



*North Shore Suburban Railway*

The Company, on May 12, 1898, officially changed its name to Chicago & Milwaukee Electric Railway Company, and increased its capital to \$1,000,000 by increasing shares from 3,400 to 10,000 shares, at \$100 each. On this date, Mr. Frost held 1547 shares, George A. Ball ( by proxy) 1850 shares, and Mr. Seward and Mr. Reeves 1 share each. Its object, as stated in the Articles of Incorporation, was enlarged to include operation of electric railroads in Lake and Cook Counties.

Chgo & Milw. Elect Railway Company

Mr. Loss resigned as President on April 13, 1898, and was succeeded by George A. Ball. Mr. Ball resigned as Vice President and was succeeded by Albert C. Frost.

President Geo. A. Ball

The first power plant constructed at Highwood contained one Corliss engine, driving a 500 volt alternator of 250 kw capacity. About this time, a substation was erected at North Chicago, which contained one small rotary converter. A small car barn was built next to the Highwood power plant.

Highwood Power Plant and Car Barn

During 1897, President Loss was given authority to pledge the credit of the Company in notes or other means in obtaining right of way or franchises, employment of labor and purchase of materials, for the railroad.

To provide the funds for railroad construction it became necessary, September 6, 1897, for the Company to borrow \$300,000. on its First Mortgage Notes. This amount was obtained thru services of A. C. Frost from George Ball of Muncie, Indiana, and William Gilman of Chicago. These two men were, for several years following, controlling factors in the management of the road. The \$50,000. bond issue

Loan A.C. Frost Geo Ball Wm. Gilman

of June 1, 1896, was paid with part of the proceeds of these new First Mortgage Notes. The remainder of the proceeds from the notes was used for construction expenses.

Albert C. Frost became a stockholder on April 22, 1898, and was elected President on June 1, 1898.

A.C.Frost  
Elected  
President

Power, during this period, was purchased from the Waukegan Electric Company which later became the "North Shore Electric Company" and was absorbed by the Public Service Company of Northern Illinois.

Power



Plant of Public Service Company  
Waukegan, Illinois

*Inter-Urban*

At the stockholders meeting of April 7, 1898, the Directors were authorized to sell all the property, franchises, etc., owned by the Bluff City Electric Street Railway Company, to the North Shore Interurban Railway Company, upon such terms as they saw fit, subject to the \$300,000. incumbrance.

Sale to North Shore Interurban Railway Co.

The sale was effected July 12, 1898, subject to the September 1, 1897, \$300,000. mortgage indebtedness, evidenced by note for \$1.00, and 3380 shares of the capital stock of the successor company, North Shore Interurban Railway Company. The certificate for 3380 shares was issued to C. E. Loss, Trustee.

At the final Directors' meeting of the Bluff City Electric Street Railway Company, on June 1, 1898, Mr. Loss resigned as President, and A. C. Frost was elected in his place.

A. C. Frost elected President

At the final Stockholders' meeting of the Bluff City Electric Street Railway Company, on June 23, 1898, C. E. Loss and F. S. Reeves, resigned as Directors. C. B. Wood and H. S. Oakley were elected in their places, as Directors. Mr. Wood and Mr. Oakley were law partners, and under Mr. Frost they became generally the legal advisers and representatives of the road.

Resignation of C.E. Loss

There is no record of meetings having been held or of further activity of the Bluff City Electric Street Railway Company.

The North Shore Interurban Railway Company, on March 21, 1898, was incorporated as an Illinois corporation, with \$140,000. capital stock, represented by 340 shares, having a value of \$100. each, which was held by Mr. Loss and the directors. The office of the company was located in Chicago.

The object for which the corporation was formed was to operate street railways and to sell electric current in Cook and Lake Counties.

Its first stockholders were

Frank B. Reeves	5000 shares
Thos. B. Davidson	5 shares
Charles H. Rice	5 shares
C. A. Edward Kohler	5 shares
E. J. Moxley	5 shares

Stockholders of North Shore Interurban Railway Co.