Co. See Michigan Light Co. 47	Butte Electric Ry
ay Countles Power Co.—See Pacific Gas &	Calro Flee
bay State Street Ry. (with map) 12 seaumont Trac. Oo.—See Eastern Tex. Elec. 9	Cairo Ry. & Lt.
leaver Valley Traction—See Phila, Co 98	Cadillac Gas Lt Cadillac Water Calro Elec, & Tr Calro Ry, & Lt. Cairo & St. Louis Cairo & St. Louis Calida (Mc.) Stre California Centra Pacific Gas & California Midlan California Pacific California Pacific California Ry, —S California Ry, & California Street Calum Elec, St. Calum Elec, St.
Ing Traction 100 left Line Ry, Corp.—See Third Ave. Ry 77 letton & Temple Trac. Co.—See S. W. Tr. Co. 119 len Avon & Emsworth St. Ry.—See United	Pacific Gas &
leiton & Temple Trac. Co.—See S. W. Tr. Co. 119 ten Avon & Emsworth St. Ry.—See United	Pacific Gas & California Midian
	California Pacific California Ry.—S
enton Harbor-St. Joe Ry, & Lighting 9 ergen Turnpike Co.—See Public Service Ry 70 erkeley Elec. Ltg.—See Pacific Gas & Elec. 110	California Ry. & California Street
erkshire Street Ry 72 erwick & Nescopeck Street Ry 120	Calumet Elec. St. Calumet & South Camaguey (Cuba Camden Glouces
erkshire Street Ry 72 eewick & Nescopeck Street Ry 129 eth. & Nazareth—See Leh. Val. Transit. 3 everly & Danvers—See Bay State St. Ry 12 iddeford & Saco Raliroad 10	Camden Glouces Camden Horse R.
Big Four Elec. Ry 129	Camden Inter-Sta
Miss. Coast Tract. Co	Camden & Subur Canadian Lt. & ways & Pow Canandalgua El.
Singhamton Ballway Co	Canal & Claiborn
Sirmingham Ensley & Bessemer Ry	Canarsie RR. Co Canton-Akron Co Canton-Akron Ry
See B'ham Tus. Ry. & Utilities 120 Birmingham Knoxville & Allentown Trac-	Canton-Akron Ry Canton-Massillon
tion—See Pittab. & Birmingham Tr. 97 Birmingham Railway & Electric—See Bir-	Canton-New Phi
mingham Ry, Lt. & Power10 Birmingham Ry, Lt. & Power10	Cape Breton Ele
Birmingham-Tuscaloosa Ry. & Util. Sec. Co. 120 Birmingham-Tuscaloosa Ry. & Utilities Co.—	Akron Cons Ry Canton-New Phi Akron Cons R Cape Breton Elec Cape May Del Ba Capital Traction
	Carbondale Ry.
See B'ham-Tus. Ry. & Util. Secur. Co120 Receker Street & Fulton Ferry RR.—See	Caroon Fransie C
See B'ham-Tus. Ry. & Util. Secur. Co	Carbondale Ry.— Carbon Transit C Carolina Power & Cass Ave. & Fair
See B'ham-Tus, Ry, & Util. Secur. Co	Carolina Power & Cass Ave. & Fair Cassville & West Catharine & Baint
Joverly & Danvers—See Bay State St. Ry. 12  Siddeford & Saco Rallroad. 10  Big Four Eleo. Ry. 12  Bloxi El, Ry. & Power Co.—See Gulfport & Miss. Coast Tract. Co. 51  Binghamton Lest. & Union—See Bing. Ry. 10  Binghamton Lest. & Union—See Bing. Ry. 10  Binghamton Rallway Co. 10  Birningham Ensley & Bessemer Ry. 10  Birmingham & Gulf Ry. & Navigation Co.—See Bhan-Tus. Ry. & Utillities 12  Birmingham Knoxville & Allentown Traction—See Pittab. & Birmingham Tr. 87  Birmingham Rallway & Electric—See Birmingham Ry. Lt. & Power 10  Birmingham Ry. Lt. & Power 10  Birmingham Puscaloosa Ry. & Utill Sec. Co. 120  Birmingham-Tuscaloosa Ry. & Utill Sec. Co. 12	Carolina Power & Cass Ave. & Fair Cassville & West Catharine& Bain Cayuga Lake Ele Cedar Rapids & See Iowa Ry.

INDEA	10	RAILWAIS
Illoomeburg Wills	ellia & T	Page
Blue Grass Trac.	Co.—S	Northern 129 ee Ky, Trac, & Term 50 na Trac.—See Marion rac.—10 Ry 129 14 120 14 120
Bluffton Geneva Bluffton & Eas	& Celt	na Trac.—See Marion
Bogota (Columbi Bordentown Elec	a) City	Ry
Boston & Cheisea Boston & Easters	RR	14
Boston Mil. & Br	ock.—8	See Bay State St. Ry 12 6e Bay State St. Ry 12 6e Bay State St. Ry 12 10 14
Boston & Revere Boston Suburban	Electr	te Companies 11
Boston & Worces Boston & Worces	ter Ele	ctric Companies 14
Braintree & Weyr	nouth !	cet Ry.—See United Tr 105 St. Ry.—See So. Shore
Braintree St. Ry. Brantford & Har Transm. Co	-See (	Old Colony St. Ry. 12 Ry.—See Dom. P. &
Brantford Street	Ry	129
Gas & Electric	Light Co	Co.—See Twin State  t & Power 128 see Bklyn R. Tr. Co. 15 See Cann. Ry. & Lt. Co. 71 Am. Rys. Co. (Phila.) 88 See Am. Rys. Co. 88 Rockland St. Ry.— St. Ry See Twinton & Paw Day (Conn.) 14
Bridge Operating	Co.—S	tt & Power 128 iee Bklyn. B. Tr. Co. 15 —See Conn. Rv. & Lt. Co. 71
Bridgeton Electri Bridgeton & Mills	c—See	Am. Rys. Co. (Phila.) 88 -See Am. Rys. Co 88
Bridgewater Whi See So. Shore	tman & & Bost	Rockland St. Ry.—
tucket St. Ry	Ry.	-See Taunton & Paw-
Bristol (VaTen	n.) Tr:	ction Co 15
Broad Ripple Tra	ction	c Ry 129 -See New York Rys 75 -See Bry & 7th Ave.RR, 75 -te Taunton St. Ry.—  12
Brockton Bridger	RSe	ee B'y & 7th Ave.RR, 75
Brockton & East	St. Ry Bridg	cewater St. Ry.—See
Brockton & Plym	outh S	treet By 101
Brook Traction C	o.—Sec	treet Ry
Brooklyn & Brigh Brooklyn Cable C	it. Bea	treet Ry 101 tee Old Colony St. Ry 12 Third Ave. Ry 12 Third Ave. Ry 15 Ch—See Bidyn. R. T. 15 Ch—See Bidyn. R. T. 15 Ch—See Coney 19
Island & Brook	Newto	own RR.—See Coney
Brooklyn Crossto	wn RR	Brooklyn Rap. Tran. 15 .—See Brooklyn Rap
Brooklyn Heights Brooklyn & North	RR.	See Brooklyn R. T. 15 RR. 129 y & Suburban RR.— ransit. (with map)
Brooklyn Queens See Brooklyn R	County apid T	y & Suburban HR,-
Brooklyn Union I	Clovate	d—See N. Y. Consol-
Brownsville Aven	ue Stre	et Ry.—See Pitts, & 97
Brunswick Termin Brunswick Trac.	al & I	et Ry.—See Plats, 6  Railway See
Augusta & Wa	rmouth	Street Ry 101
Bucks County In	terurba	Inter. Ry 129 in Ry 83
national Tracti Buffalo & Depew	Ry	ern RR.—See Buffalo
& Lake Erie Tr	& West	ern RR.—See Buffalo
Buffalo Gardenvil Buffalo Souther Buffalo Genessee	n Ry.	Ebenezer Ry.—See
Buffalo Ham. & A Buffalo & Lackay	ur.Ry.	-See Buff.South Ry, 19 Praction Co. 19
Buffalo & Lake E Buffalo Lockport	rle Tra	etion Co
Buffalo & Niagar	a Falls	Electric Ry.—See In-
Buffalo Ry.—See Buffalo Southern	Intern	Ebenezer Ry.—See  See Buff. & Depew. 19 —See Buff. South Ry. 19 Traction Co. 19 Cotion Co. 19 Ry.—See Inter. Trac. 21 Electric Ry.—See Inter. Trac. 21 Ational Traction 21 Magara Falls Electric al Traction 17 Ational Traction 21 Electric Ry.—See Inter. 19 Electric Ry.—See Buff. 66 See Buff. Co. Tran. 66 Sit Co. 21 Light Co. 22 Light Co. 22 Light Co. 22 Light Co. 22 Light Co. 21 Light Co. 22 Light Co. 21 Light Co. 21 Light Co. 21 Light Co. 21 Light Co. 22 Light Co. 21 Light Co. 22 Light Co. 24 Li
RR.—See Inter	da & N	Magara Falls Electric
Buffalo & William	See I	Electric Ry
Burlington Count	y Ry.—	See Burl. Co. Trau. 66
Burlington (Iowa)	Ry. 5	Light Co21
Butte Electric Ry		San United Lt & Day 40
Calro Elec. & Tra	& Light	Calro By, & Light 24
Cairo & St. Louis	Ry.—Se	e Western Rys. & Lt. 24 See Western Rys & Lt. 24
California Centra	I Gas	& Electric Co.—See
California Gas &	Electric	ric Corporation.—See
California Midiano California Pacific	Ry.—5	See Pac. Elec. Ry 60
California Ry. & California Ry. & 1	Power.	FranOak, Term. Ry. 84
Calumet Elec. St.	Ry.	See Cal, & So, Chie 27
Camaguey (Cuba) Camden Gloucest	co., L	Woodbury Ry 70
Camden Inter-Sta	te Ry.	See Ohio Val. Elec. Ry 80
Canadian Lt. &	Pow	-See Montreal Tram-
Canal & Claiborne	RR.	R.—See Ont, Lt.&Tr.107 SeelN. O. Ry. & Lt., 73
Canton-Akron Co	ns. Ry	N.Y. Consol. RR 18
Canton-Massillon Akron Cons By	Electr	le Ry.—See Canton-
Canton-New Phil	adelph	la Ry. See Canton-
Cape May Del Bay	y & Sev	vell's Point Elec. Ry. 21
Carbondale Ry.—	See Sc	ranton Ry
Carolina Power & Cass Ave. & Fair C	Light or Ry	See United Rys Co. 109
Catharine & Bainb	ridge S	See United Lt. & Rys. 40 t Co. 20 Cairo Ry. & Light 24 e Western Rys. & Lt. 24 ee Western Rys. & Lt. 24 ee Western Rys. & Lt. 24 & Electric Co.—See Corporation.—110 de Corporation.—5ee Co. 120 See Pac. Elec. Ry. 60 Fran.—Oak. Term. Ry. 84 13 See Cal. & So. Chie. 27 o Ry. 27 dd. 129 Woodbury Ry. 129 Woodbury Ry. 129 Woodbury Ry. 129 Woodbury Ry. 129 Ry. 26 Co. 120 R.—See Ont. Lt. & Tr. 107 SeelN. O. Ry. & Lt. 73 N.Y. Consol. RR. 18 Can.—Akr. Cons. Ry. 2 le Ry.—See Canton La Ry.—See United Rys. 2 le Ry.—See United Rys. 3 See United Rys. 5 Lt. 30 See United Rys. 5 Lt. 30 See United Rys. 6 S
Cedar Rapids & I	owa Cl	ty Ry. & Light Co.
		2

						P	Ige.
Cedar	Rapids	& Ma	rion	City	Ry	See	
Central	Rapids d Light & Arkansas al Light &	Ry. &	Ligh	t Cor	p.—Se	e	49
Feder Central	al Light & California	Tract	lon C	0S	en Par	Tri &	78
							110
Central	California Crosstown Electric C esex Light	RR.	on Co See N	ew Yo	ork Rs	78	75
Central	Crosstown Electric C esex Light Elec. Ry. Elec. Ry. Georgia Po Illinois Pu	o.—See	000	nerset	Untor	de	68
Central	Elec. Ry.	See S	ac. El	ec. G.	& Ry		110
Central	Elec. Ry.	(Kan.)-	-See	K.C.	Ry. &	Lt.	55 62 63
							63
Trac	& Torm	Tractio	n co.	-260			59
Central	& Term. (	10		Company of the Compan	o (T) was a	120	34
Central	Mississipp	Valle	y Elec	tric P	copert	es.	56
Ithae	Lighting ( Market St. Mississipp New Yorl Traction Park Nor Pansenger Pennsylva g Rys.	Corner	iern I	R. C	orp.—	See	54
Central	Park Nor	th & E	ast 1	liver	RR.	See	
Central I	Passenger	Ry. S	ee Cer	tral T	ractio	n	98
Central	Pennsylva Rvs	nia Tra	action	Co	-See H	ar-	51
Central	Rys.—See Ry.—See	United	Rally	ray do	Elect	rie.	8
				Trac.	Syste	TITL	23
Chamba	Clearfiel						22
Chamber	rsburg & Crsb. Green on City R Rallway Con Consoll	castle &	e Way	nesb.	St. R	7.1	22
dated	Rallway (	Gas & I	Electr	rleston	Cons	oli-	26
Charleste	on Consoli	dated I	Ry. G	as & I	Heotri	0	26
Charlesto	on Consolination	Ry.	& Lig	hting	Co	-	26
Charlotte	e Elec. By	Paims !	Tracti	юп			26
Charlotte	e Electric	Ry. L	ight	& Pov	ver Co	-	26
Charlott	esville & /	Albema	rle Ry			1	29
Chattan	oga Elec. ooga Gas Coga Rys.	Jo 30	e Un.	Lt. &	Rys.	Co.	65
Chattano	oga Rys.	Co —So	ee Cha	itt. Ri	7. & L	t	66 66
Chautau	oga Raliv oga Raliv gan El. I. Darby & Pi	on Co					20
Chester I	gan El. L Darby & Ph	illa.—S	ice W	II. & Ch	esterT	rac	83
Chester	& Media	Elec. R	y. R	y,—Se	e WII	å.	93
Chester	& Philade	phla B	y	705.55	*****		90
Chester S	& Philade Street Ry. Fraction—	See Wi	m. &	Ches.	Trac.	Co.	93
Cheyenn	Fraction— c (Wyo.) com. & Deck Champal	Electri	e Ry	an Bin	orning	ton	129
Dec. &	Champal						23
Chicago	City & Co	nnectin	g Ry				26
COLORO	CODY Francis	etion.	-See (	Chicag	Rys.	20	27 28 88
Chicago	& Despial Elevated Fox Lake & Interur & Jollet E	Rallwa	ys	e Am.			29
Chicago	& Interur	& Lak	e Gen	ieva		1	29
Chicago Chicago	& Jollet E	lec.RR.	-See	Am.	Rys. C	10_ 1B	88
Chleago	Lake Shor	e & Sou	ith B	and R	V		63
Chicago	& Milwaul & Oak Par Ottawa & Ra'lways ( South Ben Lutin Tra	kee Elev	ctric.	iv			30
Chleago (	Ottawa &	Peorta	Ry_				24
Chicago :	South Ben	d & N	orthe	n Ind	lana F	ty_1	17
Chicago	South Ben Union Tra & West T & Wester & Rys	owns I	See C	hic. R	ya. Co		28
Chicago	& Wester	n—See	Chie	. City	& C	on-	26
Chippew	Rys. a Vall. Ry nn. Lt. & Rallway	Lt. &	Pow	.—See	Wisc	on-	
Choctaw	Rallway	& Light	Ing C	0		23	57
Christian	na & Coat	esville !	Street	Ry N	v p	110	58 75
Cincinna	Rallway na & Coat her & Ten ti & Colut ti & Colut ti Covingt ti Dayton ti Georret am. Tract ti Laurenc ti Miford ti Newport ti Street R ti Tractlor estw d Ri nson Elec.	nbus T	ractio	n Uo.			30
cinnat	Newport	& Covi	ngton	ger.—	See U	in-	36
Cincinna	ti Dayton	& Tole	do Tr	action	Co		35
Ctn. & H	am. Tract	. Co -	See Ol	ilo Tr	act. C	0	31
Cincinna	ti Milford	& Love	land 3	Fractic	St R	R.	30
Cincinna	ti Newpor	v.—Se	ingto	n Lt.&	Tr.Co		36
Cincinna	ostwid RI	Co	Ind	in Cita	m		31
Cinnami	nson Elec.	Light.	Powe	r& He	ating	Co.	54
Circuit T	erton, N. erminal R	y	*****				88
Cities Se	Fleatric Co.	io —8e	e Son		Trales	33	79
Middle	sex Lighti	ng Co.	7 6 0		· · · · · ·		68
Citizens'	Electric I	Rallway	Ligh	t & P	ower (	Jo.	68
See M	El. St. Rv	Sce	New 1	a Por	Wer Co	V8.	32 51
Citizens	Lt. & Tra	nsit (P	ine Bi	(IIII)	7000	1	29
Citizens	Pass. Ry.	. Norri	stown	.—Sec	Schu	yl-	51
Citizens'	Pass, Ry	(Phila	.)—S	ee Unt	on Tri	10	90
Citizens'	Ry,&Lt.C	o.—Se	eTri-C	City Ry	&Lt.	Ca	40
& Han	ap. Ry., C	. & E.	Co.		D. Ne	ws	51
Citizens'	apolls Str	eet Ry	anapo	ills, In	d.)—8	See .	53
Citizens'	Street RE	Sec	Memi	phia St	reet R	y_	63
Union	Traction .	of Indla	ma		4.7-3	oca.	D
Citizens'	Traction C	0., 011	City	Trac.	Syste	m.	98 85
City Elec	etric Light	ing Co.	of V	incenn	05	-1	06
Detroi	& Port 1	Turon S	hore	Line-	11.)—8	ee	40
Ry &	Light Co.	(Rom	e. Ga	)—Se	e Ro	me,	00
City & E	Im Grove	RR. Co	-Se	e West	Virgi	nla	
City Lig	ht & Trac	. Co. (	Sedal	ia, Me	0.),—5	See	06
Cities City Rai	erminal Review Go. Electric Go. Electric Go. Electric Go. Electric Go. Electric In G. Electric In	ton, O	nioi			-	82 37
City Ry.	of Los An	K.—See	Los.	Ang. P	y. Cor	D.	GI
Electri	c Co. of B	altimor	0	Trail	HAYR	00	8
City & S	uburban I	y.—See	Port.	Ry.L sh. Ry	& Po	W 1	21
City Isla	Street Ry	. Y.)		*****		1	29
Claremo	at (N. H.)	Ry. &	Light	ing Co		1	06
Cleburne	uburban le Co. of Bi uburban R uburban II nd Ry. (N Street Ry nt (N. H.) nt (N. H.) 1 St. Ry 1 Berea II	rower		*****		-1	29
Cleveland	nd South	Western	& Obe	olumb	(y.—S	ee	31
Cleveland	i & Chag	rin Fa	lls R	y.—Se	e Cle	ve.	
Cleveland	St, Ry_i i Berea F and South i & Chag stown & F I & Easte	rn Trac	tion .				32
						-	200

MAY, 1915.]	
Page. Cleveland Electric Ry.—See Cleveland Ry 31	1
Cleveland Electric Ry.—See Cleveland Ry. at Cleveland Elyria & Western.—See Cleveland Southwestern & Columbus Ry. 31 Cleve. & Eric Ry. Co. 45 Cleveland Interurban RR. 129	
Cleve. & Eric Ry. Co. 45 Cleveland Interurban RR	
Cleveland Rallway Company 31 Cleveland & Southwestern Traction Co.—See	1
Cleveland Southwestern & Columbus Ry 31 Cleveland Southwestern & Columbus Ry 32 Cleveland Ry Tran Ry 129	
Cleveland & Youngstown RR 129 Cleveland Youngstown & Eastern Ry 32	1
Coal Belt Electric Railway Co. 53 Coal Castle Electric Ry. See E. Penn. Rys 103	
Coast Counties Gas & Elec. Co.—See Coast Counties Light & Power Co.—See Coast Counties Gas & Elec.	1
Coast Valley Gas & Elec. Co.—See The RRs. & Pow. Devel. Co.—113	1
& Inland Empire Ry 117 Cohoes Ry.—See United Traction Co. 2	1
Colonial Pow, & Lt. Co.—See Eastern Pow, & Lt. Corp. 106 Colorado Springs & Interurban Ry 33	
Lt. Corp. 100 Colorado Springs & Interurban Ry 33 Colorado Springs Light, Heat & Power Co.— See United Gas & Electric 78 Colorado Springs Rapid Transit.—See Colorado Springs & Interurban 33 Colorado Springs & Electric 33 Colorado Ry.—See Wash. Ry. & Elec. Co. 120 Colorado Ry.—See Wash. Ry. & Elec. Co. 33 Colorado Springs & Newark Traction 35 Colorado Springs Newark & Zanesyille 35	P
rado Springs & Interurban 33 Columbia (S. C.) Elec. St. Ry, Light & Power	1
See Columbia Ry., Gas & Electric	
Columbus Buckeye Lake & Newark Traction. —See Columbus Newark & Zanesville.  Solumbus Delaware & Marion Elec. RR. 35	1
Columbus Edison Co.—See Col. Ry., P. & Lt.	1
	1
See Indiana Columbus & Eastern 34 Columbus Interurban Terminal Co 34 Columbus Interurban Terminal Co 34	1
Columbus London & Toledo Traston Columbus London & Springfield Ry.—See In- diana Columbus & Eastern	1
Columbus Magnetle Springs & Northern Ry 57 Columbus Marlon & Bucyrus Ry. Co 63 Columbus Mt. Vernon & Mansfield Tract.—See	
Columbia New Albany & Johnstown Trac. 36 Columbia New Albany & Johnstown Trac. Co. 36 Columbia New Albany & Johnstown Trac. Co. 36	
Columbus & Ninth Ave. RR.—See N. Y. Rys. 74 Columbus Northern Ry., Power & Equipment. 35	I
Columbus (Ga.) RR.—See Columbus Elec. Co 33 Columbus Ry.—See Colum. Ry., P. & Lt. Co 34	
Columbus Raflway, Power & Light Co. 34 Columbus Traction Co. Sec Col. Ry. & Lt.Co. 34 Columbus Urbana & Western Ry. 129	
Commonwealth Avenue Street Ry.—See Mid- dlesex & Boston Street Ry.—12	
Commonwealth Power Co.—See Consumers' Power Co.—See Consumers' 47	
Compton Heights Union Depot & Merchants' Terminal Ry.—See United Railways System109 Concord Maynard & Hudson Street Ry	
Columbus Grave Clty & Southwestern Ry.—  See Indiana Columbus & Eastern	I
Coney Island & Gravesend,—See Bklyn, R. T. 15 Conestoga Traction.—See Lan. Co. Ry. & Lt 55 Connecticut Company	
Coney Island & Brooklyn RR.  Oney Island & Gravesend.—See Bklyn, R. T.  Conestoga Traction.—See Lan. Co. Ry. & Lt.  Connecticut Company.  Connecticut Company.  Connecticut Company.  Connecticut Company.  Connecticut Valley Street Railway.  Connecticut Valley Street Railway.  Connecticut Valley Street Ry.—See West  Penn Railways Co.  Conshohocken Ry.—See Schuylkill Valley.  Consolidated Gas Co. of Pittsburgh.  Consolidated Railways Light & Power Co.  (Wilmington, N. C.).  Cons. Secur. & Inv. Co.—See Coan. Co.  Consolidated Railways Light & Power Co.  (Wilmington, N. C.).  Cons. Secur. & Inv. Co.—See Den. Tram. Co. 38  Consolidated Traction of New Jersey.  Consumers' Power Co.  Consumers' Elect. & Power Co. (New Orleans).—See United Gas & Electric Corp.  Consumers' Power Co.  Continental Passenger Ry.—See Union Trac.  Consumers' Power Co.  Continental Passenger Ry.—See Union Trac.  Corning & Painted Post Street Ry.  Corpus Christi Street RR. & Int. Ry.  Corrigan Com. St. Ry.—See K. C. St. Ry. & Lt. So.  Cortiand County Traction.  County Traction Co. (Chicago)—See Chie.  & West Towns Ry.  Creston Winterset. & Des Molnes.  Corosstown St. Ry. (Buffalo)—See Inter. Trac. 21  Crosstown St.—See Columbus Ry. P. & Lt. Co.  Cumberland & Westernport Elec. Co.—See  Cities Service Co.  Tale Street Rev. & Co. See  Cities Service Co.  See	1
Penn Rallways Co Conshohoeken Ry.—See Schuylkill Valley.—105 Consolidated Gas Co. of Pittsburgh.—98	1
Consolidated Rallways Co.—See Conn. Co.——70 Consolidated Rallways Light & Power Co. (Wilmington N. C.)——122	1
Cons. Secur. & Inv. Co. See Den. Tram. Co. 38 Consolidated Traction of New Jersey 69	1
Consumers' Elec, Lt. & Power Co. (New Or- leans).—See United Gas & Electric Corp 79	
Consumers' Power Co Continental Passenger Ry.—See Union Trac. 91 Corning & Painted Post Street Ry	
Corpus Christi Street RR. & Int. Ry. 129 Corrigan Come St. Ry. — See K. C. St. Ry. & Lt. 55 Corrigand County Traction. 35	
County Traction Co. (Chicago)—See Chic.	
Crosstown St. Ry. (Buffalo)—See Inter. Trac. 21 Crosstown St.—See Columbus Ry. P. & Lt. Co 34	1
Cumberland & Westernport Flee. Co.—See Cities Service Co.——82	
Da as Electric Corporation 36 allas South, Trac. Co.—See Southern Trac. 37	
Danbury (Conn.) & Bethel Street Ry- Danville Champaign & Decatur Ry, & Lt. Co. 22 Danville & East. III. Ry	ян
Danville & Northern—See Danv, St. Ry, &Lt. 22 Danville & Southeastern Ry. 21 Danville (III.) Street Ry, & Light. 22	ш
Danville (Va.) Traction & Power Co. 129 Danville Urbana & Champaign Ry. 28	1
Darby Media & Chester Ry.—See Phila. Rap. Tr. 89 Darby & Yeadon St. Ry.—See Phila. R. T 90 Davion Covington & Plaus Traction 37	m
Dayton & Northern Traction Co.—See Indiana Columbus & Eastern Dayton & Soldiers' Home RR.—See City Ry. 37	
Dayton Springfield & Urbana Elec. By — Sec Ind. Col. & East Dayton Springfield & Xenia Southern 37	Î
Dayton (O.) Street Ry. See City Ry. 37 Dayton Traction—See Cin.Day. & Tol. Trac.Co 35	91
Dayton & Troy Electric See Ind. Col. & East. 37 Dayton & West. Trac See Ind. Col. & East. 32 Decatur Gas & Elec See Decatur Ry. & Lt. 33	
Decatur Raliway & Light Co Decatur Trac. & Elec.—See Decatur Ry. & Lt. 23 Dedham (Mass.) & Franklin St. Ry. 220	ш
De Kalb-Sycamore Elec.—See Union Ry, Gas	-
Union Ry. Gas & Elec	
Denison & Sherman Ry.—See Texas Trac. Co. 36	
De Raib-Sycamore Eice.—See Blank N. 68 & Eile Sycamore & Interurban Trac.—See Union Ry. Gas & Eilec.—40 Deita Light & Traction Co.—128 Denerara El. Co., Ltd., Halifax.—129 Denver Clity Tramway.—See Denv. Tram. Co.—38 Denver Consol. Tram.—See Denver Tram. Co.—38 Denver & Inter-Mountain.—38	
DENTE OF SHORT MORNING CO.	1

THE TO MILLE WATER	
Denver & Northwestern Ry 28	1
Denver Realty Co.—See Denver Tram. Co 38	3
Denver Tramway Pow. Co.—See Den.Cy. Tram 38 Denver Tramway Terminals Co.—See Denver Tramway Co.	all:
Des Moines & Central Iowa Electric Co 24	
Des Moines St. RR.—See Des M. City Ry	
Oenver Tramway Terminals Co.—See Denver Tramway Co	
Detroit Port Wayne & Belle Isle Ry.—See Detroit United Ry. Detroit Jackson & Chicago 40	
Detroit & Lake St. Clair Ry.—See Det. & Port Huron Shore Line Ry.—40	P
Detroit & Northw.—See Detroit United Ry. 40	
Detroit & Pontlac Ry.—See Detroit United Ry. 40 Detroit & Port Huron Shore Line (with map)	316
Detroit Rochester Romeo & Lake Orion—See Detroit & Flint Ry. 40	
Detroit United Ry. (with map) Detroit Ypsilanti Ann Arbor & Jackson Ry.— See Det. Jackson & Chicago Ry.— 40	aly
See Det. Jackson & Onicago Ry.  Supplied to Swanses St. Ry.—See Globe St. Ry.—See	1
Dixon Rock Falls & Southwestern Ry 129 Dominion Power & Trans, Co 124 Dominion Trac, & Lighting Co., Ltd 129	H
Dover Gas Light Co See Twin State Gas &	
Dover Somersworth & Rochester 51	
delphia Rapid Transit Co. D. D. E. B'dway & Bat.—See Third Ave. Sys 77	7
Du Bols Electric & Traction Co. 41 Duluth St. Ry.—See Duluth Superior Tract. 41 Duluth Superior Traction 41	
Dunkirk & Fredonia RR.—See Buffalo & Lake Erle Traction Co.	1
Electric Co.  Dover Somersworth & Rochester	
Past Cleveland Ry.—See Cleveland Ry 31	an n
Eastern Pennsylvania Rys. Co. (with map) 103 Eastern Power & Light Corporation 105	90
Eastern Texas Electric Co	ш
East Liverpool Trac. & Light Co	aln
Castern New York III.  Castern Power & Light Corporation	
East McKeesport 8t, Ry.—See United Trac. 97 East McMelesex Street Ry. 14 East Newark Gas Light. 68 East Reading Elec. Ry.—See Reading Tract 10 East St. Louis & Suburban Co.—See San Fran. Oakland Terminal Rys.—See San Fran. East Side Elec. Ry.—See Kan. City Ry. & Lt. 55 East Side Traction Co.—See N. Y. State Rys. 10 East Side Traction Co.—See N. Y. State Rys. 10 East Co.—See N. Y. State Rys. 10 East Side Traction Co.—See N. Y. State Rys. 10 East Co.—See Lehigh Valley Transit Co.—See Lehigh	
tast Shore & Suburban Ry.—See San Fran.—Oakland Terminal Rys	
East Side Elec. Ry.—See Kan. City Ry. & Lt. and Sast Side Traction Co.—See N. Y. State Rys. 107 Easton, Consolidated, Electric.—See Lebigh	
Valley Transit Co	13
Caston Palmer & Bethlehem Elec. Ry.—See Easton Consolidated Electric Easton & South Beth Trans. Co.—See Easton Consol. Elec. Co.  3	1
Saston & South Beth Trans. Co.—See Easton Consol. Elec. Co.—See Lan. Co. Ry. & Lt. 58 Calson Elect. Co.—See Lan. Co. Ry. & Lt. 58 Salson Elect. Co.—See Lan. Co. Ry. & Lt. 58 Salson Electric of New Orleans—See N. O. 73 Sighth Ave. RR.—See New York Rys. 76 Sighth Ave. RR.—See New York Rys. 77 Sighth Ave. RR.—See New York Rys. 77 Sighth Ave. RR.—See New York Rys. 77 Sighth Aver. RR.—See Un. Trac. Co. \$21 Steetric Properties Co. (N. Y). 22 Sighth Aver. RR.—See Un. Trac. Co. \$21 Sighth Aver. & Southern Traction—See Autora & Southern Traction—See Autora & Southern Traction—See Autora & Southern Traction—See Autora & Sighth Aver. & Southern Traction—See Autora & Sighth & Cheins Street Ry.—See United Street Ry.—See United Street Ry.—See United Street Ry.—See United Railways Sighth & Frenton RR.—\$2 Sighth & Tracton Co. \$2 Reno Interurban Ry.—See Oklahoma Ry.—\$5 Sighth & Southern—See Clev. S. W. & Col. 31 Sighth & Southern—See Clev. S. W. & Col. 32 Sighth & Southern—See Clev. S. W. & Col. 33 Sighth & Oberlin—See Clev. S. W. & Col. 34 Sighth & Adamstown Ry.—\$5 Sighth & Adamstown	
Rallway & Light Co 73	
Electric Properties Co. (N. Y) 129 Electric Traction (Phila, Pa.)—See Un. Trac. 91	1
Figin Aurora & Southern Traction—See Au- rora Eighn & Chicago	
United Street Ry  United Street Ry  Street Ry  Street Ry  Street Ry  Street Ry  Street Ry	
United Street Ry 69	
Elizabethtown & Florin Street Ry	
Il Reno Interurban Ry.—See Oklahoma Ry. 85	
South Western & Columbus Ry 31	1
Simplifie Pass. Ry.—See Union Trac. System 91	
Cohrata & Adamstown Ry 58	
Erie & Central Pennsylvania Ry 123	
Eric Traction Co. See Buffalo & Lake	1
Eric Traction Co. Eric Traction—See North West Penn Ry 63	
Essex & Hudson Gas Co	3
Evansville & East. Elec. Ry.—See Evansville Rys.Co. Evansville Elec. Ry.—See Union Ry., G.& E. 4	1
Evansylle Elec. Ry.—See Union Ry., G.& E. 49.	3
Evansville & Mt. Ver. Elec. Ry.—See Evans	9
Value Rys. Co. Princeton Traction Co.—See Union Ry., Gas & Electric	6
Evansville Pub. Serv. Co.—See Unio: Ry., Gas & Electric	2
Evansville & Southern Indiana Traction Co.—	6
Svansville Suburban & Newburth Ry 4: Evansville Term, Ry.—See Evansville Rail-	3
Everett Ry. & Electric Co.—See Puget Sound	0
Everett Ry., Light & Water Co.—See Puget Sound Tract., Light & Power	0
Evansy Hend, & Owenstoro, —See Evans- ville Rys. Co.  Evansylle & Mt. Ver. Elec. Ry. —See Evans- ville Rys. Co.  Evansylle & Princeton Traction Co.—See Union Ry., Gas & Electric  Evansylle Pub. Serv. Co.—See Union Ry., Gas & Electric  Evansylle Pub. Serv. Co.—See Union Ry., Gas & Electric  Evansylle As Set Serv. Co.—See Union Ry., Gas & Electric  Evansylle & Southern Indiana Traction Co.— See Union Ry., Gas & Electric  Evansylle & Southern Indiana Traction Ry.  Evansylle & Southern Indiana Traction Ry.  Evansylle Term, Ry.—See Evansylle Rail-  ways Co.  Everett Ry. & Electric Co.—See Puget Sound  Tract. Light & Power  Everett Ry., Light & Water Co.—See Puget Sound Tract. Light & Power  Everett Water Co.—See Puget Sound Tract., Light & Power	0
Pair Haven & Westville RR.—See Conn Co. 7	0
Fairmont & Mannington Traction.—See	3
Androngahela Valley Traction - 4. Valemount Park & Haddington Pas By - See Heatonyille Mantua & Falemount	1
Fairmount Park Transportation Co. 8 Pargo & Moorehead Street Ry. Co. 4	0 7
Pair Haven & Westville RR.—See Conn Co. 7 airmont & Clarksburg Trac. Co. —See Monon gatela Valley Traction	0
Total Digity of Fraction Co	1

å	Federal Street & Pleasant Valley Ry See
3	Federal Street & Pleasant Valley Ry.—See United Traction System, Pittsburgh 97 Felicity & Bethei RR.—See Cin, Georgetown
3	
	Ferries & Cliff House Ry.—See United RR. of
ı	Findlay Street Ry See Toledo Bowling Green
5	Wighletti Cleante Dr. 43
3	Flint Gas Co See Michigan Light Co 47
)	Pitchburg & Leominster Street Ry. 43 Pitchburg & Leominster Street Ry. 47 Pilnt Gas Co.—See Michigan Light Co. 47 Piushing & College Point Eise, Ry.—See N. Y. & Queens Co. Fonda Johnstown & Gloversville RR.—See "Railroad and Industrial" Section. Fond du Las & Oshkoph Fier, Ry.—See Bast-
)	Fonda Johnstown & Gloversville RR.—See
)	"Railroad and Industrial" Section.
2	Fond du Lae & Oshkosh Elec. Ry.—See Basten Wisconsin Ry. & Light Co
	Wisconsin Ry, & Light, -See Eastern 43
	Forest City Street Ry See Cleveland Ry 31
5	"Rallroad and Industrial" Section.
,	Ft. George & Eleventh Ave. RR.—See N.Y. Rys 75 Fort Pitt Traction—See Consol, Trac. (Pitts.). 97
1	Fort Scott & Nev. Lt., Ht., W. & P. Co
,	Fort Smith Light & Traction Co
	See Ft. Wayne & Nor. Ind. Traction Co
	Ft. Wayne & Northern Indiana Traction 44 Fort Wayne & Northwestern Ry
	Fort Wayne & Springfield By. Co 37
ı	& Northern Indiana Traction Co.—See Ft. Wayne
Ü	Fort Wayne Van Wert & Lima Trac. Co 35
1	Pt. Wayne & Northern Indiana Traction 44
	Fort Worth Southern Trac See Nor. Tex. El. 44 Forty-second Street & Grand Street Ferry
g	RR.—See New York Rys.— 74
1	Ry.—See Third Avenue System 77
4	Ry.—See Boston & Worcester Str. Ry. 14
1	Et. George & Eleventh Ave. RR. — See N. V. Rys 75 Fort Pitt Traction — See Consol, Trac. (Pitts.) 97 Fort Scott Gas & Electric Co. — 44 Et. Scott & Nev. Lt. Hft. W. & P. Co. — 129 Fort Smith Light & Traction Co. — 44 Ft. Wayne Buffton & Marion Traction Co. — 45 Ft. Wayne & Nor. Ind. Trac. — 44 Ft. Wayne & Northern Indiana Traction — 45 Fort Wayne & Springfield By. Co. — 37 Fort Wayne & Springfield By. Co. — 37 Fort Wayne & Springfield By. Co. — 37 Fort Wayne & Springfield By. Co. — 46 Fort Wayne Traction Co. — 56 Ft. Wayne Wayne Traction Co. — 56 Ft. Wayne Wayne Wort & Lima Trac. Co. — 56 Ft. Wayne & Worthern Indiana Traction — 44 Fort Worth Southern Trac. — 5ee Nor. Tex. El. 46 Fort Worth Southern Trac. — See Nor. Tex. El. 47 Forty-second Street & Grand Street Ferry RR. — See Now York Ry. — 56 Ft. Mayne & Manharv. & St. Nicholas Ave. Ry. — See Hold Avenue System — 77 Framingham Southboro & Mariboro Street Ry. — 56 Framingham Union Street Ry. — 56 Frankford & Southwark Passenger Ry. — 56 Frankford & Southwark Passenger Ry. — 56 Frederick & Middletown RR. — 56 Frederick RR. — 56 F
اا	Frankford & Southwark Passenger Ry.—See
3	Union Traction System
5	Frederick Gas & El. Co.—See Hag. & Fred.RR 51
	town & Frederick RR
	Frederick RR.—See Hagerst. & Fred. RR 51 Freeport Rallway & Light Co
ļ	Preepart Ry., Light & Power Co.—See Free- port Ry. & Light Co.—44
	Frederick & Middletown RR,—See Hagers- town & Frederick RR.—See Hagers- town & Frederick RR.—See Hagers- town & Frederick RR.—51 Frederick RR.—See Hagerst. & Fred. RR.—51 Freeport Rallway & Light Co.—44 Freeport Ry, Light & Power Co.—See Free- port Ry, & Light Co.—45 Freeno City Ry.—See Freeno Traction Co.—45 Fresno Interurban Ry.—120 Fresno Interurban R
	Fresno Interurban Ry
2	Presno Gas & Electric Light Co.—See Pacific
9	Presno Interdonan Ky.  Presno Gas & Electric Light Co.—See Pacific Gas & Electric Co.  Front & 5th St. Ry.—See Unit.Trac.(Reading 105  Frontier Elec. Ry.—See Internat. Trac. Co. 21  Frontier Elec. Ry.—See Internat. Trac. Co. 21  Frontier Elec. Ry.—See Internat. Trac. Co. 21
	Frontier Elec. Ry.—See Internat. Trac. Co. 21
	Frostburg Eckhardt & Cumberland Elec. Ry —See Cumberland & Westernport 82
1	Frostburg Illum & Mfg. Co.—See Hagerstown
1	& Frederick Ry 51 Fulton Elevated—See Brooklyn Rap. Tran 15
	Clainesville Rallway & Power
	Gainesville Railway & Power 45 Galesburg Elect. Motor & Pow.—See Galesb. Elec. Ry. Ltg. & Pow. Co. 24 Galesburg Gas & El. Co.—See Galesb. Elec. Ry. Ltg. & Pow. Co. 24 Galesburg & Kewane Electric Ry 56 Galesburg Electron Electr
	Galesburg Gas & El. Co.—See Galesb, Elec.
	Galesburg & Kewance Electric Ry
3	
3	Galveston-Houston Electric Co Galveston-Houston Elec, Ry.—See Galveston-
1	Houseon Wlad Co
,	See Northern Massachusetts Street Ry 50 Gary Connect. Rys.—See Gary & Interur.RR 45
9	Gary Hobart & Eastern Traction
	Gary & Interurban RR.—See Gary & Int. RR. 45
	Gas Light Co. of New Brunswick—See New
	Brunswick Light, Heat & Power
i	General Gas & Electric Co
	Geneva Seneca Falls & Auburn. 45 Georgetown & Lexington Traction Co.—See
3	Rentucky Trac. & Term
ï	Street Hy 12
	Gardner Westminster & Fitchburg St. Ry.— See Northern Massachusette Street Ry. Gary Connect. Rys.—See Gary & Interur.RR. 45 Gary Hobert & Eastern Traction. 129 Gary & Interurban RR. Gary & Interurban RR. 46 Gary & Interurban Ry.—See Gary & Int. RR. 46 Gas & Electric Co. of Bergen County. Gas & Electric Co. of Bergen County. Geary St. Park & Ocean RR. 129 General Gas & Bicettic Co. 88 Geneva Seneca Falls & Auburn. Georgetown & Lexington Traction Co.—See Kentucky Trac. & Term. Georgetown by Lexington Traction Co.—See Kentucky Trac. & Term. Georgetown Itowicy & Ipswich.—See Bay State Street Hy Georgetown & Tenallytown Ry.—See Wash Ry. & Elec
X.	Allege Day & Flor Corp.
I I	Georgia-Carolina Power CoSee AugAlken
3	Georgia Elec, Light Co.—See Ga. Ry. & El. 7
8	Georgia Lt., Pow. & Rys. 62 Georgia Ry. & Electric Co. 7
5	Georgia Ry. & Power Co. (with map)
Ġ	Glen's Falls Sandy Hill & Ft. Edward Street
3	Georgia-Carolina Power CoSee AugAiken ty. & Elec. Corp. Georgia Elec. Light Co.—See Ga. Ry. & El. Georgia Lt., Pow. & Rys. Georgia Ry. & Riectric Co. Georgia Ry. & Riectric Co. Georgia Ry. & Power Co. (with map). Germantown Pass. Ry.—See Union Trac. Sys. Glem's Falls Sandy Hill & Ft. Edward Street RR.—See Hudson Valley Ry. Globe Street Ry.—See Bay State Ry. Gloucester Essex & Beverly—See Bay State. 12 Gloucester & Rockport—See Bay State. 12 Goots Falls Litch. & Hud.—See Man. Trac. Lt. & Power. Gogeble & Iron Counties Ry. & Light—See
0	Gloucester & Rockport—See Bay State
3	Gloucester St. Ry.—See Bay State Street 12
6	Lt & Power
5	Ironwood & Bessemer Ry. & Lt 54
3	Goldsboro (N. C.) Traction Co
6	
3	Grand Rapids Ed. Co.—See Consum Pow.Co. 47 Grand Rapids Gd. Haven & Muskegon Ry. 49
3	Grand Rapids Holland & Chic, Ry. 49 Grand Rapids Holland & Lake Michigan By.
ñ	-See Gr. Rapids Holland & Ohleago Ry 49
0	sumers Power Co. 47
0	Grand Rapids Ry. & Light Co.—See Federal 47
	Light & Traction Co
0	Green Bay Gas & El. Co. —See Wise, Pub. S. Co. 10
3	Green & Coates Sts. Philadelphia Passenger
3	Ry.—See Union Traction System 91
1	-Conn. Valley St. Ry
0 3	Conn. Valley St. Ry 50
0	sumers' Power Co. 47 Grand Rapids Ry. 47 Grand Rapids Ry. 6 Light Co.—See Federal Light & Traction Co. 78 Green Bay Gas & El. Co. —See Wise, Pub. S. Co. 20 Green Bay Trac. Co.—See Wise, Pub. S. Co. 20 Green Bay Trac. Co.—See Wise, Pub. Serv. Co. 20 Green & Coates Sts. Philadelphia Passenger Ry.—See Union Traction System. 91 Greenfield Deerdeid & Northampton St. Ry. —Conn. Valley St. Ry. Greenfield & Turner's Falls St. Ry.—See Conn. Valley St. Ry.—50 Greenp. & Lorimer St.—See Bkin. Rap. Tran 15 Greensboro Electric Co.—See North Car. Pub- lio Service Co.—5e
8	ile Service Co 50

Greenw. Spartanburg & Anderson Ry.—See Greenwich Schriften Ry.—See Greenwich Schriften Ry.—See Hudson Valley Ry. Greenwich Transway Co.—See Conn. Co.—76 Greenwich Transway Co.—56 Gutfport & Mississippi Coast Traction Co.—51 Gutfport & Mississippi Coast Traction Co.—51 Gutfport & Mississippi Coast Traction Co.—51 Hagerstown & Frederick RR.—56 Hagerstown & Frederick RR.—56 Hagerstown & Frederick RR.—56 Hagerstown & Northern Ry.—58ee Hagerstown & Frederick RR.—56 Hagerstown & Northern Ry.—58ee Hagerstown & Frederick RR.—56 Hagerstown & Northern Ry.—58ee Hagerstown & Frederick RR.—57 Hagerstown & Northern Ry.—58ee Hagerstown & Frederick RR.—57 Hampathre & Worcester Street Ry.—5ee Handlax Bielette Tran.—56 Hammond Whiting & Bast Chio. Ry.—57 Harrisburg & Workerstown St. Ry.—57 Harrisburg Re. Worcester Street Ry.—5ee Hampathre & Worcester Street Ry.—5ee Harrisburg Bico. Service Co.—56e Ontted Gas Harrisburg Ry.—56e Connecticut Co.—56e Marrisburg Fra. Co.—56e Ontted Gas Harrisburg Fra. Co.—56e Meritable High Bico. Ry.—56e Connecticut Co.—56e Marrisburg Fra. Co.—56e Ontted Gas Harrisburg Fra. Co.—56e Meritable High Bico. Ry.—56e Connecticut Co.—56e Marrisburg Fra. Co.—56e Meritable Ry.—56e Connecticut Co.—56e Marrisburg Fra. Co.—56e Meritable High Bico. Ry.—56e Connecticut Co.—56e Marrisburg Fra. Co.—56e Mer	nger Ry.— senger Ry_ 9
Guthrot & Misslaspip Coast Traction Co. 51 Guthros R. Ry.—See Otishoma Ry. 55 Guthros R. Ry.—See Otishoma Ry. 55 Hagerstown & Boonshoro Ry.—See Hagerstown & Frederick RR. 51 Hagerstown & Frederick RR. 52 Hamblurg Ry. 60 See Buff. 4. L. Eric Trac. 19 Hamblurg Ry. 60 See Buff. 4. L. Eric Trac. 19 Hamblurg Ry. 60 See Buff. 6. L. Eric Trac. 19 Harrisburg Eleo. Service Co.—See United Gas & Eleo. Co.—See United Gas Agrees Pack Reserved R	nger Ry.— senger Ry_ 9
Guthrot & Mississpipi Coast Traction Co. 51 Guthros R. Ry.—See Otshoma Ry. 55 Hagerstown & Bonnshoro Ry.—See Hagerstown & Frederick RR. 51 Hagerstown & Frederick RR. 52 Hambourg Ry. 62 Hagerstown & Frederick RR. 52 Hambourg Ry. 62	nger Ry.— senger Ry_ 9
Hagerstown & Hoorshoro Ry—See Hagers town & Frederick RR — 1 Hagerstown & Frederick RR — 1 Hamilton & Enderick RR — 1 Hamilton & Enderick RR — 1 Hamilton & Frederick RR — 1 Hamilton & Hultmenton & Hagerstown Westfield & Northwestern RR — 1 Hamilton & Hultmenton & Hagerstown Westfield & Forthwork RR — 1 Hamilton & Hultmenton & Hagersto	nger Ry.— senger Ry.— g Ry.—See sportation 12 12 66 Rap. Tr. 1
Hagerstown & Frederick RR  See Hagerstown & Frederick RR  Agrestown & Northern Ry.—See Hagerstown & Frederick RR  Agrestown & Northern Ry.—See Hagerstown & Frederick RR  Agrestown & Northern Ry.—See Hagerstown & Frederick RR  Agrestown Ry.—See Hagerstown & Street RR  See Halliam Electric Tram  Hamilton & Lindenwald El. Trans.—See Cln.  Hamilton & Lindenwald El. Electric Ry.  Hamilton & G. Trans.—See Cln.  Hamilton & Hamilton	Rap, Tr. 1
Dayton & Toleido Traction	Rap. Tr 1
Dayton & Toteloo Traction. 55 Hammond Whiting & East Chic. Ry. 526 Hampshire & Worcester Street Ry.—See Ware & Brockfield St. Ry. 527 Hampshire & Worcester Street Ry.—See Ware & Brockfield St. Ry. 528 Hampshire & Worcester Street Ry.—See Hampshire Elec. Sery.—See Hampshire & Worcester Street Ry.—See Hampshire & Worcester Street Ry.—See Hampshire Elec. Ry.—See Hampshire & Worcester Street Ry.—See Hartisburg Ry. See Hampshire & Worcester Street Ry.—See Hartisburg Ry. See Hampshire Elec. Ry.—See Hampshire & Worcester Street Ry.—See Hartisburg Ry. See Hampshire & Worcester Street Ry.—See Hartisburg Ry. See Hampshire Elec. Ry.—See Hampshire & Worcester Street Ry.—See Hartisburg Ry. See Hampshire Blee, Ry.—See Hartisburg Ry. See Hampshire Blee, Ry.—See Hartisburg Ry. See Hampshire Blee, Ry.—See Hartisburg & Machala & Refound Ry.—See Hartisburg Ry. See Hartisburg & Machala & Refound Ry.—See Hartisburg Ry. See Hartisburg Ry. Go.—See Havana Hartisburg Ry. Go.—See Havana Hartisburg Ry. Go.—See Havana Hartisburg Ry. Go.—See Havana Hartisburg	
Dayton & Toteloo Traction. 35 Hammond Whiting & East Chic. Ry. 327 Hampshire & Worcester Street Ry.—See Ware & Brookfield St. Ry. Hampshire & Worcester Street Ry.—See Ware & Brookfield St. Ry. Hampshire & Worcester Street Ry.—See Ware & Brookfield St. Ry. Hampshire & Worcester Street Ry.—See Hamps Ry. Gas & Electric Co. 51 Hampshire & Worcester Street Ry.—See Hampshire Elec. Sery Hampshire Elec. Ry.—See Hampshire Elec. Ry.—See Hampshire Elec. Ry.—See Hampshire Biec. Ry.—See Hampshire Elec. R	Shore Elec . 3
Hampshire & Worcester Street Ry.—See Ware & Brookfield St. Ry	dondo-See 6
### Amp. Ry., Gas & Electric Co. 51 ### Amp. Ry., Gas & Electric Co. 51 ### Amp. Ry., Gas & Electric Co. 51 #### Amp. Ry., Gas & Electric Co. 52 #### Amp. Ry., Gas & Electric Co. 52 #### Amp. Ry., Gas & Electric Co. 53 #### Amp. Ry., Gas & Electric Co. 54 #### Amp. Ry., Gas & Electric Co. 55 #### Amp. Ry., Gas & Electric Co. 55 #### Amp. Ry., Gas & Electric Co. 55 #### Amp. Ry., Gas & Electric Co. 56 ### Amp. Ry., Gas & Electric Co. 56 #### Amp. Ry., Gas & Electric Co. 56 #### Amp. Ry., Gas & Electric Ry.  #### Amp. Ry.	Pac. El. Ry. 6 Elec. Ry. 6
Assas City, Clay County & St. Joseph. 56  Kansas City Floy, Ry.—See K C. Hy & Lt. 57  Hartford & Springheld St. Ry.—19  Hartford & Springheld St. Ry.—19  Hartford & Springheld St. Ry.—19  Hartford Street Ry.—See Connecticut Co.—70  Hartford Street Ry.—See Connecticut Co.—70  Hartford Street Ry.—See Connecticut Co.—70  Hartford & Springheld St. Ry.—19  Hartford & Britanial Section.—55  Kansas City Pley Lt. & Elec. Ry.—See Kan.  City Ry. & Light Co.—55  Hartford & Pow. Co.—125  Havenhill & Andover (see Bay State St. Ry.)—12  Haven	Py Corn 6
Assas City, Clay County & St. Joseph. 56  Kansas City Floy, Ry.—See K C. Hy & Lt. 57  Hartford & Springheld St. Ry.—19  Hartford & Springheld St. Ry.—19  Hartford & Springheld St. Ry.—19  Hartford Street Ry.—See Connecticut Co.—70  Hartford Street Ry.—See Connecticut Co.—70  Hartford Street Ry.—See Connecticut Co.—70  Hartford & Springheld St. Ry.—19  Hartford & Britanial Section.—55  Kansas City Pley Lt. & Elec. Ry.—See Kan.  City Ry. & Light Co.—55  Hartford & Pow. Co.—125  Havenhill & Andover (see Bay State St. Ry.)—12  Haven	Ac. El. Ry . 6
Assas City Floy Ry.—See Connecticut Co.————————————————————————————————————	dy Corp 6
Hartford & Springheld St. Ry. — 104 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Connecticut Co — 70 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Havana Electric — 10 Hartford Street Ry. — See Merddian Light & Ry. — 10 Hartford Street Ry. — See Havana Electric — 10 Hartford Street Ry. — See Nerl Ry. — 10 Hartford Street Ry. — 10 Hartford Ry. — 10 Hartfo	ction Corp. 6
See N. Y. State Rys 107 Hestonville Mantua & Fairmount Pass, Ry. See Union Traction 91 Hocking-Sunday Creek Taction 129 Hocking-Sunday Creek Taction 129 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 55 Holyoke Street Ry 56 Holyoke Street Ry 57 Holyoke Street Ry 57 Holyoke Street Ry 58 Holyoke Street Ry 59 Hol	otion Corp
See N. Y. State Rys 107 Hestonville Mantua & Fairmount Pass, Ry. See Union Traction 91 Hocking-Sunday Creek Taction 129 Hocking-Sunday Creek Taction 129 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 55 Holyoke Street Ry 56 Holyoke Street Ry 57 Holyoke Street Ry 57 Holyoke Street Ry 58 Holyoke Street Ry 59 Hol	mer. Rvs
See N. Y. State Rys 107 Hestonville Mantua & Fairmount Pass, Ry. See Union Traction 91 Hocking-Sunday Creek Taction 129 Hocking-Sunday Creek Taction 129 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 55 Holyoke Street Ry 56 Holyoke Street Ry 57 Holyoke Street Ry 57 Holyoke Street Ry 58 Holyoke Street Ry 59 Hol	
See N. Y. State Rys 107 Hestonville Mantua & Fairmount Pass, Ry. See Union Traction 91 Hocking-Sunday Creek Taction 129 Hocking-Sunday Creek Taction 129 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 52 Holyoke Street Ry 55 Holyoke Street Ry 56 Holyoke Street Ry 57 Holyoke Street Ry 57 Holyoke Street Ry 58 Holyoke Street Ry 59 Hol	
Holyoke Street Ry 52 Kittanning & Ford City—See West Penn Trac 100 Mahoning Val. S. E.—See Rep. R	-See South
Honolulu Banid Transit & Land Co. 125 Engyptia Dr. & Light Co. 27 Major De land Co. 125 Engyptia Dr. & Light & Power	ht Co.—See
	Man Trac
Hooslek Falls RR.—See Berkshire St. Ry. 72 Indiana Rys. & Light. 57 Manchester Street Ry.—See Manch	ester Trae
	Fare Line 1
	& 1.9
Houston Ltg. & Pow. Co. (1905)—See Ameri- can Cities Co. 57 Manistee Lt. & Traction—See Man	ilstee Ry
can Cities Co.  can Cities Co.	Co.—See
Hudson County Gas Co	MULTIPART -
Humboldt Transit Co. (Eureka, Cal.) 45 Lake Eric Bowling Green & Napoleon Ry 14 Marion & Suburban Ry, Co. Lake Eric Trao, Co. See Buff, & L. Eric Trao, 19 Marion & Western Ry, Lt. & Pow. Elec Ry, Co. See Buff, & L. Eric Trao, 19 Marion & Western Ry, Lt. & Pow. 19 Lake Eric & Northern Ry	Co
Hudson Valley Ry.—See United Traction Co.  4 Immbold Transit Co. (Eureka, Cal.)	See Wor-
Idaho Ry., Lt. & P. Co.—See Nat. Sec. Corp. 10 Idaho Traction Co. See Nat. Sec. Corp. 10 Idaho Mashington Light & Power Co—See The Wash. Water Power Co. system	& Rv.—See
Illinois Central Traction Co. 23 Lake Street Elevated RR.—See Chicago & Jowa Ry. & Light Co.—John Park Elevated Ry.—See Canton-Akron Cos. Ry.—See Canton-Akron Cos. Ry.—See Canton-Akron Cos. Ry.—See Canton-Akron Ry.—See Narysville-Colusa Branch—See N.—See Canton-Akron Ry.—See Canton-Akron Ry.—See Canton-Akron Ry.—See Narysville-Colusa Branch—See N.—See Canton-Akron Ry.—See Canton-Akron	or, Electric
A Paoria City Co.—See Univago Ottawa Lake View Trac, Co.—See Memphis St. Ry. 53 Mason City & Clear Lake Rt	
Ancaster Clurk Rt. See Lan. Co. Ry. & Lt. Co. 58 Indiana Columbus & Eastern Traction Co. — See Union Taction Co. of Ind. Tactor Co. of Ind.  Lancaster Gas Light & Fuel Co. — See Lan.  Massachusetts Consolidated Rys.  Massachusetts Consolidated Rys.  Massachusetts Consolidated Rys.  Lancaster & Columbia.  58 Massachusetts Consolidated Rys.  Massachusetts Consoli	(with map). i
Traction Co. of Ind.  5 Lancaster Gas Light & Fuel Co.—See Lan- 1 Indiana Ry.—See Chief (Kokomo)  57 Indiana Ry.—See Chiego South Bend & Lancaster Mechanicsburg & New Holland  58 Mattheou City Ry. Co.—See Cent. I 1 Mattheou City Ry. Co.—See Cent. I 2 Lancaster Mechanicsburg & New Holland  59 Lancaster Mechanicsburg & New Holland  50 Toledo Tract, Lb. & Fo.—  Toledo Tract, Lb. & F	II. P. S. Co. 6
Northern Indiana Ry	Penn. Ry
Co. of Indiana of the Co. See Northy Indianapolis Chic. & Meridian Ry 129 Lancaster & Rocky Springs Ry 58 Medifield & Medway St. Ry 100 Lancaster Willow St. Lam. & Stras. Ry 58 Medifield & Medway St. Ry 100 Lancaster Willow St. Lam. & Stras. Ry 58 Medifield & Medway St. Ry 100 Lancaster Willow St. Lam. & Stras. Ry 58 Medifield & Medway St. Ry 100 Lancaster & York Furnace Street Ry 100 Lancaster & York Fur	See United
Indianapolis Columbus & South, Trac. Co. 34 La Porte & Mich. City Ry.—See Mich. Un. Rys. 46 Memphis Street Ry. Indianapolis Columbus & South, Trac. Co. 34 La Porte & Mich. City Ry.—See Nor. Ind. Ry. 117 Menominee & Marinette Lt. & Tra Indianap. Crawfordsy. & Dany. Elec. Ry. 34 Las Vegas Transit Co.—See Fed. Lt. & Tr. 78 Mercer Co. Traction—See Trenton	c. Co
## A Pooris	se New Or-
Terre Haute Indianap. & Eastern Ry. 52 Lebanon Valley St. Ry.—See Reading Trans.  Light Co. 106 Meriden Southington & Compour Trans.  Light Co. 106 See Connecticut Co. See Lebigh Traction 52 Meridian Light & Ry. Co.—See C.	ce Tram.—
Indianapolis & Martinsville Rapid Transit Co. 53 Lehigh Valley Transit Co. (with map)	
Indianapolis & Louisville Trac. Ry Indianapolis & Martinaville Rapid Transit Co. 5 Indianapolis Martinaville Rapid Transit Co. 6 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Works With Rap. See Works With Rap. See Works Westan Rapid Trac. See Martinaville Rapid Trac. See Works With Rap. See Lelligh Vall. Trac. O. 3 Indianapolis Martinaville Rapid Trac. See Works With Rap. See Works With Rap. See Works With Rap. See Works With Rap. See Leviston Trac. See Works With Rap. See Levis Works With Rap. See Leviston Trac. See Works With Rap. See Levis	of Reading 1
Union Traction Co. of Ind. 5 Lewisburg Milton & Watsontown Passenger Ry 64 Metropolitan St. Ry.—See Kansas Indianapolis & Northwestern Traction Co. 51 Lewiston & Auburn RR.—See Lewiston Light Co. Augusta & Waterville. 101 Metropolitan St. Ry. (N. Y.).—See	City ity. &
— See Ind. & Cin. Traction Co.— 54 Lewiston Augusta & Waterville St. Ry.— 101 Metropolitan West Side Elev. Ry. Indianapolis & Southeastern Traction Co.— Lewiston Brunswick & Bath St. Ry.— See Mexican Light & Power, Ltd. Lewiston Brunswick & Bath St. Ry.— 101 Mexico Santa Fe & Perry Traction Co.— 54 Lewiston Brunswick & Bath St. Ry.— 101 Mexico Santa Fe & Perry Traction Co.— 54 Lewiston Augusta & Watery St. Ry.— 101 Mexico Santa Fe & Perry Traction Co.— 101 Mexico Santa Fe & Perry Traction Co.— 102 Mexico Santa Fe & Perry Traction Co.— 103 Mexico Santa Fe & Perry Traction Co.— 104 Mexico Santa Fe & Perry Traction Co.— 105 Mexico Santa Fe & Perry Tractio	(Ohteago) 2
Indianapolis & South, Trac. Co. 34 Indianapolis & Eastern Ry. Co. —See Terre Haute Indianapolis & Eastern Ry. Co. —See Terre Haute Indianapolis & Eastern Ry. Co. —See Terre Haute Indianapolis & Greenfield Rapid Transit — See Torre Haute Indianapolis & Louisville Trac. Ry. — 61 Indianapolis & Eastern Trac. Co. — 52 Indianapolis & Eastern Trac. Co. — 61 Indianapolis & Eastern Trac. Co. — 62 Indianapolis & Eastern Trac. Co. — 63 Indianapolis & Content Traction Co. — 64 Indianapolis & Northwestern Traction Co. — 65 Indianapolis & Southeastern Traction Co. — 65 Indianapolis & Content Trac. Co. — 65 Indianapolis & Content Traction Co. — 65 Indianapolis Male Traction Co. — 65 Indianapolis M	Cin. Day
Mountain RR 38 Lewistown & Recdsville Elec. Ry 58 Mich. & Chicago Ry.—See Com. Pr. International Ry.—Lt. & Pow Co. (of Colo) 129 Lexington Avenue & Payonia Ferry Ry.— Michigan City Traction Co.—See Content of the Color of Color Rys 74 Bend & Northern Lordonal Ry.—See International Ry.—	w., Ry.&L.
Internat. Traction Co. (Buffalo) (with map) . 21 Lexington & Boston St. Ry.—See Middlesex Internat. Trac. Rys.—See Int. Trac. Co. 21 & Boston St. Ry.—See Kentucky Michigan Railway Co. (Sault Ste. Marle) . 129 Lexington & International Transiton Co. (Sault Ste. Marle) . 129 Lexington & International Traction Co. (Michigan Traction Co. Sault Ste. Marle) . 129 Lexington & International Traction Co. (Sault Ste. Marle) . 129 Lexington & International Traction Co. (Sault Ste. Marle) . 129 Lexington & International Co. (Sault Ste. Marle) . 129 Lexington & Intern	hicago Sou.
Inter-State Consolidated Street Ry 84 Securities Corporation 59 Michigan United Rys. Co.—Sec Minter-State Public Service 129 Exhinton Ry.—Sec Kentucky Trac, & Term. 59 Michigan United Rys. Co.—Sec Minter-State Pallways Co.—Sec Minter-State Pallways Co.—92 Lexington Utilities Co.—Sec Ky. Secur. Com. 59 Mid-Crosstown Ry.—Sec Minter-State Pallways Co.—92 Mid-Crosstown Ry.—92 Mid-Crosstow	hleago Sou,
Inter-Urban Ry. (Des Moines)  38 Lima Electric Ry. & Light Interurban Ry. & Terminal Co. 30 Lima Findiay & Toledo.—See Western Ohio Ry. 59 See Now Bedford & Onset St. R. Lima Electric Light & RR. 120 Middleb. Wareham & Buzzard's Ba	ed Rys 4 ch. Un. Tr. 4 gan Ry 4
Inter-Mountain Ry.—See Denver & Inter-Mountain Ry.—See Denver & Inter-Mountain Ry.—See Denver & Inter-Mountain Ry.—See Inter-Traction Co.—See Inter-Traction Co.—See Inter-International Ry.—See International Revision Ry.—See Medicine Ry.—See Middlescx & Bend & Northern Indiana.  Inter-State Onsolidated Street Ry.—See Kentucky Securities Corporation United Rys. Co.—See Michigan United Rys. Co.—See New Bedford & Onset St. Ry.  Inter-State Bailways Co.—See Tri-City Ry.—See Kentucky Seeur. Corp.—See Michigan United Rys. Co.—See Michigan United Rys. Co.—See Michigan United Rys. Co.—See Nichland Light Co.  Michigan United Rys. Co.—See Nichland Light Co.—Michigan United R	ed Rys 4 ch. Un. Tr. 4 gan Ry 4
	ed Rys 4 ch. Un. Tr. 4 gan Ry 4 y St. Ry.—

MAY, 1915.]	INI
Middletown (Conn.) St. Ry. —See Conn. Co 70	Newtown
Middle West Utilities Co.—See "Ry. & Ind."	New Wi Brooks
Milford Attleborough & Woonsocket St. Ry.	New Yor New Yor N. Y. & N. Y. &
Milford Holliston & Framingham St. Ry.— See Milford & Uxbridge Street Ry.————————————————————————————————————	N. Y. &
Millord & Uxbridge Street Ry	New Yor
Allegheny Traction	New Yor
See N. E. Invest. & Sec. Millord Holliston & Framingham St. Ry.—See Millord & Uxbridge Street Ry. 64 Millord & Uxbridge Street Ry. 56 Millord & Experiment Ry. 50 Millord Holliston Ry. 50 Millord Hollisto	New Yor N. Y. & Electri N. Y. & New Yor
Milwaukee Northern Ry	Wastel New Yor
Milwaukee Western Electric Ry 129 Minneapolis & St. P. Sub. See Twin C.R.T. 65	New Yor New Yor New Yor New Yor New Yor New Yor N. Y. W
Minneapolls St. Ry.—See Twin City Rap. Tr. 65 Minn. St. Paul Roch. & Dubuque Elec. Trac. 65	New Yor
Minnesota Central Ry 129 Miss, Valley Interurban Ry 129	N. Y. W Niagara Niagara
Minnesota Central Ry   120	Niagara
Missouri Electric RR. 109 Mobile Light & RR. 65 Mobile St. RR.—See Mobile Light & RR.—65 Monmouth County Electric 59 Monocacy Valley Ry.—See Hagerstown & Frederick Ry.—51	Niagara Intern
Monocacy Valley Ry.—See Hagerstown &	Ningara   Ningara
Monocacy Valley Ry.—See Hagerstown & Frederick Ry.—	Ninth A
Monterey & Pacific Grove Ry.—See Coast Valley Gas & Electric Co	Norfolk Pow. Norfolk Norfolk
Montgomery (Mex.) Rallway, Light & Power 129 Montgomery Co. Pass. Ry,—See Schuyl. V, Tr.105	Norfolk Norfolk
Montgomery Rapid Transit. 129	Norfolk dale S Norfolk
	& Pow
Trac, Co	Norfolk :
ery Light & Trac. Co	Norristo Tractic Northam
Montreal Public Service Corporation126 Montreal Street Ry.—See Mont, Tramways _ 126	Northam
Montreal Tramways & Power Co	Northam —See
Montoursville Pass, Ry  Montoursville Pass, Ry  129	Northern Northern
Morgantown & Wheeling Ry 129 Morningside El. St. Ry See Consol. Trac 98	North H
Morris County Traction Co	North Je
Mt. Hood Ry. & Power—See Port. Ry., Lt.	North R
Montgomery St. Ry. — See Mont. (Ala.) Lt. & Trac. Co. — 66	Northern Northern Northern
Traction system.  Mt. Washington Street Ry.—See Pitts Rwys. 97 Mt. Washington Street Ry.—See Pitts Rwys. 97 Mousam River RR.—See Atl. Shore Ry. 110 Muncle Hartford & Ft. Wayne Trac. Co.—See Union Traction Co. of Ind. 5 Muncle & Britand Traction Co. 101 Muncle & Union City Traction Co.—See Union Traction Co. of Ind. 5 Muskegon Traction & Lighting Co. 66 Muskege Electic Traction 66 Muskege Electic Traction 66	Northern Bend
Muncle Hartford & Ft. Wayne Trac. Co.—See Union Traction Co. of Ind	Northern
Muncle & Portland Traction Co	Northern
Muskegon Traction & Lighting Co	Northern Tracti Northun
Myersville & Catoctin Ry.—See Hagerstown & Frederick Ry.—51	Northwe
Mystic Val. St. Ry.—See Bay State St. Ry 12 Marragansett Pier RR.—See Rhode Island Co. 72	Northwe
Narragansett Pier RR.—See Rhode Island Co. 72 Nashua Street Ry Nashvil & Edgeneid RR.—See Nashv. Ry & Light Co. 67 Nashville Guilan Inter Ry	Norwalk South Norway
& Light Co	Norwick
Nashville-Gallatin Inter. Ry 67 Nashville Ry, & Light Co Nashville Street Ry — See Nashv. Ry, & Lt. Co.66 Nashville Traction 67 Nashville Traction 18	Norwood
Nassau Electric RR. 18	Oaklan fornia
Southern Ry. & Light- Natick & Cochituate Street Ry.—See Middle-	Oakland Oakland See Sa
sex & Boston Street Ry 12 National Properties Co 129	Oakland
Naszwille Traction 97 Nassau Electric RR 18 Natchez Electric St. Ry, & Power Co.—See Southern Ry, & Light 67 Natick & Cochituate Street Ry, —See Middlesex & Boston Street Ry 12 National Properties Co. 129 National Properties Co. 129 National Securities Corporation 10 Netherlands Tramway Corporation 126 Neversink Mountain Ry.—See United Trac (Reading) 105	Oakland Term, Oakland
(Reading) New Albany St. Ry.—See Louis, & So. Ind. Tr. 61	Ocean F
Newark Pass, Ry.—See Consol, Trac. Co. 69	Ogden L Ogden
New Bedford & Onset Street Ry 170	& Ida Onio Ce wester
Netherlands Tramway Corporation 126 Neversink Mountain Ry.—See United Trac (Reading) 105 New Albany St. Ry.—See Louis. & So. Ind. Tr. 61 Newark Cons. Gas Co. 68 Newark Pass, Ry.—See Consol. Trac. co. 68 Newark Plank Road.—See Consol. Trac. ci. N. J. 69 New Redford & Onset Street Ry.—70 New Bedford & Onset Street Ry.—70 New Bedford Middleb, & Brockton—See Old Colony St. Ry.—12 New Brunswick Lt. Heat & Power Co.—69 Newburg Elec. Ry.—See Orange Co. Trac. Newburg Elec. Ry.—See Orange Co. Trac. 83 New Castle & Delaware City Trac.—See Wil- Track Castle & Delaware City Trac.—See Wil-	Ohio Ele Ohio Bis Ohio Ri
Newburg Elec. Ry.—See Orange Co. Trac. 83 Newburg & Orange Lake BR.—See Orange	Ohio Ri Ohio Sei Ohio Tra Ohio Val
County Traction.  New Castle & Delaware City Trao.—See Wil- mington New Castle & Del. City	Ohio Val
New Castle Electric Co.—Sec Republic Ry &	Oklahon
New Castle Traction-See Republic Ry &	Olean R
Light Co. 124 New England Inv. & Security Co. 73 New Hampshire Electric Rallways 51	Olean R ern No Olean St Oley Val
New England Inv. & Security Co. 73 New Hampshire Electric Rallways 51 New Haven & Centr. St. Ry.—See Conn. Co. 70 New Haven Street Ry.—See Conn. Co. 70 New Holland Blue Ball & Terre Hill St. Ry. 58 New Jersey & Hudson River Ry. & Ferry— See Public Service Ry. 70 New Lersey & Pannsylvania (Security 10)	Omaha Omaha Omaha
New Jersey & Hudson River Ry, & Ferry- See Public Service Ry 70	Oman
New Jersey & Pennsylvania Traction 120 New Jersey Traction—See Con. Trac. Sys 69	Omaha Omaha Omnibu
New Jersey & Pennsylvania Traction 120 New Jersey Traction—See Con. Trac. Sys 69 New London & East Lyme St. Ry.—See Shore Line Electric Ry.—See Shore Line New London Street Ry.—See Shore Line	Oneida
	Ontario Orange
New Orleans & Carroliton RR, Light & Power Co.—See New Orleans Ry. New Orleans City RR.—See New Or. Ry. 73 New Orl. City & Lake RR.—See N. O. Ry. 73 New Orleans Gas Light Co.—See New Orleans	Orange
New Orleans Gas Light Co.—See New Orleans Railway & Light - 73	Orleans Otsego
New Orleans & Grand Isle Traction, Lt. &	Otsego Ottawa Ottawa Ottumw
Many Orleans & Pont. RR .—See New Orleans	Ottumw
New Orleans Ry. & Light Co 73	Owensbe
Newport & Dayton Street Ry.—See Cincinnat	Pacific I
Newport Illum.—See Newport & Fall River. 14 Newport St. Ry.—See Newport & Fall River. 14	Pacific
Newport & Fall River Street Ry. 14 Newport News & Hampton Ry. Gas & El. Co. 51	Pacific Light
Newport News & Old Point Ry. & Elec.—See Newport News & Hamp. Ry. Gas & Elec. Co. 51	Paducat
New Orleans Traction Co.—See New Orleans Railway & Light.  Newport & Dayton Street Ry.—See Chechmat Newport & Covington  Newport & Govington  Newport Hum.—See Newport & Fall River  14 Newport St. Ry.—See Newport & Fall River  14 Newport & Fall River Street Ry.  Newport News & Hampton Ry. Gas & El. Co.  Newport News & Old Point Ry. & Elec.—See Newport News & Hamp. Ry. Gas & Elec. Co. 61 Newport News & Hamp. Ry. Gas & Elec. Co. 61 Newport & Providence Ry.  83 Newtown & Yardley St. Ry.—See Bucks County Interurban Ry.  83	Paducal Paducal
Sound annual and an annual an annual and an annual an annual and an annual an annual and an annual an annual and an annual an annu	, a data

	IIIDDIE TO INIZIO	
	Page. Newtown Ry.—See N. Y. & Queens Co. Ry 60 New Williamsburg & Flatbush RR.—See	F
	Newtown Ry.—See N. Y. & Queens Co. Ry 90 New Williamsburg & Flatbush RR.—See Brooklyn Rapid Transit. New York City Interborough Ry. Co	I
	N. Y. & Harlom RR.—See New York Rys	FIL
	New York New Haven & Hartford Ry 70 New York & North Jersey Rapid Transit 129 N. Y. & North Shore Ry.—See Long Island	BEH
	Electric Ry 50 N. Y. & North Shore Traction (Rosiyn) 109 New York & Port Chester Ry.—See New York Westchester & Boston 72	MMMA
	New York Railways	HH
	New York & Stamford Ry. 72 New York Westchester & Boston Ry 72 N. Y. Westchester & Conn. Trac. Co 129	-
F	New York State Ratiways (with map). 107 New York & Stamford Ry. 72 New York Westchester & Boston Rv. 72 N. Y. Westchester & Conn. Trac. Co. 129 Niagara & Eric Power — See Buff. & L. B. Tr. 10 Niagara Falls Pk. & River— See Int. Trac. 21 Niagara Falls & Suspension Bridge By — See International Traction. 21 Niagara Falls & Suspension Bridge By — See	I
1	International Traction 21 Niagara Falls Whiripool & Northern Ry — See International Traction 21 Niagara Gorre Ry (Electric) 83	I
	Niagara St. Catherines & Toronto Ry126 Nichols Electric Light & Power 68 Nichols Alectric Light & Power 75	T I
		E
	Pow. Co 106 Norfolk & Bristol Street Ry 117 Norfolk City RR.—See Nor. Ry. & Lgt. Co 106 Norfolk Cen. St. Ry.—See W. Rox. & Roslindale St. Ry Norfolk & Portsmouth Trac. Co.—See Va. Ry	1
	Norfolk & Portsmouth Trac, Co.—See Va, Ry & Pow. Co. 106 Norfolk (Va.) Ry. & Light 106 Norfolk Street RR.—See Norf, Ry. & Lt, Co. 106	1
	Norfolk Sub. RR.—See W. Rox. & Roslin, Ry. 12	7
	Northampton Easton & Washington Traction.  Northampton & Amherst St. Ry —See Connecticut Valley St. Ry Northampton Easton & Washington Traction. —See Northampton Traction Co. 42 Northampton Traction Co. (Easton, Pa.) 42	I
į	Northampton Easton & Washington Traction.  See Northampton Traction Co. 42  Northampton Traction Co. (Easton, Pa.). 42  Northern Cambria Street Ry. 87	1
	North Hudson County Ry.—See Public Ser-	1000
	North Jersey St. Ry See Public Service Ry . 69	I
?	North River Ry.—See Hudson Valler Ry	1
1	Bend & Northern Indiana Ry17	1
	Northern Texas Trac.—See Nor. Texas Elec. 44 Northern Ohio Trac. & Light Co. (with map) 2 Northern Ohio Traction.—See Northern Ohio	1
1	Northern Massachusetts Street Ry.  Northern Texas Electric Co.  Northern Texas Electric Co.  Northern Ohlo Trac. See Nor, Texas Elec. 44  Northern Ohlo Trac. & Light Co. (with map).  Northern Ohlo Trac. & Light Co.  Northumberland Co. (Pa.) Ry. & Light. 129  Northwestern Elevated (Ohlearo).  Northwestern Chio Ry. & Pow. Co.—See General Gas & Electric Co.  Northwestern Pennsylvania Ry.  Northwestern Pennsylvania Ry.  Solvania Gas & Electric Co.—See Cleveland &	
	General Gas & Electric Co	
1	Norwalt Gas & Electric Co — See Cleveland & Southwestern & Columbus	1
1	Norwood Canton & Sharon Street Ry	1
7	Norwood Canton & Snaron Street Ry	1
200	See San FranOakland Terminal Ry. 84 Oakland Term. Co.—See San FranOak.Term. 84 Oakland Traction Co.—See San FranOak.	
3	Oakiand Trac. Cons.—See San FranOak.Ter. 84 Oakwood Street Ry. Co	
1 800	Ogden Logan & Idaho RR 110 Ogden Rap. Tran. Co.—See Ogden Logan	1
0	Onio Central Traction—See Cleveland South western & Columbus By 31 Onio Electric Rallway 34	
	Ohio River Electric Rallway & Power 101 Ohio River Passenger Ry 129 Ohio Service Co. 129	1
3	Ohio Traction Co. Ohio Valley Electron Prys. 89 Oklahoma Electric Perm'l Co.—See Okla. Ry. 85 Oklahoma Balatriay Co.—See Okla. Ry. 85	
1	Old Colony St. Ry.—See Bay State St. Ry.—12 Olean Rock City & Bradford Ry.—See West- ern New York & Pennsylvania Traction.—85	1
310	Olean St. Ry.—See West, N. Y. & Penn, Trac. 85 Oley Valley Ry.—See United Traction Co	
0 8		
0	Omaha Lincola & Beatrice Rallway Co	
i	Oneonta & Monawa Val. RR -See Greege & Herkimer. Ontario Lt. & TracSee N. Y. State Rys. 107	
333	Orange & Passale Valley Ry 70 Oregon Electric Ry 102 Orleans RR.—See New Orleans Ry 73	
3	Ottawa (Canada) Electric Ry 126 Ottawa Traction Co., Ltd 126 Ottuwa Rajiway & Light Co.	1
33	Ottumwa Traction & Light Co.—See Ottumwa Railway & Light Co. Owensboro City RR.—See Evansville Rys. 43	
3	Pacific Coast Power—See Puget Sound Trac.,	
444	Pacific Gas & Electric Co. (with map) 110 Pacific Northwest Traction Co.—See Puget Sound Tract. Lt. & Pow. Co. 115	
1	Pacific Traction Co.—See Pacific Sound Tract. Light & Power. 115 Paducah City Ry, Co.—See Paducah Traction	
3	Paducan Street By, See Pad. Itac. & Lt. Co. St.	1

	100
. [	Pan Handle Trac, Co.—See Wheeling Trac. 100 Parkersburg Marietta & Interurban Ry. 86 Parkersburg (W. Va.) & Onio Valley Electric 129 Park & Ocean RR.—See United Railroads of San Francisco. 112 Parkersburg Kan.) Railway & Light. 129 Paradena & Mt. Lowe Ry.—See Pac. El. Ry. 60 Passadena & Mt. Lowe Ry.—See Pac. El. Ry. 60 Passadena & Mt. Lowe Ry.—See Pac. El. Ry. 60 Passadena Rapid Transit. 129 Passadena & Mt. Lowe Ry.—See Pac. El. Ry. 60 Passadena Rapid Transit. 129 Passadena & Ry. & Power Co. 70 Passanic & Newark El. Tr.—See Cons. Trac. Co. 70 Passanic & Newark El. Tr.—See Cons. Trac. Co. 70 Paterson & Passade Gas & Electric Co. 68 Paterson Ry.—See Public Service Ry. 69 Paterson & State Line Trac. Co. 70 Paul Smith's Elect. Lt. Power & RR. 129 Pawcatuck Valley St. Ry.—See Norwick & Westerly Traction. 84 Pawtrocket St. Ry.—See United Trac. & Elso 71 Peekskill Lighting & RR. 71 Peekskill Lighting & RR. 87 Pelinam Park & City Island. 78 Pennaylvania & Mahoning Valley Trac. Co.—See Republic Ry. 61 Pennsylvania & Mahoning Valley Trac. Co.—See Republic Ry. & Lt. Co. 124 Pennsylvania & Onio Ry. 56 Penn Street Passenger Ry. (Pittsburgh) —See Cilitzens' Traction. 98 Pensacola Electric Terminal Ry.—See Pensacola Electric Co. 86 Pensacola Electric Co. 86 Paterson Ry. 87 Pensacola Electric Terminal Ry.—See Pensacola Electric Co. 87 Pensacola Electric Co. 86 Paterson Ry. 87 Pensacola Electric Co. 87 Pensacola Ele
	Pan Handle Trac. Co.—See Wheeling Trac. 100 Parkersburg Marietta & Interurban Ry. 86
	Park & Ocean RR.—See United Railroads of
	Parkside Eleo Ry.—See San Fran, Eleo Rys 113
	Parsons (Ran.) Railway & Light Pasadena & Mt. Lowe Ry.—See Pac. El. Ry 50
	Pascagoula Street Ry & Power Co
,	Passance & Newark El. Tr.—See Cous. Flac. & Term 5w
	Paterson & Passale Gas & Electric Co
	Paterson & State Line Trac. Co
	Pawcatuck Valley St. Ry.—See Norwich &
	Pawticket St. Ry. —See United Tree. & Elso 71
	Pelham Park & City Island
	Pen Yan & Lake Shore Ry
	Pennsylvania Lt. & Power 98
3	See Republic Ry. & Lt. Co
5	Penn Street Passenger Ry. (Pittsburgh) —See Citizens' Traction
3	cola Electric Co
5	People's Elevating Co.—See Pub. Serv. Ry 70
2	Burl. Ry. & Light Co
5.	United hight & Railways Co 49 People's Passenger Ry.—See Union Trac. Syn 91
2	People's RR.—See N. Y. State Rys
5	People's Street Ry, —See Scranton Ry
2	People's Traction Co
0	People's Trac. (Phila., Pa.).—See Union Trac. 91 People's Tramway Co.—See Conn. Co.——70
2 7	See St. Louis Springf, & Peoris 23
2	cola filec. Co., co., co., co., co., co., co., co., c
1	Perry Street Passenger Ry.—See Federal
	Nor. Ry Philadelphia Bristol & Trenton Passenger Ry
7	-See Trenton Bristol & Philadelphia St.Ry 94 Philadelphia City Pass, RySee Un. Trac. Sys 91 Philadelphia Co. (Pittsburgh, Pa.) 94
0	Philadelphia & Darby Ry.—See Union Tr.Sys 81 Philadelphia & Easton Electric RR. 41
42	Philadelphia & Garrettford St. Ry. Co.—See Philadelphia & West Chester Tract
2	Philadelphia & Gray's Ferry Passenger Ry.— See Union Traction System.————————————————————————————————————
0	Philadelphia & Lehigh Valley Traction.—See Lehigh Valley Transit Co
3	Philadelphia Raliways Co
3	Philadelphia Traction.—See Union Traction. 91 Philadelphia & West Chester Traction. 89 Philadelphia & Western Ry. 94
0	Philadelphia & Willow Grove Street Baliway 92
4	Petaluma & Santa Rosa RR.—See San Fran. Nor. Ry  Nor. Ry  Philadelphia Bristol & Trenton Passenger Ry —See Trenton Bristol & Philadelphia St. Ry  ### Annual Philadelphia St. Ry  ### Philadelphia City Pass, Ry.—See Union Tr. Sys  ### Philadelphia & Darby Ry.—See Union Tr. Sys  ### Philadelphia & Easton Electric RB.  ### Philadelphia & Garrettord St. Ry. Co.—See  ### Philadelphia & West Chester Tract  ### Philadelphia & Gary's Ferry Passenger Ry.—  See Union Traction System.  ### Philadelphia Rapid Transit Co.  ### Philadelphia Rapid Transit Co.  ### Philadelphia & West Chester Traction.  ### Philadelphia & West Chester Ry  #
5	See United Traction System
Ö.	West Penn Trac
4	Pittsburgh & Beaver Street Ry
å	Pittaburgh & Birmingham Passenger Ry— See Pittsburgh & Birmingham Traction
447	Pittsburgh Canonsburg & Washington Ry 97 Pittsburgh & Charlerol Street Ry 97
0	See Pittsburgh Crafton & Mansfield Street Ry.— See Pittsburgh Railways Co.————————————————————————————————————
0	Pitts, Harmony Butler & New Castle St. Ry 101 Pittsburgh Incline Plane.—See Pittsburgh & Birmingham Traction System 97
0	Pittsburgh McKeesport & Connellsville Ry.—
412	Pittsburgh McKeesport & Greensburg Ry. 100 Pittsburgh McKeesport & Westmoreland . 62
20	Pittsburg (Kan.) Ry. & Light Co.—See Jop
0 0 0 5	Pittsburgh Rallways Co. (with map) Pittsburgh RR. (Kan.)—See Joplin & Pitts. Ry. 94
5555	Pittsburgh Traction 98 Pittsburgh & West End Passenger Ry, See
	Pitts, Harmony Butler & New Castle St, Ry 101 Pittsburgh Incline Plane.—See Pittsburgh & Birmingham Traction System 97 Pittsburgh MoKeesport & Connellaville Ry.— See West Penn Rys. Co.— Pittsburgh MoKeesport & Greensburg Ry 100 Pittsburgh MoKeesport & Westmoreland. 62 Pittsburgh MoKeesport & Westmoreland. 62 Pittsburgh MoKeesport & Greensburg Ry 100 In & Pittsburgh Rackesport & Westmoreland. 92 Pittsburgh Rallways Co. (with map) 94 Pittsburgh Rallways Co. (with map) 95 Pittsburgh Rallways Co. 100 Pittsburgh Rallways Co.— Pittsburgh & Westmoreland Ry.—See Pittsb. MoKeesport & Westmoreland Ry.—See Pittsb. MoKeesport & Westmoreland Street Ry.—See Pittsheld (Mass.) Electric Street Ry.—See Berkshire Street Ry.—
555	Pittsfield (Mass.) Electric Street Ry.—See Berkshire Street Ry.————————————————————————————————————
8	Pittston & Scranton Street Ry.—See Scranton
6	PILLULOR STEER CAL -See WHATSDAILE OF WYYD
6	ming Valley Traction System
7	Plainfield Gas & Electric Co.—See Somemet Union & Middlesex Lighting 68 Plainfield St. Ry.—See Public Service Ry. 69 Plattsburgh Traction Co Plymouth Bridge Co.—See Wilkesbarre & Wyoming Valley Traction. 93 Plymouth & Sandwich Street Ry. 129 Polymouth & Ry.—See Republic Ry. & Lt. Co. 124
07	Plymouth Bridge Co.—See Wilkesbarre & Wyoming Valley Traction. 93
073023	Poland St. Ry.—See Republic Ry. & Lt. Co. 124
3	Ponce Electric Co1.6 Pontiac Gas Co.—See Michigan Light Co47
6 6	Plymouth & Sandwich Street Ry. 2 Lt. Co. 124 Ponce Electric Co. 126 Pontiac Gas Co.—See Michigan Light Co. 127 Port Clinton Electric Lt. & Power. 83 Port Huron St. Clair & Martine City Ry.—See Detroit & Port Huron Shore Line. 40 Port Leave Tearting Co. 40
6	Port Jervis Traction Co101 Portland & Cape Eliz, Ry.—See Portland RR 102
8	Port Jervis Traction Co. 101 Portland & Cape Eliz. Ry.—See Portland RR 102 Portland City & Oregon Ry.—See Portland Railway Light & Power Co. 102 Portland (Me.) Elec. Co.—See Cumb. County
	Portland (Me.) Elec. Co.—See Cumb. County Power & Light 101
50	Portland Eugene & Eastern Ry
11	Portland (Me.) RR 102
5	& Power 102 Portland Ry., Light & Power Co. 102
6	& Power 102 Portland Ry., Light & Power Co 102 Portland (Conn.) St, Ry.—See Conn. Co 70 Portland & Yarmouth Elec.Ry.—See Port.RR 102 Portsmouth Dover & York Street Ry.—See
6	Portsmouth Dover & York Street Ry.—See Atlantic Shore Ry.—110

Allande Shure Ry  Allande Shur	194	INDEX TO RAILWAYS	[Vol. 100.
Description of Country (1996) and the Country	Porto Rico Rys Co., Limited 127 Portsmouth & Exeter St. Ry.—See New	St. Incenh & Savannah Intemphan De Can	South Jersey Gas, Electric & Traction 68 South Orange & Maplewood Traction 70
December 100- Seed West, 119 of 111- 111 of	Portsmouth Eltery & York Street Ry.—See Atlantic Shore Ry	St. Louis Cable & W. Ry.—See St. L. & Sun. 109 St. Louis Decatur & Champ, Ry.—See Bloom- ington Decatur & Champalgn	South Side Bl. RR. Chicago 29 South Side Gas Co 98 South Shore & Boston St. Ry.—See Bay State
Proceedings of a Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St	Pottsmouth (Onlo) Street RR, & Light Co 103 Potomac Elec. Power Co—See Wash. Ry. & Ell. 20 Pottsville & Reading Ry.—See E. Penn. Rys. 103	St. Louis Elec. Bridge Co. 24 St. Louis Elec. Terminal Co. 22 St. L. & Mer. River RR.—See United Rys. Co.109	South West Missouri Rallroad 122 South Yuba Water Co.—See Pac. Gar & Elec. Co. 110
Proceedings of a Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St	Pottsville Union Traction.—See E. Penn. Rys 103 Poughkeepsle City & Wappinger Falls ElecRy103 Powell Street Ry —See United RRs. of S. F. 113	St. Louis & Northeastern Ry.—See St. Louis Springfield & Peorla	Southeastern Ohio Ry., Lt. & Pow. Co
Proceedings of a Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry  Treatment of A Burtleville Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St. Ry—See Tolkin Street Ry—See Tolkin St		St. Louis & St. Charles Bridge Co. 109 St. Louis St. Charles & Western RR.—See Missouri Electric RR. 109	Southern Ht., Lt. & P. Co.—See Duquesne Light Co. 98 Southern Illinois & St. Louis Ry. 129
Shabed Marked Common Security	Prospect Park & Pow. Co. 69 Prospect Park & Coney Island	St. Louis & Spring, Ry.—See St. Louis Spring- field & Peorla 23 St. Louis Springfield & Peorla RR. 23	Southern Light & Traction Co. (Natches)—See Southern Light & Traction Co. (Natches)—See Southern Railway & Light Co. 67
and the server R. Server R	Rhode Island Co. 71 Providence & Fall River Street Ry 103	St. Louis Transit—See United Rys.—109 St. Louis Transit—See United Rys.—109 St. Paul City Ry.—See Twin City Rap. Trans. 65	Southern Light & Traction (San Antonio) 110 Southern Michigan Ry 117 Southern Ohio Traction—See Cin. Dayton &
and the server R. Server R	Providence & Taun, St. Ry.—See Globe St. Ry. 12 Public Service Company of Oklahoma	Salem & Wakefield—See Bay State 12 Salisbury & Spencer Ry.—See North Car.	Southern Railway & Light Co
and the server R. Server R	Public Service Gas Co	Salt Lake & Orden Ry 110 Salt Lake & Utah 120	Southern Traction Co. of Illinots 129 Southern Traction — See Pt'gh Rys. Co. 95
Braches D. Lande Process.  Fraction J. Libris	Public Service Newark Terminal Ry.—See Public Service Corporation	San Antonio Trac.—See Southern Lt. & Trac. 110 San Bernardino Inter. Ry.—See Pac. Elec. Ry. 60 San Barnardino Vallar, Trac.	Southern Traction (Dallas) 37 Southern Wisconsin Ry Co 62
Braches D. Lande Process.  Fraction J. Libris	Public Service RR.—See Public Service Corp. 67 Public Utilities Co.—See Union Ry., Gas & El. 46 Public Works Co.—See Bangor Ry. & Elec.Co. 19	Elec. Ry 50 San Diego Electric Ry 110 Sandusky (O.) Gas & Electric 83	Southwestern (Tex.) Traction Co. 110 Southwestern Traction—See London & Lake Eric Ry. & Transportation
Braches D. Lande Process.  Fraction J. Libris	Pueblo & Sub. Trac. & Light Co.—See Arkan- gas Val. Ry., Lt. & Pow 103 Pueblo Traction & Lighting.—See Arkansas	Sandusky Norwalk & Mansfield Electric Ry. 84 Sandusky Fremont & Southern Ry. 33 San. Win. & Amher, Ry.—See Det, Un. Rys. 40	Spokane & Inland Empire Ry.  Spokane Terminal Co. See Spokane & Inland Empire Ry
Soe Pages Sound Trace, L. & Power On- Trace,	Valley Ry., Lt. & Pow 103 Puebla Tramway Lt. & Power Co. 103 Puget Sound Electric Ry.—See Puget Sound	Shore Ry 110	Spekane Traction Co.—See Spokane & Inland Empire Ry 117 Springfield & Central Illinois
Properties of Northern Ry.  Qualest Chron. Traction. See Leb. Vy. Tran. Co.  So. Supplies Chron. Co.  Qualest Chron. Traction. See Leb. Vy. Tran. Co.  So. Supplies Chron.	Traction, Light & Power  Puget Sound International Ry. & PowerCo—  See Puget Sound Trac., Lt. & Power	Ry. & Power Co113	Springfield (III.) Consolidated Rallway—Sec Union Rallway, Gas & Electric Springfield & East, St. Ry.—Sec Springfield
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp	Tract. Light & Power Co.—See Puget Sound Tract. Light & Power — 115 Puget Sound Traction, Light & Power Co.—115	San Francisco Northern Ry	Street Rallway 73 Springfield Electric Ry. (Vt.) 118 Springfield (Ill.) & Jacksonville Electric Ry 129
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp		See San Fran, Oakland Term, Rys. San Fran, Oakland Term, Pow, Co.—See United Properties Co. of California	Springfield & Northeastern Traction Co.—See St. Louis Springfield & Peoria. 23
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp	Ry. Lt. Ht & Power 127	San Francisco-Oakland Term, Rys San Francisco & San Mateo Electric—Sec United RR, of San Francisco—113	Springfield (III.) Railway & Light Co.—See Union Railway, Gas & Electric.—46
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp	Julicy (Ili.) Horse Ry. & Carrying—See Quincy Ry.  24	San Joaquin Valley Bleerie Ry	Springfield (Mo.) Ry. & Light Co
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp		San Jose Railroads 115 San Jose Terman Ry 129	Springfield (Mo.) Traction—See Springfield Ry, & Light Co. 78
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp	Raleigh St. Ry.—See Carolina Power & Lt. Co. 103 Rapid Rallway (Detroit).—See Detroit & Port Huron Shore Line 40	RRs Short Line Ry.—See San FranOak.	Springfield (O.) & Washington Ry 129 Springfield & Xenia Ballway 118 Stamford Street BR — See Conn Co 118
Reading Francis - See United Traction 105 Reading Francis & Light See Pas Blox State 1 Reading & Wolmenstorf - See Reading frace 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 1 is Sapphing Office A fine in Fig. 2 is Sapp	Rapid Transit St. Ry,—See Consol, Trac. Co. 70 Reading City Passenger Ry.—See Reading Tr. 105 Reading & Lowell—See Bay State.	Santiago (Cuba) Elec. Light & Traction Co.— See Brazillan Traction, Light & Power.—128 Sao Paulo Electric Co. Ltd.—See Brazillan	Standard Electric Co.—See Cal. G. & El. Corp 110 Standard Gas & Elec. Co.—See "Ry. & Indus- trial" Section.
Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richm		Traction, Light & Power 128 Sao Paulo Tramway, Light & Power Co.—See Brazillan Traction, Light & Power 128	Stark Electric RR. Staten Island Midland Ry. 118 Steinway Ry. See N. Y. & Oncens Co. Re.
Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richm	Reading Transit & Light Co. 105 Reading Wakef, & Lynn—See Bay State. 12 Reading & Wolmensdorf—See Reading Trac. 105	Sapulpa (Okla.) & Inter. Ry 129 Saratoga Traction—See Hudson Valley Ry 2 Savannah Electric Co. 115	Steubenville & East Liverpool Ry, & Lt. Co. 41 Steubenville Mingo & Ohio Valley Traction— See Steub. & Wheel. Trac. 100
Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond (YA.) & Henriton Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richmond & Rappahanneck Ry.  Richmond Ry.  Richm	Redlands St. Ry.—See Pac. Elec. Ry. 60 Redlands St. Ry.—See Pac. Elec. Ry. 60 Republic Ry. & Light Co. (with map) 124	Savannah Thunderbolt & Isle of Hope Ry — See Savannah Electric Co	Steubenville Traction & Light Co —See Steubenville & East Liverpool Ry, & Lt. Co. 41 Steubenville & Wheeling Traction Co.—See
Ravender Traction & Electric—See Boan. Tr. & Lt. 59 Roanoke Ry & Electric—See Boan. Tr. & Lt. 59 Roanoke Traction & Light—See Amer. Rys. 58 Roanoke Traction & Light—See Amer. Rys. 58 Rochester & Manitous RR. 50 Rochester & Handle Ry. 50 Rochester & Handle Ry. 50 Rochester & Raylled Ry. 50 R	thode Island Suburban Ry 72 Richtmond Light & RR. Co 118	Schuylkill & Dauphin Traction Co. 103 Schuylkill Electric Ry.—See East, Penn. Rall- ways 103	Wheeling Traction Stillwater & Mechanicville—See Hud, Val. Ry 3 Stockton Electric RR 118 Stockton Clerotical & Fasters PR 118
Ravender Traction & Electric—See Boan. Tr. & Lt. 59 Roanoke Ry & Electric—See Boan. Tr. & Lt. 59 Roanoke Traction & Light—See Amer. Rys. 58 Roanoke Traction & Light—See Amer. Rys. 58 Rochester & Manitous RR. 50 Rochester & Handle Ry. 50 Rochester & Handle Ry. 50 Rochester & Raylled Ry. 50 R	Richmond Ry. & Flec.—See Va. Ry. & Power 108 Richmond Ry. & Vladuct Co	East. Penn. Rys. 103 Schuylkill Ry. Co. 46 Schuylkill Ry. Co. 46	Suburban RR. (Chicago)—See County Trac.Co. 28 Suburban Rapid Transit Co. (Winnipeg) 128 Suburban Rapid Transit Physics December 128
Ravender Traction & Electric—See Boan. Tr. & Lt. 59 Roanoke Ry & Electric—See Boan. Tr. & Lt. 59 Roanoke Traction & Light—See Amer. Rys. 58 Roanoke Traction & Light—See Amer. Rys. 58 Rochester & Manitous RR. 50 Rochester & Handle Ry. 50 Rochester & Handle Ry. 50 Rochester & Raylled Ry. 50 R	Ridge Avenue Passenger Ry.—See Union Traction System	Schuylkill Valley Trac.—See Reading Transit & Light Co.—105 Soloto Valley Traction Co.—36	Suffolk Syndicate—See Suffolk Trac. Co. 86 Suffolk Traction Co. 86 Sunbury & Susquehanna Ry. 129
Roanoke Traction & Light. See Amer Rys. 58 Roanoke Traction & Manitou RR.—See Roanoke Traction & Light. See Amer Rys. 58 Rochester Charlotte & Manitou RR.—See Common Ry.—See Rochester & Manitou RR.—See Common Ry.—See Rys. 50 Rochester & Manitou RR.—See New Rochester & Eastern Rapid Ry.—See New Ry. 50 Rochester & Eastern Rapid Ry.—See New Rochester & Eastern Rapid Ry.—See New Ry. 50 Rochester & Eastern Rapid Ry.—See New Ry. 50 Rochester & Manitou RR.—See N. Y. State Rys. 107 Rochester & Manitou RR.—See N. Y. State Rys. 107 Rochester Ry.—See Sundam Rys. 107 Ro	Rio de Janeiro Tramway Light & Power128 Riverside & Arlington Ry.—See Pac. Electric Rallway 60		Susquehanna Ry. Lt. & Pow. Co.—See United Gas & Elec. Corp. Sutro RR.—See United RR, of San Fran-
Rochester & Bastern Rapid Ry —See New York State Rays 107 Rochester Eleo. Ry —See N. Y. State Rys 107 Rochester Eleo. Ry —See N. Y. State Rys 107 Rochester Eleo. Ry —See N. Y. State Rys 107 Rochester Ry. & Light, —See N. Y. State Rys 107 Rochester Ry. & Light, —See N. Y. State Rys 107 Rochester Ry. & Light, —See N. Y. State Rys 107 Rochester Ry. & Light, —See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See N. Y. State Rys 107 Rochester & Soluts Bay Ry.—See Plaget Sound Tract. Light & Power Light & Pow	Riverside Traction 70 Roanoke Ry. & Electric — See Roan. Tr. & Lt 89 Roanoke Traction & Light — See Amer. Rys. 83	Scranton & Pittston Tr.—See Scranton Ry 88	Sutter St Ry See United RR. of San Fran-
Rochester & Bastern Rapid Ry —See New York State Bajlusys.  Rochester Eled. Ry —See N. Y. State Rys. 107 Rochester Eled. Ry —See N. Y. State Rys. 107 Rochester Eled. Ry —See N. Y. State Rys. 107 Rochester Ry. & Light. Power.  Rochester Ry. & Light. —See N. Y. State Rys. 107 Rochester Ry. State Rys. 107 Rochester Ry. See N. Y. State Rys. 107 Rochester Ry. See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See N. Y. State Rys. 107 Rochester & Suburbau Ry. —See Information Rys. — See Information Rys. —See Information Rys. — See Information R	Rochester & Manitou RR.—See Rochester & Manitou RR.—107 Rochester City & Brighton—See N. Y. State	Sea Beach Ry.—See N. Y. Consol, RR.——18	pire United Rys.  Syracuse Rapid Transit Ry.—See N. V. State
Trace, Light & Rower  Rochester Ry, See N. Y. State Rys. 107 Rochester & Sodius Bay Ry.—See N. Y. State Ry.—See Puget Sound Tract. Light Ry—See N. Y. State Rys. 107 Rochester & Sodius Bay Ry.—See N. Y. State Ry—See Sodius Bay Ry.—See N. Y. State Ry—See Puget Sound Tract. Light Ry—See Puget Sound Ry—See Ry—See Fuget Sound Ry—See Ry—See Puget Sound Ry—See Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Tract. Light & Power  Seattle Snohomish & Everett Ry—See Puget Sound Tract. Light & Power  Tract. Light &	Rochester-Corning-Elmira Traction Co	lantic Coast Electric Ry., Asbury Park—See At- lantic Coast Electric Ry. 5 Seattle Electric Co.—See Puget Sound Tract.,	Syracuse & South Bay Elec. RR. 118 Syracuse & Suburban RR 119
Rechester & Stuburban Ry.—See N. Y. State Rys Rochester & Stuburban Ry.—See N. Y. State Rys Rochester Syracuse & Eastern RR.—See Empire United Rys. Rochester Syracuse & Eastern RR.—See Empire United Rys. Rock Stuburban Ry.—See Union Railway, Gas & Electric Co. Rock Island Southern Rolling Syracuse Rys Rock Island Southern Railway. Rock Bert Island Rys Island Ry	Rochester & Maniton Fig.	Seattle-Everett Trac. Co.—See Puget Sound Tract. Light & Power.—115	Tacoma Ry. & P.—See Puget Sound Trac.,
Rochester Syractise & Eastern RR.—See Emplre United Rys—pire U	Rochester & Sodus Bay Ry See N. Y. State	Seattle Spohomish & Everett Dy 129	Tampa Electric Co.—See Iowa Ry. & Lt. 22 Tampa Electric Co. 119 Tampa & Sulphur Springs Traction 129
Rockford Beloff & Janesville RR.—See Union Rallway, Gas & Electric Ry.—See Union Rallway, Gas & Electric Ry.—See Union Rallway, Gas & Electric Co.— Rockford & Interurban Ry.—See Union Rallway, Gas & Electric Co.— Rockford & Interurban Ry.—See Union Rallway, Gas & Electric Co.— Rock Island Southern Railway.—See Union Rallway See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 15 Second Avenue RR. Fraction See City Lt. & Tr. Co. 16 Second Avenue RR. Fraction See City Lt. & Tr. Co. 16 Second Avenue RR. Fraction See City Lt. & Tr. Co. 16 Second Avenue RR. Fraction See City Lt. & Tr. Co. 17 Second Avenue RR. Fraction See City Lt. & Tr. Co. 17 Second Avenue RR. Fraction See City Lt. & Tr. Co. 17 Second Avenue RR. Fraction See City Lt. & Tr. Co. 17 Second Avenue RR. Fraction See Traction See City Lt. & Tr. Co. 17 Second Avenue RR. Fraction See Traction See Traction Co. 17 Second Avenue RR. Fraction See Traction Co. 17 See Traction See Traction Co. 17 See Traction Co. 17 See Traction See Traction Co. 17 See Tracti	Rochester & Suburban Ry.—See N. Y. State Rys	Tract., Light & Power Co.—See Puret Sound	Tamaqua & Pottaville Electric RR.—See East. Penn. Rys Tarrytown White Plains & Mam. Ry.—See
Ry_See Hartford & Springheld St. Ry_119 Robrerstown Landisville & Mt. Joy Ry_58 Rome (Ga). Railway & Light Co_109 Roxborough Chestnut Hill & Norristown Ry_106 Rutland City Elec. Co_See Rutland Ry_Lt. & Power Co_8 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland St. Ry_See Rutland Ry_Lt. & P.Co. Rutland St. Ry_See Rutland Ry_See Ry_See Rutland Ry_See Ry_See Rutland Ry_See Ry_	Rookford Reloit & Janesville RR -See Union		Shore Line Elec. RR. 72 Taunton & Brockton Street Rallway—See Old Colony Street Rallway.
Ry_See Hartford & Springheid St. Ry_119 Robrerstown Landisville & Mt. Joy Ry_58 Rome (Ga.) Railway & Light Co_109 Roxborough Chestnut Hill & Norristown Ry_106 Rutland City Elec. Co_See Rutland Ry_Lt. & Power Co_8 Rutland Ry_Lt. & Power See General Gas & Electric Co_116 Rutland St. Ry_See Rutland Ry_Lt. & Power Co_8 Rutland Ry_Lt. & Pow.—See General Gas & Electric Co_116 Rutland St. Ry_See Rutland Ry_Lt. & P.Co. Rutland St. Ry_See Rutland Ry_Lt. & P.Co. Sicra & San Francisco Power Co_116 Sacramento Short Line Ry_See San Fran-Oakland Terminal Rys_See San Francisco Power Co_117 Sacramento Vaoiland Electric RR_See Northern Py Sacramento Waodland Electric RR_See Northern Py Sacramento Waodland Electric RR_See Northern Py Saginaw City Gas Co_See Mich_Light Co_47 Saginaw City Railway See San Fran-Michigan Ry_See Southern Michigan Ry_See Mi	Rockford & Freeport Electric Ry.—See Union Rallway, Gas & Electric Co.—Rockford & Interurban Ry.—See Union Rall-	Second Avenue Traction—See United Traction 97 Second & Third St. Pass. Ry.—See Union Tr. 92 Sedalla Lt. & Trac. Co.—See City Lt. & Tr. Co. 82	Taunton & Pawtucket St. Ry. 119 Taunton Street Ry.—See Globe St. Ry. 129 Taylor Ave. RR.—See United Rys. of St. L. 109
Ry_See Hartford & Springheld St. Ry_119 Robrerstown Landisville & Mt. Joy Ry_58 Rome (Ga). Railway & Light Co_109 Roxborough Chestnut Hill & Norristown Ry_106 Rutland City Elec. Co_See Rutland Ry_Lt. & Power Co_8 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland St. Ry_See Rutland Ry_Lt. & P.Co. Rutland Ry_See Rutland Ry_See Rutland Ry_See Ry_See Rutland Ry_See Ry_See Rutland Ry_See	Rock Island Southern Railroad 65	Selma Street & Suburban Ry Seventeenth & Nineteenth Street Passenger Ry —See Union Traction System 92	Tennessee Pow. Co.—See Tenn. Ry., Lt. & Pow. 66 Tennessee Ry. Light & Power.
Ry_See Hartford & Springheld St. Ry_119 Robrerstown Landisville & Mt. Joy Ry_58 Rome (Ga). Railway & Light Co_109 Roxborough Chestnut Hill & Norristown Ry_106 Rutland City Elec. Co_See Rutland Ry_Lt. & Power Co_8 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland Ry_Lt. & Power See General Gas & Electric Co_108 Rutland St. Ry_See Rutland Ry_Lt. & P.Co. Rutland Ry_See Rutland Ry_See Rutland Ry_See Ry_See Rutland Ry_See Ry_See Rutland Ry_See	So. Shore & Bost, St. Ry 12 Rockland Thomaston & Camden Street Ry 107 Rockland Thomaston & Camden Street Ry 107 Rockland Thomaston & Camden Street Ry 107	Shamolan & M. Carmel Transit Co. 116 Shamolan & M. Carmel Transit Co. 116 Sharon Canton & Norwood Street Ry. 129 Sharon & Norwood Sharon & David Ball	Terre Haute Traction & Light Co.—See Terre Haute & Western Ry. Co.—See Terre
Rothorough Chestnut Hill & Nortistown Ry 106 Rutland City Elec. Co.—See Rutland Ry. Lt. & Power Co. &	Rockville Broad Brook & East Windsor St.  Ry.—See Hartford & Springfield St. Ry119 Robrerstown Landisville & Mt. Joy Ry.	way & Light 124 Shawnee Tecumseh Traction Co 116 Shebogan Light Power & Ry See Sheboy	Texas Traction Co. 356 Third Avenue Ry. (N. Y.) (with map) 77 Thirteenth & Fifteenth St. Description
California Gas & Elect. Corporation 110 Sioux City Traction—See Sloux City Ser. Co. 117 Oakland Terminal Rys. See San Fran. Oakland Terminal Rys. 84 Sacramento Valley Electric RR 129 Sacramento Valley Electric RR. See Northern 129 Sacramento-Woodland Elec. RR.—See Northern 149 Saginaw-Bay City Railway 147 Saginaw-Bay City Railway 147 Saginaw-City Gas Co.—See Mich. Light Co. 47 Saginaw-City Gas Co.—See Saginaw-Bay City Railway 117 City Railway 117 Saginaw-City Gas Co.—See Saginaw-Bay City Railway 117 Saginaw-City Gas Co.—See Co.—See Toledo Trac., 127 Saginaw-City Gas Co.—See Saginaw-Bay City Gas Co.—See Saginaw-Bay City Gas Co.—See Co.—See Tol.—Tac., 128 Saginaw-City Gas Co.—See Tol.—Tac., 128 Saginaw-Ci	Rome (Ga.) Rallway & Light Co	gan Rallway & Electric Co	Union Traction System Thirty-fourth St. Crosstown Ry.—See N.Y. Rys 75 Tidowater Power Co.
California Gas & Elect. Corporation 110 Sioux City Traction—See Sloux City Ser. Co. 117 Oakland Terminal Rys. See San Fran. Oakland Terminal Rys. 84 Sacramento Valley Electric RR 129 Sacramento Valley Electric RR. See Northern 129 Sacramento-Woodland Elec. RR.—See Northern 149 Saginaw-Bay City Railway 147 Saginaw-Bay City Railway 147 Saginaw-City Gas Co.—See Mich. Light Co. 47 Saginaw-City Gas Co.—See Saginaw-Bay City Railway 117 City Railway 117 Saginaw-City Gas Co.—See Saginaw-Bay City Railway 117 Saginaw-City Gas Co.—See Co.—See Toledo Trac., 127 Saginaw-City Gas Co.—See Saginaw-Bay City Gas Co.—See Saginaw-Bay City Gas Co.—See Co.—See Tol.—Tac., 128 Saginaw-City Gas Co.—See Tol.—Tac., 128 Saginaw-Ci	& Power Co Rutland Ry., Lt. & Pow.—See General Gas & Electric Co	Shore Lighting Co	Tidewater Southern Ry 118 Titusyille Electric Traction Co 129 Toledo Bowling Green & Southern Traction 119
Oakland Terminal Rys	Rutland St. Ry.—See Rutland Ry. Lt. & P.Co. 83  Sacramento Electric Gas & Railway—See	Shreveport Railways Co	Green & Southern 110 Toledo Fostoria & Findlay 110
Sacramento-Woodland Elec. RR.—See Northern Crack Control of the Co	California Gas & Elect. Corporation 110 Sacramento Short Line Ry.—See San Fran. Oakland Terminal Rys		Toledo Gas Light & Coke Co See Toled
Saginaw City Gas Co.—See Mich. Light Co. 47 Saginaw Valley Traction—See Saginaw-Bay City Railway	Sacramento-Woodland Elec. RR.—See North- ern Electric Ry.—114	Shatington St. Ry.—See Lehigh Valley Tran Snyder Av. St. Ry.—See Phila, Rap. Tran 89	Toledo & Indiana Raliroad120
St. Albans & Swanton Trac. Co	Saginaw City Gas Co.—See Mich. Light Co 47 Saginaw Valley Traction—See Saginaw-Bay City Railway	South Bend & So. Michigan Ry.—See Southern Michigan Ry.—117 South Brooklyn Br.—See Brooklyn Dec 117	Toledo & Maumee.—See Tol. Trac.,L.&P.Co. 82
St. John (N. B.) Ry 129 natl Newport & Covington Ry 36 Toledo Urban & Interurban Ry.—See Toledo St. Joseph Ry., Light, Hest & Power (Mo.) 82 South Ferry—See Broadway & Seventh Ave 76 Bowling Green & Southern Traction 1	St. Albans & Swanton Trac. Co. 109 St. Charles Street RR.—See New Orl. Rys. Co. 73 St. François County Electric. 120	South Chicago City Ry.—See Cal. & So.Ch.Ry. 27 South Carolina Light. Power & Ry.—129 South Covington & Cin. St. Ry.—See Cinetre	Toledo Railways & Light Co.—See Toledo Traction, Light & Power Co.—82
	St. John (N. B.) Ry 129 St. Joseph Ry., Light, Heat & Power (Mo.) 82	nati Newport & Covington Ry	Toledo Urban & Interurban Ry.—See Toledo Bowling Green & Southern Traction119

Union Ry., Gas & Elec. (Ill.).—See Commonw Power, Ry. & Light Co. Union Ry., See Wilmington & Chester Trac. Union Ry. See Wilmington & Chester Trac. Union Ry. See Wilmington & Chester Trac. Union Ry. See Wilmington & Chester Trac. Union Traction Co. (Coffeyville, Kan.)  The see Wilmington & Chester Trac. Union Traction Co. (Coffeyville, Kan.)  The see West Penn Rys. Co.—See West Penn Trac. 10 West Penn Rys. Co.—See West Penn Trac. West Penn Rys. Co.—See West Penn Rys. Co.—See West Penn Trac. West Penn Rys. Co.—See West Penn Trac. West Penn Rys. Co.—See West Penn Rys. West Penn Rys
--

# H. M. BYLLESBY & COMPANY

INCORPORATED

Engineers-Managers

# Design-Construct-Operate

Artificial Gas Systems Street Railways Water Works Electric Light Plants Irrigation Systems Natural Gas Systems Interurban Railways Water Power Plants Transmission Systems Drainage Systems

Examinations-Reports

NEW YORK Trinity Building CHICAGO
Continental & Commercial Bank Bldg.

TACOMA Washington

Winceling (W. Va.) Trac. Co.—See West Penn   100	Winnipeg Electic Ry	Woronoco St. Ry.—See Spgfd, St. Ry.—7 Wyandotte & Detroit River Ry.—See Detroit United Railway.—4  Wadkin River Power Co.—10 ardley Moreisville & Trenton St. Ry.—See Bucks County Interurban Ry.—8 Yonkers RR.—7 York County Power Co.—See Cumberland County Power & Light Co.—10 York Railways.—12 Youngstown & Ohlo River RR. Youngstown & Ohlo River RR. Foungstown & Light —See Reenbille Ry. & Light —See
	·	

# GRAHAM & Co.

435 CHESTNUT STREET, PHILADELPHIA

Government and Municipal Bonds Securities of Railroads, Street Railways, Gas and Electric Light and Power Companies of Established Value.

CABLE ADDRESS "GRACO", PHILADELPHIA