

retary of State, in December, 1864. As set forth in the certificate, the object of the Company is to build and maintain a horse-railroad from the foot of Broadway, in this city, to the University grounds. The road is to be five miles in length. The capital stock of the Company is fixed at \$50,000, divided into five hundred shares of \$100 each. The affairs of the corporation are managed by a Board of seven Directors. The original incorporators were:

F. Delger, E. B. Walsworth, Israel W. Knox, A. Hersey, S. E. Alden, I. H. Brayton, F. E. Weston, F. K. Shattuck, B. F. Ferris, S. H. Willey, Geo. Goss, Geo. H. Fogg.

The officers of the Company are:

President, F. E. Weston; Vice-President, Joseph Emery; Treasurer, B. F. Ferris; Secretary, Geo. H. Fogg; Directors, F. E. Weston, A. J. Gladding, H. Durant, J. Emery, B. F. Ferris, Geo. H. Fogg, and S. E. Alden.

The Company obtained its franchise from the Legislature, May 3d, 1866. This special Act granted to the Company the right to lay a track from Broadway Wharf to the University Grounds, the track within the city limits to be a double one, should the Company so desire. Along the Telegraph road, only a single track can be laid. The fare for a single passenger is not to exceed ten cents, and sixteen tickets must be sold for one dollar. The franchise is to last thirty years. At the expiration of ten years, the rates of fare are to be again fixed by the Legislature. The speed shall not exceed eight miles an hour. Long after the passage of this Act, the Company showed scarcely any signs of vitality. Application was made to the Legislature of 1868, and the time for completing the road was extended, so that, under the law, one track must be laid within the limits of the city three years and six months from the date of the passage of the first Act, and the whole road must be completed within five years from that time, or in 1871. Orders have been sent East for iron, and it is now announced as