

LATEST RAILROAD NEWS

AN OLD, OLD STORY AGAIN FLOATED IN WALL STREET.

The Consolidated and the New England Roads—Speculation in New England Stocks—Annual Meeting of the Air Line Co.—The Consolidated Road's Smaller Branches.

Vice President Hall of the New York, New Haven and Hartford railroad said last evening to a "Courier" reporter regarding the appended dispatch that it was the old, old story on the subject revived, a story that has been made to do duty so often in the past ten years in the history of speculation in the New England's stocks.

New York, June 4.—A report is in circulation in Wall street to the effect that interest friendly to New York Central and New York, New Haven and Hartford companies have acquired sufficient stock of the New York and New England company to control that corporation and that in a short time the board of directors of the New York and New England will be changed to accord with the new state of facts.

For some weeks past the stock of the New England has been quietly absorbed by brokers working in the interests of banking houses identified with the Vanderbilts and New York and New Haven interests and in this way a sufficient amount of stock has been obtained to secure control.

It is not likely that the authoritative announcement of this fact will be given out, as the plan of reorganization of the New England railroad has not been carried out.

When spoken to regarding the above report Mr. Hooper said he knew of no such acquisition of the New England road by the Consolidated and Vanderbilt interests.

AIR LINE ROAD ANNUAL

At the annual meeting of the Air Line Railroad company, held in Middletown yesterday, the following board of directors for the year ending was chosen: President, Charles P. Clark of the Consolidated; vice president, Judge John M. Hall; H. B. Hammond of New York, Governor O. Vincent Coffin, General T. L. Watson of Bridgeport, Hon. Henry C. Robinson of Hartford, Leverett Brainard of Hartford, Silas F. Loomer of Willimantic, W. L. Squires, treasurer of the Consolidated.

The only change in the board from last year's membership was the election of Treasurer Squires to fill the vacancy caused by the death of Hon. Benjamin Douglas of Middletown.

THE MERGER OF NEW YORK AND NEW HAVEN BRANCH LINES.

A dispatch from this city to last night's New York Evening Post says: The bill in the legislature which has passed the senate, and, as amended in the lower house, provides that any railroad company, after acquiring three-quarters of the stock of any wharf, bridge, ferry or other railroad company, may take the rest by appraisal, its exciting much comment among holders of branch-line stocks of the New York and New Haven company, of which large amounts are held by the greater corporations under the recent plan of exchange when the 4 per cent. debentures were issued. One of the most prominent railroad lawyers in the state says that undoubtedly the stocks of the leased branch roads which the New Haven company holds would be available under the proposed law, but expresses the belief that the law itself is unconstitutional.

The last report of the Connecticut railroad commission shows how large an amount of branch and leased line stocks have been exchanged. The figures are annexed for the most important roads:

New York and Northampton—Total shares 24,600, exchanged 24,035.  
Boston Air Line—Total shares 28,629, exchanged 15,726.

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Shore Line—Total shares 10,000, exchanged 8,065.

Naugahucic—Total shares 20,000, exchanged 8,551.

Housatonic—Total shares 23,939, exchanged 25,504.

Danbury and Norwalk—Total shares 12,000, exchanged 8,223.

New Haven and Derby—Total shares 4,470, exchanged 3,497.

Old Colony—Total shares 131,783, exchanged 55,180.

The New Haven company, therefore, if the proposed bill becomes a law and is pronounced constitutional, would probably, under its proclaimed policy of "consolidation," be able to take by appraisal the Northampton, Shore Line, Housatonic and Derby roads, and in effect extinguish them. The table, however, does not represent the full amount of branch-line stocks held by the New Haven company, as considerable amounts are understood to have been acquired since June 30, 1894, which closed the fiscal year of the commission report. In the case of the Boston Air Line road there are to be added 6,339 shares of common stock held by the New Haven company, making the total number held 23,321 shares out of 28,629 shares, and it will also be seen that last June only seventy-two additional shares were needed to make three-quarters of the Danbury and Norwalk total stock. There are other small roads, like the Shepaug, which the New Haven company would be able to absorb entirely and extinguish as separate lines under the proposed law if constitutional. One of the immediate motives for the statute is probably the attempt of "strickers" to hold on to a few remaining shares of certain lines in the hope of compelling the New Haven company to pay a high price for them.

The bill now lies on the table in the lower house. Its passage is probable, but not certain, and it may be amended so as to require a still larger fraction before appraisal of remaining stock. The bill has apparently no bearing on the New England company, which, according to the commission report, owns no stock in leased branch lines.

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Wool All Pain Goes When Pain-Killer Comes. Authorities Are Inactive. Stratford, June 4.—Miss Lindsley, who was assaulted by an unknown intruder at her home Saturday morning, is tonight in a very critical condition. The authorities have not taken any steps towards running down the assailant.

Stabbed by His Brother. Middletown, June 4.—Charles Collins of New Britain was stabbed in the leg tonight by his brother, James, near Beacon place, Meriden road. Two arteries were severed. He was taken to Meriden hospital after the wound had been dressed. The trouble was caused by drink.

This is a Funny Case. Bridgeport, June 4.—S. S. Banks, a local liverman, has brought suit for \$150 for injuries alleged to have been caused by Dr. H. J. De Vere. On Memorial day Dr. De Vere, who weighs over 300 pounds, hired a saddle horse from the liverman to ride in the parade of the Ancient Order of Hibernians. When the horse was brought back to the stable it was lame, and Banks claims that its hip was injured by Dr. De Vere's heavy weight. The case will be heard next week.

Will Make a Demonstration. London, June 4.—A dispatch from Vienna to the Central News says it is reported that in consequence of the unsatisfactory character of the port answer as to the Armenian proposals of the powers a naval demonstration will be made in the Bosphorus by England, France and Russia.

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