

Wright's Church Book
Rail Road Co

Scrap Book
Sept 12, 1886

Given to the Town Historian by,
Michael Moffet
of
Averill Park
September 1887

Foy & Averill Park
Rail Road Co.
Scrap Book
Sept 22. 1886

Given to the Town Historian by,
Richard seuffert
of
Averill Park
September 1977



40

FROM
J. LEACH,
STATIONER,
Writing Paper, Envelopes and
Account Books.
86 NASSAU ST., NEW YORK.

(1)
*Troy & Averill Park
Rail Road Co.*

Troy Daily Times.

WEDNESDAY AFTERNOON, SEPT. 22, 1886

A Steam Railroad from Albion to Sandlake—Surveyors at Work.

New York parties have become interested in the scheme of a steam railway from Albion to Sandlake, and it is stated that the stock has all been subscribed in the metropolis. Last night eight surveyors reached Sandlake from New York, and to-day began a survey of the proposed road, starting from the flat in front of John W. Park's residence in that village. Stephen E. Babcock of this city, who some time ago superintended the survey of a road from Troy to Sandlake, is engaged to assist in the location of the route for the railway now proposed. The Messrs. Averill of New York, who were interested in a road from Troy to Sandlake, are represented to have an interest in the present undertaking. It is said that the projectors have encouragement to extend the road to Albany if it shall be built from Albion to Sandlake.

The Troy Press.

SEPTEMBER 22, 1886.

The Sandlake and Albion Railroad.
A party of surveyors from New York this morning began a survey for a steam railroad to run from Sandlake to Albion. One of the surveys will be through West Sandlake and the other at a point near Postenkill village. Whether the road will run from Albion to Troy or Albany will be hereafter determined. Mr. H. F. Averill, who is with the party, asserts that all the stock has been taken by New York capitalists and that Albany has made flattering offers to have the road continued to Albany via Greenbush. When the road is begun, so that it is certain that it will be built as far as Albion, Troyans will undoubtedly see to it that it will be continued to this city.

The Troy Press.

OCTOBER 8, 1886.

TROY & SANDLAKE RAILROAD.

The Organization Perfected—List of Directors—A Cable Road Up Congress Street Hill.

Articles of association of the Troy & Averill Park railroad company were filed in the secretary of state's office to-day. The capital of the company is \$75,000, and the length of the road is seven and a half miles. The incorporators are Stephen McDougall, W. J. Cannon, F. S. W. Leaman, Chas. H. Collins, John Dean, George H. Cutler, S. F. C. Rinkeshank, F. G. Johnson, G. S. Van Pell, R. S. Crane, Henry T. Cutler, Geo. W. Poucher, M. L. Townsend, Clarence A. Sears, Charles Unangst, James H. Goodsell, Charles H. Adams, John A. Spooner, W. T. B. Milliken, S. W. Hopkins, L. M.

Clark, H. W. Kaufman, J. E. Bazley, G. S. Scally, G. F. Buerdorf, J. N. Harriman, all of New York and vicinity. Directors for first year, Messrs. Cutler, Dean, Cannon, Van Pell, Johnson, Milliken, Leaman, above named, and W. H. Tallmadge of Stamford and Andrew B. Knowlson, Elias G. Boyce and Pierce Kane of Sandlake. The road is intended to extend from the terminus of the proposed new cable road at Albion to Averill Park. Surveyors are now at work on the new road. The proposition to cable the Troy & Albion horse railroad will probably be favorably considered, and a new and fast line from Troy to Sandlake is something that we will have in the near future.

Troy Daily Times.

FRIDAY AFTERNOON, SEPT. 24, 1886.

A Railroad Route.

The New York parties interested in the proposed steam railroad between Albion and Sandlake have decided, it is stated, after a preliminary survey, to run the road to Postenkill instead of West Sandlake. Another corps of surveyors is expected from New York Monday, when it is said a practical survey of the entire route will be begun.

Albany Express.

SATURDAY, SEPTEMBER 11, 1886.

SANDLAKE'S SECLUSION.

A Restful and Attractive Village Within a Few Miles of Albany.

An enthusiastic correspondent of the EXPRESS, who is resting at Sandlake, writes: This pretty little village is only ten miles from Albany, in Rensselaer county, and although there is no railroad connection here, the town is easily reached by public conveyance by a lovely ride of little over an hour and a half through a fine valley with picturesque scenery. There is hope in time of a railroad running to this place, as surveyors have been through this section and surveyed two different routes, one by the way of Troy, and the other by way of Albany. The village is quite attractive to summer boarders, and this season the hotels and boarding houses have been full and a number of private families also have accommodated the visitors. The principal hotel is the Averill Park house, owned by the Averill Bros. of New York, and is very prettily located in the village, being on high ground and surrounded by a magnificent lawn. At the rear of the hotel is a fine grove where all the picnic parties are held.

THE LOCAL ATTRACTIONS.

The lake is within five minutes walk. Here the tourist finds rest and comfort. The fishing and boating are good and there are five other lakes in the vicinity, namely, Rejehard, Crooked, Glass, Snyder's and Burden's, all of which are well worth a visit. Owing to the extensive water power there a large manufacturing business is carried on in this vicinity. The mills are a great help to the village, and employ a large number of hands. A few years ago it was suggested to supply Albany with water from Sandlake, which

would have been a good thing if it could have been carried into practice. Our party recently which is a celebrated resort for the people five miles from the town, overlooking the whole valley as far as the eye can reach. An amateur photographer, who was one of the party, made a number of views which were much admired. We propose to remain here a few days longer, and then return to Albany.

The Troy Press.

SEPTEMBER 28, 1886.

THE N. Y. R. & M. R. R.

WHAT THAT RAILROAD COMPANY IS DOING

And Speculations as to What It Intends to Do.

The last issue of *Bradstreet's* contains the following in regard to the railroad company that bought the Lebanon Springs railroad: "No little mystery attaches to the operations of the New York, Rutland & Montreal company, which was organized last year to obtain possession of the old Lebanon Springs road fifty-eight miles long, connecting Chatham, N. Y. with Bennington, Vt. For many years this property had consisted principally of a lot of rotten ties and 'two streaks of iron rust.' It was, and is absolutely profitless as a local road. The new corporation is spending \$250,000 in improving the plant. The former receiver put down a considerable quantity of steel rails last year, and during the present season seventeen miles of new steel has gone down together with 50,000 new ties. The company will lay 50,000 more ties presently. It is building a 242 foot span iron bridge at Chatham, and is preparing to erect two other iron bridges at other points, the iron being partly on the ground. About 30 miles of new steel rails will be laid next year. The rolling stock has been added to. At Chatham, the New York, Rutland & Montreal connects with the Boston & Albany and the Harlem; at Bennington with the Bennington & Rutland. Surveys are completed for ten miles of new road between Lebanon Springs, N. Y., and State Line, on the boundary between Massachusetts and New York, where the Housatonic road meets the Boston & Albany. The contract will be let as soon as possible. This little piece of road is the only track wanting for a very direct through route from New York to Montreal, via the New York, New Haven & Hartford to Norwalk, 41 miles; the Housatonic, from Norwalk to State Line, via Danbury and Brookfield Junction, 101 miles; the New York, Rutland & Montreal, from State Line to Bennington, 48 miles; the Bennington & Rutland, between the two towns at its terminus, 57 miles; the Central Vermont, from Rutland to St. John's, F. Q., 142 miles; and the Grand Trunk, from St. John's to Montreal, 27 miles—in all 416 miles, as against 404 via Troy and North Bennington, and rather less via Albany and

Saratoga. The Canadian Pacific's short route from Montreal to the provinces will connect with the great transcontinental system at Lac-Beauport, and extend in an air line from that point to St. John's, opening a double access to Montreal.

The officials of the New York, Rutland & Montreal expect to run through trains between Montreal and New York by this route next summer. In former years there was a through service by way of the Harlem, Lebanon Springs and Bennington & Rutland roads, but it was never profitable. The successful organization of a through line by way of the Housatonic and New York, Rutland & Montreal must, apparently, depend on conditions which have not yet been fully established. One part of the scheme looks to the absorption of the Bennington & Rutland by the New York, Rutland & Montreal. The Bennington & Rutland, with a capital of \$1,000,000—most of it unissued—is owned by the Treasurer of W. Park estate, and a mortgage of \$475,000 thereon is in the hands of the Vanderbilt family. The incumbrance pays seven per cent interest, and is a first class investment. The net earnings are something in excess of the fixed charges, but dividends are a matter of small account to the owners of the road, who have been laying out large sums in improvements of late years. The officials of this road deny stoutly that it has fallen into the hands of the New York, Rutland & Montreal, notwithstanding rumors to that effect. The proprietors occupy an independent position, and will not be likely to sell or consolidate unless they obtain a good round price for doing so.

It is perfectly obvious that the large expenditure of money now in progress on the old Lebanon Springs line would not be undertaken without some confident expectation of better returns than on the surface of things seem likely to be realized. The officers of the corporation, most of whom come from Ohio, are extremely reticent about their plans. If they are building up a road in order to sell it, they must, apparently, have a purchase in view. If, on the other hand, they look to a consolidation with the connecting roads for the purpose of establishing a through line, the prospect of a union ought to be clear rather than vague. There can be no motive for the expenditure otherwise. The opinion has been expressed that the Canadian Pacific company is at the bottom of all these operations, having in view the opening of a direct outlet to New York. It is intimated also that the recently organized New York, Danbury & Boston company is a part of the same grand scheme. Whether this is true or not, the methods under which the development of the various fragments of the possible through line is going forward are characteristic of the great Canadian corporation. Its operations east of the St. Lawrence river are all conducted under the name of auxiliary companies.

One apparent 'out' in the projected movement, assuming the Canadian Pacific to be behind it, appears in the intimate relations between the Central Vermont and Grand Trunk companies. If the Canadian Pacific should seek to use the Central Vermont for Boston business, the Grand Trunk might, perhaps, raise a serious and successful objection. So far as New York traffic is concerned, there could be no competition with the Grand Trunk, and the utilization of the Central Vermont by the Canadian Pacific for a southern outlet might not be objected to. The managers of the New York, Rutland & Montreal admit that there are some things in their enterprise which they are not ready to make public, but

intimate that the puzzle may be cleared up within a few weeks. It is a matter of common observation that if the Canadian Pacific really has a hand in this scheme it will be carried through. That company, having the taxpayers of Canada to draw on, has accomplished about everything that it has undertaken so far.

Troy Daily Times.

SATURDAY AFTERNOON, OCT. 9, 1886.

Approving Railroad Plans.
At a recent meeting of the directors of the Columbia and Rensselaer railroad the plans of the road from Hudson to Valatie were approved. The route is from the South bay, Hudson, to Jones's quarry, through Slottville, Stockport, Rossmann's, Stayesant Falls, Kinderhook and to Valatie. The line is run on the west side of Kinderhook creek. Committees were appointed to solicit subscriptions from persons on the line of the road for the purchase of the right of way. The extension of the route to either Brimfield's, Nassau or Greenbush will be deferred.

Troy Daily Times Oct 10/86

Sandlake.—The survey of the proposed railroad from Albion to Sandlake is nearly completed. It is reported that Frank Averill has induced New York capitalists to invest in property at Sandlake, and that all the funds necessary to build the railroad have been secured. It is said that the road will connect with a cable road up Congress street, Troy, and along Fawcett avenue, and that the cable road will be at once constructed.

Troy Daily Times Oct 18/86

J. H. Slingerland, chief engineer of the proposed Troy and Averill park railroad, reports that the survey has been completed, and that the grade was found much easier than was expected. The right of way through difficult lands is yet to be secured.

The Troy Press.

OFFICIAL PAPER OF THE CITY.

FRIDAY EVENING, NOV. 19, 1886.

The Troy & Averill Park railroad company to-day filed the map in the county clerk's office for their road to run from Albion to Averill Park. The capital stock is \$75,000. The company will begin work on the road April 1st.

Troy Daily Times Nov 19/86

A New Railroad.

A map of the proposed Troy and Averill Park railroad company, Henry T. Cutter of New York president, was to-day filed in the county clerk's office. The road is to start from Albion, and will be seven and four-tenths miles long. The average grade will be fifty-five feet to the mile. The capital stock is \$75,000, and it is intended to begin the construction of the road April 1. The work is to be completed in two months. It is expected that by the time the road is built a cable railway from Troy to Albion will be in operation. There are thirty-five land owners on the line of the proposed road, and commissions to appraise the value of the property of about twenty of them will be appointed.

Troy Telegram

FRIDAY MORNING, NOV. 19, 1886.

THE HORSE RAILROADS.

Greater Accommodations Needed at Certain Hours.

Schemes for Rapid Transportation—How the Cable Road Plan Failed—Double Tracks—What Railroad Presidents Say.

The question of rapid transit between the city of Troy and its many populous suburban towns has engrossed the attention of the capitalists, who are at the head of the various connecting lines of horse cars, and who in lieu of better means of transportation under the present exigencies are already increasing their transportation facilities to the extent permitted by circumstances. The Troy & Lansingburgh Railroad Company, operates altogether an extent of single and double track, exclusive of turnouts, and including the three routes to Cohoes, twenty-one miles. South of the Green Island bridge, where the cars of the four colors run upon one line, the "headway" during the hours of the morning and evening when the laboring people are en route up or down the road, is two and a half minutes.

The fact is apparent that at no time during the day do the cars pass through the busy section of River street empty, and yet the officers of the company say that outside of the busy hours they can accommodate a great many more passengers with the number of cars now used. Last evening Mr. William Kemp, the president, was asked if the company had yet in contemplation other motor power than horses. "No," he said, "and our charter does not permit us to use other than horses except by permission of the Union Railroad Company and the Common Council." A few years ago when this company gave steam a trial it was only as an experiment and not because they were prepared to use it. "The company proposes," Mr. Kemp says, "to add cars as fast as they can be used for the purpose of affording the public every facility within their power. We received a number of horses from New York to-day and we are having more cars constructed."

"But can you handle more cars with the present headway and without double track?" "We can by hitching two cars together. The great difficulty is not a lack of cars, but you will observe that where one car is following another everybody wants the first car and the result is that the head one is crowded while the second car is not more than half occupied."

"Do you contemplate laying a double track through the city?"

"If the city wants a double track let it ask for one. If we had a double track all the way, we would run on one minute time during the hours when travel requires it. The company is watching every motor that is being brought out, but is not prepared to experiment with any. We will let somebody

else do that. As we are now running you will notice that, during the hours when travel is at maximum we have cars on every switch."

The project of cable cars on the Albion line does not appear to hold out. Mr. Knickerbocker, the president, says that the company has not contemplated using cable cars. He was approached during the past summer by a gentleman who had a system of cable power he wanted the company to adopt. Mr. Knickerbocker told him that he, representing the largest stock in the company, could not see the practicability of the scheme and would not go into it. He would, however, unlike the dog in the manger, sell his stock to those who wanted to put in the cables and give them an opportunity, by getting entirely out of their way, to try the proposed power. The gentleman introducing the cables, who said he was from Washington, interested parties in the city sufficiently to get them to promise to take Mr. Knickerbocker's interests entire, but they never appeared to consummate a bargain. Mr. Knickerbocker was asked if he considered horse power sufficient to accommodate all the travel on that road. His reply was that he "would not like to say" it was. He is prepared, he says, to adopt every expedient for accommodating the public, but like anyone else, he gets tired of continually putting his hands in his pockets, and he does not think public good demands such an expedient—at least he does not know of any one generous enough to adopt that unusual measure. If travel both up and down the hill was nearer balanced the conditions might warrant a discussion on adopting some other means of moving cars, but when 7000 people are carried up the hill against 4000 down, it cannot be thought of.

On being questioned regarding the project of better connections for Albany with through horse cars in view Mr. Knickerbocker says:

"We went so far in our negotiations with the Albany road with a view to having them come over the river and connect with our road at River street, last summer that a contract was drawn up, but it was not signed. The Albany folks were represented by the Messrs. Tillinghast of that city, the Albion road by James Foreyth and D. H. Vail and the bridge company by myself also acting in the interests of the Albion road. They postponed signing the contract all summer long because, they said, they were waiting for the return of James B. Germain, who was absent. Then they put us off on the plea that the sewer in process of construction down towards Albany was a source of considerable trouble and expense. So now it has got too late in the season to think of carrying the project any farther. I presume, however, that it will be a fixed thing another year."

The Troy Press.

OCTOBER 8, 1886.

TROY & SANDLAKE RAILROAD.
The Organization Perfected—List of Officers—A Cable Road Up Congress Street Hill.
Articles of association of the Troy & Averill

Park railroad company were filed in the secretary of state's office to-day. The capital of the company is \$75,000, and the length of the road is seven and a half miles. The incorporators are Stephen McDougall, W. J. Cannon, F. S. W. Leaman, Chas. H. Collins, John Dean, George H. Cutler, S. P. C. Rinkeshank, F. G. Johnson, G. S. Van Pelt, R. S. Crane, Henry T. Cutler, Geo. W. Foucher, M. L. Townsend, Clarence A. Sears, Charles Umagat, James B. Goodsell, Charles H. Adams, John A. Spooner, W. T. B. Milliken, S. W. Hopkins, L. M. Clark, H. W. Kaufman, J. E. Bazley, G. S. Scally, G. F. Buerdort, J. N. Harriman, all of New York and vicinity. Directors for first year, Messrs. Cutler, Dean, Cannon, Van Pelt, Johnson, Milliken, Leaman, above named, and W. B. Tallmadge of Stamford and Andrew H. Knowlson, Elias G. Boyce and Pierce Kane of Sandlake. The road is intended to extend from the terminus of the proposed new cable road at Albion to Averill Park. Surveyors are now at work on the new road. The proposition to cable the Troy & Albion horse railroad will probably be favorably considered, and a new and fast line from Troy to Sandlake is something that we will have in the near future.



MONDAY EVENING, NOV. 1, 1886.

The Proposed Sand Lake Railroad to Terminate at Albany.

It has been decided by the projectors of the Sand Lake railroad to have the southern terminus of the road at Albany instead of Troy, as was originally suggested. The surveys are completed. The road will be run to Albany via Poestenkill. Commissioners will be appointed to appraise the land needed.



TUESDAY EVENING, NOV. 2, 1886.

It Will Go Over the Greenbush Bridge.

The New Sand Lake railroad, which will be built from Sand Lake to Albany instead of Troy, as was at first planned, will run via Poestenkill, and enter this city over the Albany and Greenbush bridge. Ex-Mayor A. Bleecker Banks is interested in the new departure. New developments are expected within a few days.



SATURDAY EVENING, NOV. 20, 1886.

The Troy and Averill Park Railroad.
A map of the proposed Troy and Averill Park railroad company has been filed with the county clerk of Rensselaer county. The road will start from Albion and will be seven and two-fifths miles in length. The capital stock will be \$75,000.

The Troy Press.

OFFICIAL PAPER OF THE CITY
SATURDAY EVENING, NOV. 20, 1886.

RENSSELAER'S NEW RAILWAY.

From Albion to Averill Park by Rail—The Project a Certainty—Some Land Purchases and Some to be Taken by Commission.

As announced yesterday in *The Press*, the map of the Troy & Averill Park railroad has been filed with the county clerk. The company is encountering not a few obstacles in getting possession of lands through which to build the road. The "oldest inhabitants" cannot recall an epoch when there was such a sudden and rapid advance in the price of farm lands in the towns of Poeskill and Sandlake as within the past few months. Farmers who have heretofore been unable to raise anything but cobbles on the high land and cat-tails on the lowland, now declare that their products consist of wheat, cotton, rice, etc., and place a price on the land accordingly. One farmer in Poeskill demands \$3,000 per acre, another wants \$10,000 for 1,010 feet, while a Sandlake husbandman will take \$300 per acre and offers to dispose of his entire farm at that rate. There are some, however, that are ready to sell and some who have sold at reasonable prices what land the railroad company wants. A few will not sell at all unless the company will purchase their entire farm. In such instances and where the owners ask an unreasonably high figure the company will take the land by commission.

The capital stock is \$75,000 and the road is to be a standard gauge. The route from Albion to Averill Park is seven and four-tenths miles. The company proposes to begin work on the first of April next. From Albion to Snyder's Corners, a distance of two and one-half miles, the grade is from thirty-five to forty feet to the mile. The steepest grade is in the town of Poeskill, where for about a mile it is eighty-eight feet. From there to Sandlake it averages about thirteen feet, and from Sandlake to Averill Park forty feet is about the average grade.

Troy Budget.

TROY, N. Y., SUNDAY NOV. 21, 1886.

THE SANDLAKE RAILROAD.

PROSPECT OF ITS CONSTRUCTION.

Full Description of the Proposed Route—Difficulties Encountered By the Projectors—To be Running Next June.

Articles of association of the "Troy & Averill Park Railroad company" were filed in the office of the Secretary of State on October 8, 1886, and last Friday the map and profile were filed in the county clerk's office in this city. All of the requirements of the law have so far been carefully complied with and to all appearances the road will be built as a standard gauge, steam railroad, built, equipped and in operation early in the coming spring.

THE TROY TERMINUS.

of the road will be at the head of the Albion Pond, to which point the present Troy and Albion Horse Railroad will be extended (a distance of about 500 feet from its present eastern terminus), and it is promised, and believed, that the latter road will be propelled by cable by the time the steam road is in operation. A cable company has already been organized for that purpose, with the Hon. Gilbert Robertson, Jr., as president, having in view an extension of the present terminus of the Troy and Albion road at River street, across the Congress street bridge to West Troy, so as to intersect and connect with all the roads running to Albany, Lansingburgh, Cohoes, and Waterford, and receive and deliver passengers at the Union depot, and freight at the freight depots. These undertakings, when perfected, will be of incalculable benefit to our merchants and citizens and to the inhabitants of the surrounding country.

THE ROAD FROM ALBION.

to Sandlake is seven and four-tenths miles in length and follows the Wynantskill creek, on the southerly side, a distance of about two and a half miles as far as Snyder's Corners, near Snyder's lake, with an average grade of about thirty feet to the mile. At Snyder's Corners, two miles from the village of West Sandlake, the road turns to the north, following the valley of the stream which is the outlet of Cooper's pond, and with something of a cut through the gravel bank at Ackman's, strikes into the valley on Martin Link's farm, two miles from Poeskill. It then continues along the Newfoundland creek, terminating near the picnic grove at Sandlake, the Averill Park Hotel, Gabler's Sandlake House and Kane's, Knowlson's, Field's, Snyder's and Smart's mills. The maximum grade is eighty-eight feet for a short distance, the average grade being about 35 feet to the mile. It is said that residents of Poeskill and West Sandlake have manifested some feeling because the road will not run to those places, but a glance at the map will show the impossibility of this as they are five miles apart and in a lateral direction. In

AN INTERVIEW WITH HORATIO F. AVERILL.

who is a large real estate owner in Sandlake and the chief promoter of the new road, we learned that he has spent more than two weeks with an engineer corps going over every foot of the ground between Albion and Sandlake, and particularly between Poeskill and West Sandlake with a view of building the road through one of those two villages, but found it entirely impracticable. The business interests of any railroad demand that it shall run as near as possible to all villages along the route, hence it is nonsense to assume that there has been any desire to cut off either of the places above named.

Mr. Averill states that if the citizens of either of those villages can, by any possibility, select a more feasible route than the one now surveyed, with map on file for public inspection, he will guarantee to change the route, but having examined the country thoroughly with experienced engineers he is confident that the best, and in fact the only feasible route has been selected.

A LONG TALKED OF ENTERPRISE.

For many years the building of a railroad

that would connect Sandlake by steam with the rest of the world, has been talked about, agitated, dropped, revived, and re-revived. Each time the inhabitants have promised every possible aid until now, when there is every probability of a road being actually built, it is said they are now throwing obstacles in the way of the enterprise by raising owners of land along the route to ask extravagant prices when they could well afford to almost give the company the right of way. It is a fact beyond dispute that no land between Albion and Sandlake is worth over \$200 an acre for farming purposes, and much of it is hardly worth \$25 an acre. A few weeks ago several farmers offered voluntarily to donate the right of way to the railroad, but now prices range, in a majority of the cases, from \$400 to \$500 per acre. There are 35 land owners along the route, and probably 25 of them at the present time are

ON THE WARPATH.

for fabulous prices. No one would hardly have believed it possible that the projected building of this new road would so quickly raise the price of farm lands in our country towns from \$50 to \$500 per acre, but the people of Troy are smiling at the prospect of reduced taxation in the city, which will hereafter be borne by the country farmers, and of course the town assessors along the line of this new road will not fail to revise the assessment lists at the earliest opportunity and assess at full value. This will relieve Troy of quite a burden, and put the tax where it seems to belong. As a result of the land disputes a commission will be appointed to appraise the land, and when this is done, the golden visions will no doubt quickly fade away.

This is particularly true of owners of the eastern terminus, who would rather see Sandlake in the same old rut with wagon communication only rather than a railroad should boom it up and expand it into a large suburban place of resort for pleasure and for permanent residence.

THE CAPITAL STOCK.

of the company is \$75,000, represented by 750 shares of the par value of \$100 each. Of these shares 400 are expected to be placed in small lots of from one to five shares, among such persons as desire to see the road built, but not a dollar is to be asked of any subscriber until thirty days after the road is in operation, so that no one runs any particle of risk. These shares being thus disposed of and the right of way acquired a responsible firm of railroad contractors are ready to begin the building of the road on the 1st of April next and to have it fully equipped and in operation by the first day of June.

The Troy Press.

OFFICIAL PAPER OF THE CITY.

WEDNESDAY EVENING, NOV. 24, 1886.

These High-Priced Farmers.

The projectors of the Troy & Averill Park railroad say that they will appear before the town assessors of Sandlake and call their attention to the fact that certain of them, from \$300 to \$500 per acre for their land. The assessors have placed a very small valuation on these farms, and as they are required to assess at full value, the high-priced farmers will be asked to show cause why they should not be assessed at what they call the market value of their property.

Troy Daily Times.

WEDNESDAY AFTERNOON, NOV. 24, '86.

—Negotiations for the purchase of lands necessary for the construction of the proposed railroad from Albion to Sandlake not having been successful, H. F. Averill of New York will probably apply to-day for a commission to appraise the value of the property needed.

The Troy Press.

OFFICIAL PAPER OF THE CITY.

FRIDAY EVENING, NOV. 26, 1886.

A New Device for Signaling the Approach of Trains.

The Massachusetts state road is putting in bell signals at the Graylock and Williamstown crossings from the works of the Union switch and signal company of Pittsburgh, Pa. The signals are simple of construction and effective in service, doing away with the services of a flagman wherever they are used. The bells are worked automatically by means of electricity. The track is insulated for a distance of 300 feet from the crossing. As soon as a train comes upon this insulated track, the bell, which is a large gong begins ringing and does not stop until the last car has passed the crossing. One of these signals has been in successful operation at the east end of the tunnel for over a year. Parties in approaching the crossings who hear the bell ringing will know that a train is approaching from one direction or the other.

Troy Budget.

BY C. L. MAC AUSTIN & SON.

TROY, N. Y., SUNDAY NOV. 23, 1886.

THE PROPOSED RAILROAD.

FROM TROY TO AVERILL PARK.

Grows of a Farmer Who Evidently Don't Want the Road Built—What He Says of Land Values.

NORTH GREENWICH, Nov. 23, 1886.—EDITOR OF THE BUDGET.—DEAR SIR—I wish to say a few words in reply to an article which appeared in last Sunday's Budget concerning the proposed Troy & Sandlake railroad, and more especially to that part in which the writer indulges in a sarcastic fling at the land owners along the route, and at what he terms the rapid increase in the value of land. The writer of that article is densely ignorant or purposely untruthful when he states that much of the land required for right of way is worth only \$25 or \$30 per acre. The writer of those lines knows of none of so little value along the proposed route, unless, indeed, it be the lands of H. F. Averill himself, situated near the eastern terminus of the road. But though, according to the article mentioned, land is so cheap, anyone visiting Sandlake with the expectation of buying a plot of ground of H. F. Averill at any price, will be quickly undeceived. The land he owns, which in the hands of an ignorant farmer is worth only \$30 an acre, when in the possession of H. F. Averill, the patron saint of Sandlake and vicinity, becomes worth a thousand or

MONTAIGNE. A recent set of his is taken to indicate at least tacit sympathy with the new rail-

Mr. Averil is a monomaniac on the subject of a railroad to Sandlake, and withal a very modest and unselfish gentleman. He will give the money to build the road he is willing to do the rest. Quarry? What is the rest? It may indeed be true that the farmers' golden visions will fade away at the appointment of a commission to investigate the matter, but alas, for the mechanics, will Horatio's pleasant dreams of a boom in his Sandlake property vanish, leaving him to return to the city of New York as disappointed as he was to find the city of Sandlake? Or will the committee of railroad building, while the inhabitants of the western terminus—the bull frogs of the Allie pond—raise their gentle voices in a melancholy dirge over the ruin of their railroad enterprise the way Mr. Sandlake has ruined it? A FARMER.

"A Farmer," to us known to be such, who resides along the line of the proposed railroad from Troy to Averill Park (Sandlake), sends us a communication on the subject of the value of the lands proposed to be taken for the transit of the road, which we publish to-day in pursuance of our promise of giving all parties a chance to be heard where there are two sides to a question. Our "Farmer" evidently don't want the road to be built unless the farmers whose lands are taken get an exorbitant price therefor. The price asked for some of the lands wanted for the proposed railroad is, we are told, at the rate of \$3000 per acre, which is exorbitant. The men who are asking such exorbitant prices for the lands wanted seem to have gone wild over the suggestion that heretofore such lands should be put on the assessment rolls at the values demanded therefor of the railroad. Farmers along the route are biting their own noses off in opposing the building of the road. Once completed and running, the railroad would double the value of every acre of land along its line. All farmers opposing the road are manifestly injuring their own interests. But it is a free country, and the Budget is willing all sides should be heard. All the same, we hope that Averill will go ahead.

The annual report of the Troy & Albany horse railroad company has been completed and shows the following: Gross earnings, \$27,703.13; operating expenses, \$19,953.91; gross income, \$7,751.12; taxes and interest, \$3,075.50; dividends declared, 3 per cent; capital stock, \$44,700; bonded debt, \$31,000; total cost of road and equipment, \$78,502.85; passengers carried, 387,531; length of road 8.17 miles.

TO THE EDITOR OF THE BEDFORD STAR—
Good heavens! Why don't ye Trojans see to it that a tunnel from ten to fifteen rods in length is cut through that sand hill in the Hollow road, so that we country pumpkins can get into your city without climbing up and down that great mountain called Congress street. You would divert enough trade—which now goes to Albany—to pay for the job in two years. Besides, you would have a grand saving of repairs on Congress street. Your coal, lumber, iron, brick, and other dealers would save enough in horseflesh and time in one year to nearly pay for the job.

Why will not some capitalists form a company of \$50,000 or \$75,000, with a charter, allowing toll, say two cents per team, which would soon pay for it. Add five cents for steam cars, and soon a railroad from Troy to Clatskanie would be made, and all that wealthy country, which now goes to Albany would come to Troy. The great desideratum here about the railroad is that it costs so much to get down into Troy, and through the city limits. Wake, up, ye Trojans, to this matter, for the time is not far distant when we shall sicken of climbing up and down that mountain every week, if two or three rates were taken off the Albany road, and the bridge fare put down to the same rate, you would not see half the teams swarming down Congress street and the Hollow road you do now. As the Dutchman said, "Look a leetle odd." H. A. Cook
AVERILL PARK, N. Y., Dec. 14th, 1888.

EDITOR OF THE BUDGET—SIR—If the party writing up the Sandlake railroad in the BUDGET of November 21 does not keep the thing moving we will soon forget we ever had a railroad project. We would like to hear from him again, as he is well posted on the value of land for farming purposes. Perhaps he may enlighten us as to its value for other uses. The writer of this has seen land

A FARMER WHO WANTS A RAILROAD

James Kane and on the country roads. James Kane, esq., will be home from Villanova college to spend Christmas and New Year with his parents here.—The venerable wife of John H. Bonesteel was buried at this place last Monday. The funeral was held at the Presbyterian church and largely attended. She was greatly liked by the whole community, and the bereaved relatives have the sympathy of the townspeople.—It is rumored that Jonathan Huntley will succeed J. C. Cottin as postmaster. If so a better appointment could not be made.—Hon. T. K. Kane of Watervliet, Albany county, and wife have been spending a few days with Pierce Kane and family.—Joe Gubler and Charles Cole are improving their time in fishing while it lasts, which will be about ten days more. They have caught some nice pickerel the last week, ranging from one pound to five. The boys are also catching a few. Cook and his son Victor will shortly start on a southern trip to recruit up their health. They will visit New Orleans, Palatka, Fla., Savannah, Ga., and other places on the coast. Victor is a townswoman here and who is the largest real estate owner in town and at the head of the proposed cable railroad from Albion to Averill Park and Sand Lake. He is expected to return to the place of sickness. He is expected to return to the place a visit in a few days.—The

BIDGEPORT, Dec. 22.—The contract by which the Ridgfield and Port Chester Railway Company transferred its interest to certain New York capitalists was drawn by a well-known Fairfield county lawyer, and therefore have undertaken to put this road through by August next as the same man for representative of the company appeared in New York City, and in Boston with a controlling interest in the New York and New England. This is well known to those controlling the consolidated roads' interests, and these men are now confident that the New York and New England expects to make use of this new line for one or at least of its New York entrances. It will be easy enough to finish the road by Aug. 1. Much has already been done by Port Chester and Ridgfield, and some more will be done by the N. Y. & N. E. The N. Y. & N. E. has been for a month busy securing right of way for the section from Danbury to Ridgfield, which has not yet been graded. The new road will strike the New York and New Haven at Port Chester, as then will be continued some twelve miles to connect with the continuation of the second avenue elevated in the annexed district. The fact that the road is to be built by the N. Y. & N. E. is well known to the public. It has been awarded to Herman Clark is pretty good indication to railroad men that the new com-

[illegible]

road movement, whatever it is. He was a holder of a good deal of common stock in the Housatonic. This common stock pays no dividends. Bishop sold it to parties who are in sympathy with the new management of the New England, and at the recent election of directors this interest was strong enough to secure representation on the Board. The Housatonic and the New Haven roads have always worked in common interest. But a control of the Housatonic by the new New England interest would be valuable only because it could be made a very important link in a practically air line from Montreal to New York, via Danbury, or by its newly acquired control of the Norwalk road to all-the-year-deep-water at Norwalk. If a plan somewhat vaguely indicated by this suggestion is in the minds of this new interest, it would clearly be somewhat antagonistic to the consolidated roads' interests. No man knew that better than Bishop, and the fact that he parted with his common stock does not fail to cause comment.

It is well known that Bishop and Wheeler have not sustained their old close political relations with William H. Barnum, the President of the Housatonic, and some recent political performances of Stevenson, who represents Bishop, indicate that relations other than those of political friendship existed. That these differences extended to business is not known, but is surmised. It is regarded here as a pretty true indication that new interests are seeking control of the Housatonic that the election of officers did not occur immediately after the election of the new directory. Heretofore that has always been the habit, but the election this year was postponed.