

authorities became known, and as the mob was augmented by recruits from New York. On Monday last the Brooklyn Bridge was crowded with pilgrims going toward Brooklyn, and a considerable percentage of the crowd were readily recognized as habitual lawbreakers.

The managers of the road are firm. Some concessions were made in conferences with the State Board of Mediation, and the men withdrew their demand for increased pay, but they would not concede other points, and refused to be taken back unless all their men could be included, and so the mediation failed. The State Board has made a report, but it contains no recommendation except that the law making 10 hours' work within a period of 12 hours, a day's work ought to be modified, so that an employer in making up the 10 hours could not deduct small periods of waiting time between trips at terminals.

**Brooklyn Waterfront Stores and Docks.**

The Brooklyn Wharf & Warehouse Company has been incorporated with a capital of \$12,500,000, divided into \$7,500,000 preferred, and \$5,000,000 of common stock. The object of this company is to control the storage warehouses, docking facilities and elevators in Brooklyn. The charter directors are William A. Nash, Andrew Mills and James Thompson, New York; Geo. H. Southard, Brooklyn, and Geo. W. Young, Jersey City. The following will be members of the Board: J. S. T. Stranahan, Alexander E. Orr, Wm. A. Nash, David Dows, Jr., Franklin Woodruff, H. E. Nesmith, Jr., Martin Joost, W. H. Force, Thos. A. Havemeyer, William Coverly, Thos. A. McIntyre, Samuel Taylor, Francis Leonard J. Busby, Timothy Woodruff and E. P. C. Young. Thos. A. McIntyre will be President, and David Dows, Jr., and J. S. T. Stranahan, Vice-presidents. Mr. McIntyre holds options on a number of stores and warehouses along the water front of Brooklyn, aggregating 2 1/2 miles, with a bulkhead extent of 4.9 miles. The new company is to build a railroad connecting the entire property. The tracks are to be laid on the large wharves so that cars brought on floats can be run to a ship's side, or grain can be taken from one elevator to a ship lying at a wharf a mile or two away. Part of the money needed to float this great enterprise will be raised on first mortgage 5 per cent. fifty-year gold bonds, and part at 6 per cent. cumulative preferred stock. Mr. McIntyre, the president and originator of the enterprise, is a member of the commission from McIntyre & Wardwell, Produce Exchange, New York City.

**Lake Superior Iron Ore.**

The last numbers of the *Iron Trade Review* and the *Mining Review*, of Cleveland, contain their usual full review of the Lake Superior ore trade. The total production of iron in the range was 7,755,494 tons, and the grand total since the opening of the mines has been 87,058,922 tons. Of this immense freightage the Marquette range has contributed 41,808,735 tons; the Menominee range, 19,383,406 tons; the Gogebec range, 16,408,770; the Vermillion range, 7,054,307 tons and the Mesabi range, 2,403,704 tons. In the years of heaviest shipments have been 1890 and 1892, in both of which over 9,000,000 tons were shipped.

The shipments by ranges have been for the last two years:

Table with 3 columns: Ranges, 1893, 1894. Rows include Marquette, Menominee, Gogebec, Vermillion, Mesabi.

By ports the shipments have been:

Table with 3 columns: Ports, 1893, 1894. Rows include Escanaba, Ashland, Marquette, Two Harbors, Duluth, Gladstone, Superior, All rail.

**Elevation of the St. Charles Air Line.**

It is reported from Chicago that the four railroad companies interested in the above named piece of railroad have come to an agreement with the city of Chicago in regard to the elevation of the tracks above the streets, and that contracts will soon be signed. This line extends from the Illinois Central on the lake to near Sixteenth street, Chicago, westward about three eighths of a mile to the Burlington, the Alton, the Fort Wayne and other roads which intersect near Stewart avenue. The plans provide for elevating the tracks from Indiana avenue westward to Clark street. The stretch between these two are Michigan avenue, which is a wide boulevard, Wabash avenue, State street and Dearborn street. The Chicago & South Side Elevated Railroad runs between Wabash avenue and State street. It appears that under the agreement the cost of elevating the tracks will be borne by the St. Charles Air Line after being elevated can pass under it, it is to be borne by the city.

**Coal Trade in 1894.**

The *Coal Trade Journal* prints a review of the trade during 1894, from which it appears that the amount of anthracite coal shipped during the year was 41,000,000 gross tons as compared with 39,089,536 tons in 1893. Of bituminous coal, for which no accurate statistics can be had at present, the editor estimates that the output was 112,000,000 net tons.

The Wyoming district continues to be the largest producer of anthracite; the Lehigh district shows no increase and the Schuylkill is behind. The individuals who sell their coal to the large companies at 60 per cent. of the tide-water price have not done as well as in 1893. The strike in the bituminous mines lasted from April 21 until June 1, and in some instances it is believed that the wages now paid are hardly as good as those which ruled a year ago. Since the resumption of work competition has been sharp and operators are taking steps to form combinations. The reduction of the duty on coal imported from 25 cents a ton to 40 cents, has yet increased imports, though during the strike coal came here from England and Nova Scotia, and the West Virginia mines, where the men did not strike, shipped coal farther east than ever before. The Beech Creek, the Clearfield, the Cumberland and the Chesapeake & Ohio districts combined, shipped 2,200,000 tons less to the seaboard than in 1893. The cheaper grades of domestic coal have sold lower at New York than ever before. Prices at Norfolk and Newport News, f. o. b., are now \$1.80 to \$2.25, and at New York \$2.75 to \$3.

Imports of bituminous coal for ten months are reported as 1,015,337 tons as against 926,098 in 1893. Exports were about the same as in 1893, to wit, 3,000,000 tons. Freight rates by water have been very low, and the latest quotations from New York to Boston are 40 and 50 cents a ton alongside.

**Pic Iron Production for 1894.**

Mr. Swank is pleased to have gathered the returns of all our furnaces in time to announce in the *Bulletin of*

the 18th inst. that our production for the past year was 6,657,388 tons. This probably is about the production of the United Kingdom and of the Empire of Germany. The make by half years has been:

Table with 4 columns: Period, 1891, 1892, 1893, 1894. Rows include First half, Second half, Total.

Last year's production was only 72.7 per cent. of the make of 1892, and 93.4 per cent. of that of 1893, and is our smallest output since 1888.

The stocks of pig iron unsold, in the hands of manufacturers or their agents, were: on December 31, 1893, 662,068 tons; on June 30, 1894, 517,063, and on December 31, 1894, 597,688 tons. In addition to the above, there were on December 31, 1894, '63,640 tons in the yards of the American Pig Iron Storage Warrant Company, which had passed out of the hands of the makers, making 661,328 gross tons which may be said to have been on the market, against 575,866 tons which were similarly held on June 30, 1894. There has been a steady and noticeable increase in the unsold stocks of charcoal iron.

There were 98 furnaces in blast on January 30, 1894, as against 226 one year before, and 185 on December 31 last, compared with 137 the year before.

**Edison Illuminating Co.**

The Edison Electric Illuminating Company of New York reports its earnings for the year ending December 31 as follows:

Table with 3 columns: Item, 1894, 1893, 1892. Rows include Gross earnings, Operating expenses, Net earnings, Total net, Legal expenses and taxes, Balance, From investments, Total balance, Surplus, Number customers, Number lamps, Number motors, Number arc lights.

**LOCOMOTIVE BUILDING.**

The Pennsylvania, it is said, is to build 20 new locomotives this year for the Southwest system in the shops at Altoona.

The Rhode Island Locomotive Works has received an order from the Unadilla Valley Railroad to build one eight wheel passenger engine.

**CAR BUILDING.**

The Unadilla Valley has contracted with the Carlisle Mfg. Co., Carlisle, Pa., for 10 freight cars. The road has also purchased two second hand passenger coaches from the New York Equipment Co., 15 Wall street, New York City.

The order of the Boston & Maine for passenger equipment, as now decided, will be for 29 passenger and baggage cars. The company is receiving bids for this equipment, and the award will probably not be made for some little time.

The Lebanon Manufacturing Co. has secured orders from the Illinois Steel Co., of Chicago, and from the George's Creek & Cumberland Railroad Co. They have also a number of other orders, which will keep them busy for some time.

The contracts for the ventilated fruit cars, for which the Southern Railway Co. recently asked bids, have not been awarded. All the bids have been received, but no damage to the orange crop has delayed the awarding. It is probable that no contracts will be awarded.

The 60 heavy logging cars to be built by the Wisconsin Central as noted last week, will be equipped with the Chicago coupler. The company will soon commence to run 592 of its ore cars through the works, with air brakes and M. C. B. couplers; the design of coupler to be placed on this equipment is, we understand, not yet decided upon.

**BRIDGE BUILDING.**

**Danville, Pa.**—The court has rejected the recommendation of viewers for a bridge over the east branch of Monongahela Creek, near Baggs. The width will be 33 ft.

**Fort Wayne, Ind.**—County Bridge Superintendent W. H. Goshorn is preparing plans for 180-ft. span steel double bridge, 24-ft. roadway and two sidewalks.

**Hartford, Conn.**—The Hartford Bridge Commission has been directed by the Secretary of War to change the highway bridge over the Connecticut River at Hartford, to provide for a draw span of 100 ft. in the clear, to replace the present third span from the Hartford shore. The bridge is to be altered in accordance with this recommendation by Oct. 1 next. The contract for the work has been let to the Berlin Iron Bridge Co.

**Lurich, W. Va.**—Citizens of Giles County, Va., and Monroe and Summers counties, W. Va., have decided to organize a company to build a highway toll bridge over New River, at Lurich, to reach the Norfolk & Western on the opposite side of New River. The estimated cost of a steel bridge with stone piers and abutments is \$200,000. The incorporators are W. Adair, G. W. Shumate, L. C. Wolfe, W. B. Morton, J. W. Hebbard, P. J. Kimball, W. H. Ballard, Dr. C. W. Spangler and J. D. Logan. The Norfolk & Western will be a stockholder in the new bridge.

**Montreal, Quebec.**—Chief Engineer W. Shanley, of the Montreal Bridge Co., will receive plans and estimates for the steel superstructure of the proposed bridge across the St. Lawrence, at Montreal. The general outline of the bridge shows: 1 cantilever span, 1,250 ft; 2 side spans for same, 500 ft. each; 15 viaduct spans, south side approach, 250 ft. each; and 18 viaduct spans.

The bridge to have a double line of railroad track; two lines of rails for electric street car service; highway for ordinary wheel vehicles, and two footways.

**Stockbridge, Mass.**—The Laurel Hill Association have awarded the contract for a concrete arch of 100 ft. span over the Housatonic River to Ice Glen to the Melan Arch Construction Company. Plans and specifications have been drawn by Mr. Fr. von Empeizer, Consulting Engineer, 71 Broadway, New York City. It will be built as soon as the season will permit and will be the largest concrete arch in this country.

**Sunbury, Pa.**—The Sunbury Bridge Co. was incorporated in Harrisburg, Pa., January 22, with a capital of

\$80,000. The directors are: D. P. Rockefeller, President; G. H. Gibson, W. H. Lyons, R. P. Adens, J. K. McWilliams, Sunbury. The company proposes to construct a bridge over the Susquehanna River at this point.

**Toledo, O.**—The specifications for the proposed bridge across Cherry Creek, on Third avenue, have been completed by the Board of Public Works and the call for bids for its construction have been published. The cost of the bridge is estimated at \$3,500.

**Tuscaloosa, Ala.**—The bridge crossing the Warrior River, which is owned by the County, must be changed into a drawbridge before September next, according to a recent order from the Secretary of War. The order is the result of the Government improvements in the Warrior River, which have made that river navigable for steamboats several miles above the present location of the bridge. The order requiring the construction of a new draw will require the building of a new pier, taking out a span of 190 ft. and replacing it with a new span. The work will cost about \$20,000.

**MEETINGS AND ANNOUNCEMENTS.**

**Dividends.**

Dividends on the capital stocks of railroad companies have been declared as follows:

*Buffalo & Susquehanna*, 4 per cent., for year ending Dec. 31, payable on demand.

*Illinois Central*, semi-annual, 2 1/2 per cent., payable Mar. 1.

*Nashville, Chattanooga & St. Louis*, 1 per cent., payable Feb. 1.

*Pullman's Palace Car Co.*, quarterly, \$2 per share, payable Feb. 15.

**Stockholders' Meetings.**

Meetings of the stockholders of railroad companies will be held as follows:

*Cumberland*, annual, Montreal, Feb. 13.

*Kingston & Pembroke*, annual, Kingston, Feb. 13.

*Missouri, Kansas & Texas*, special, Parsons, Kansas, Feb. 15, to ratify the lease of the least western Mineral.

*Nipissing & Atlantic*, special, Montreal, Feb. 11.

*Nipissing & James Bay*, annual, Toronto, Jan. 31.

*Wheeling & Lake Erie*, annual, Toledo, O., Feb. 12.

**Technical Meetings.**

Meetings and conventions of railroad associations and technical societies will be held as follows:

The *Freight Claim Association*, will hold its annual meeting in Chicago on March 13. The headquarters will be at the Auditorium. The Secretary is S. A. Mehorter of Philadelphia.

The *New York Railroad Club* meets at the rooms of the American Society of Mechanical Engineers, 12 West Thirty-first street, New York City, on the third Thursday in each month, at 8 p. m.

The *New England Railroad Club* meets at Wesleyan Hall, Bromfield street, Boston, Mass., on the second Wednesday of each month.

The *Central Railway Club* meets at the Hotel Iroquois, Buffalo, N. Y., on the fourth Wednesday of January, March, April, September and October, at 10 a. m.

The *Southern and Southwestern Railway Club* meets at the Kimball House, Atlanta, Ga., on the third Thursday in January, April, August and November.

The *Northwestern Railroad Club* meets at the Ryan Hotel, St. Paul, on the second Tuesday of each month, at 8 p. m.

The *Northwestern Track and Bridge Association* meets at the St. Paul Union Station, on the Friday following the second Wednesday of March, June, September and December, at 2.30 p. m.

The *American Society of Civil Engineers* meets at the Hotel of the Society, 127 East Twenty-third street, New York, on the first and third Wednesdays in each month, at 8 p. m.

The *Western Society of Engineers* meets on the first Wednesday in each month, at 8 p. m. The headquarters are at 51 Lakeside Building, Chicago.

The *Engineers' Club of Philadelphia* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Engineers' and Architects' Club of Louisville* meets in the Norton Building, Fourth avenue and Jefferson street, on the second Thursday in each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.

The *Association of Engineers of Virginia* holds informal meetings on the third Wednesday of each month, from September to May, inclusive, at 710 Terry Building, Roanoke, at 8 p. m.

The *Boston Society of Civil Engineers* meets at Wesleyan Hall, 36 Bromfield street, Boston, on the third Wednesday in each month, at 8 p. m.

The *Civil Engineers' Society of St. Paul* meets at the House of the Club, 1122 Girard street, Philadelphia, on the first and third Saturdays of each month, at 8 p. m.