

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 24.]

SATURDAY, JUNE 14, 1873.

[WHOLE No. 1,938 Vol. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Interest on the Virginia Debt.....	741
New York, West Shore and Chicago Railroad.....	741
Cairo and Fulton Railroad.....	741
Kansas and Pacific Railway.....	742
Pacific Mail Steamship Co.....	743
Canton Company.....	744
Illinois Central Railroad.....	744
Atchison, Topeka and Santa Fe Railroad.....	745
Railroad Earnings.....	746
Imports of Dry Goods.....	747
Finances of Ohio.....	747
Public Debt Statement.....	747
Federal and State Securities.....	749
Dividend and Interest Tables.....	748, 750
Railroad Share List.....	758
Stock Exchange and Money Market.....	765
Rhinebeck and Connecticut Railroad.....	767
Journal of Railroad Law.....	768
Manufacture of Rails in the U. S.....	768

## American Railroad Journal.

New York, Saturday, June 14, 1873.

### Interest on the Virginia Debt.

In connection with the payment of interest on the Virginia debt for July 1st, at the office of Asa Rogers, second auditor, in Richmond, Virginia, it is announced that the unpaid balances of interest for January and July, 1872, as provided by the act of March 19, 1872, will also be paid. The *Richmond Dispatch* says:

"It is well for the holders of stock which has not been funded to know that the old bonds or certificates must be presented to the second auditor, that the interest paid them may be stamped upon such stock.

"It is estimated that after paying the July 1873 interest and the arrearages of interest of 1872 there will be money enough in the treasury on the 1st of January, 1874, to pay four per cent interest which will then have accrued, and leave a balance of over \$500,000 for the current expenses of the State government. Allowance is made in this estimate for the payment in 'tax-receivable coupons' of one-half of the public revenue due in December next, while the fact is that up to the present time a much smaller proportion of the revenue has been thus paid, the holders of large amounts of the bonds of the State believing it to be better to take the four per cent now ten-

dered and the obligation of the State for the remainder payable hereafter."

## INVESTMENT BONDS.

The Northern Pacific Railroad Company having determined to close its 7-30 First

Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE 7 3-10 LOAN IS NOW BEING DISPOSED OF through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at 1-10, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; it has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged \$5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

## JAY COOKE & CO.

No. 20 Wall Street, New York.

### New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad is engaged in Greene county in serving notices upon property owners, notifying them that a map and profile of the route intended to be adopted, and certified by the President and Engineer in Chief of the company, was filed in the office of the Clerk of the county. The line adopted at Catskill crosses the creek at an elevation of about sixty feet, just below the iron bridge, and passes northward through lands of Messrs. Cole, Hadden, Van Orden, Waltz, Rushmore and others. At Athens it just passes through the upper end of the village, and thence runs northerly to the upper village of Coxsackie. It crosses the "White Elephant" road twice and leaves it in Albany

county, where it takes an air line to Chicago, saving over thirty miles.—*Hudson Register*, June 4.

## JAY COOKE & CO.,

No. 20 Wall Street,  
NEW YORK.

## EXCHANGE

—ON—  
LONDON,  
PARIS,  
BERLIN,  
FRANKFORT,  
BREMEN,  
VIENNA.

CABLE TRANSFERS,  
Circular Letters,  
COMMERCIAL CREDITS,  
—ON—

## Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St, London.

CABLE TRANSFERS UPON VIENNA DIRECT

### Cairo and Fulton Railroad.

The *Little Rock Gazette*, of June 3d, gives an interesting account of a "pioneer trip" made over the completed portion of the Southern division of the Cairo and Fulton Railroad on the 29th ult., by the officers of the road and a few citizens. In its description of the road, and the excursion the *Gazette* says:

The first eight miles includes some of the heaviest work on the whole line, and is in almost perfect order. Three miles out the road strikes the bottoms of Fourche bayou, crossing the stream on a substantial bridge, and the bottoms by a high embankment. The first station is known as Linda, and the second one as Appleton, five miles and a half distant. The third station, Maplevale, is nine and a half miles from this city. The fourth station, thirteen miles, is Alexander. The next is Bryant's, sixteen and a half miles. The next is Benton, twenty-three miles. After stopping at Benton a few moments, the train passed on down to the Saline river a mile further on, and crossed on the new bridge, the work of the Baltimore Bridge Company. The train remained here some time, and then passed on to the head of the work, where the track is being laid at the rate of a mile and three-fourths per day, which is accomplished with the aid of eighty experienced track-layers. After in-