

done, and now there are 500 acres of forest as the result of the undertaking. In some parts of the plantation the soil proved unfavorable, but in others it was exceptionally good, and trees may now be seen of 10 to 12 in. in diameter and 40 to 50 ft. high; and there are from 1,500 to 1,800 trees on every acre. Some of the trees are quite 15 in. in diameter. Mr. Burson estimates that 500 good telegraph poles could be cut on an acre in the best part of the plantation. The number of trees originally planted was about 2,700 to the acre; to-day they will average perhaps 2,000 to the acre, or 1,000,000 trees in all; and the million will average seven inches in diameter. Further thinning out is needed, and it is estimated that if this were properly done it would produce 25,000 telegraph poles and 500,000 fence posts, which would be enough to defray all the expenses thus far incurred on the plantation. After the thinning the remaining trees would grow faster; and from now on it is likely that ten or fifteen thousand dollars' worth of timber could be taken off annually. These timber lands are now under the care of Mr. Kessler, landscape architect of the road.

#### Taxation of Street Franchises in New York.

The New York law providing for the taxation of certain public franchises as real estate has finally been passed by the special session, and has been signed by the Governor. The main provision is, as heretofore reported, in the Railroad Gazette, the term "real estate," as used in the tax law, is made to include the value of all franchises or rights in, under, above, on or through streets, highways or public places, and includes the franchises not only of railroads, but of companies which own or operate pipes, wires, conduits, etc. Additional paragraphs were attached to the bill at the special session, giving the authority to assess these "special franchises" to the State Board of Tax Commissioners, thus taking it out of the hands of local assessors; but the State Board reports its valuation to the local boards, and the taxes are collected by each city or town for itself. The State Board, in making up the valuation is to include both the tangible property and the franchise connected with it, so that in the case, for instance, of a street railroad, local assessors will be required to state the value of the valuation either of the track or of the right to use it. The State Board is to give hearings at Albany after making a valuation, but before finally reporting it to the local assessors. An assessment may be reviewed by the courts. From the franchise tax as based on the valuation made by the State Board are to be deducted any and all taxes paid by the corporation to the city or town in the preceding year, such as license fees, gross earnings, taxes, etc., but not including money paid for paving or repairing streets. No deduction or credit shall be given for a greater sum than the amount of the special franchise tax. Other taxes are not to be deducted by the new tax, and the tangible property shall not be taxable except on the assessment based on the State Board's valuation.

The new law goes into effect Oct. 1 next. It is quite generally assumed that in administering this law the assessors will be guided by the market value of the stocks and bonds of a corporation.

#### Cramps' Ship Building Co.

The annual meeting of the William Cramp & Sons' Ship and Engine Building Co. was held the 25th. The old Directors were re-elected, with the exception of Ernst Thalman, of New York, whose place was taken by Edwin S. Cramp. The annual report showed that the total net earnings from all sources were in excess of \$5,500,000, and the net earnings, \$707,832, an increase over last year of \$133,991. The net earnings applicable to dividends were \$400,067, out of which two quarterly dividends were paid, amounting to \$121,200, leaving a surplus of \$287,867. At a meeting of the Directors Charles H. Cramp was elected President, Henry W. Cramp, Vice-President, and Charles T. Taylor, Secretary.

#### Passenger Train Wreck at Wat-look, Ia.

The northbound through passenger train of the Burlington, Cedar Rapids & Northern was derailed by a washout on the morning of May 28, about one o'clock, at the crossing of Sink Creek, near Waterloo, Ia., and the whole train was piled up in a bad wreck. Seven passengers and two trainmen were killed and three injured. It is said that the washout was due to a cloudburst. On the same night a passenger train of the Chicago Great Western was derailed near Oswein, Ia., and the sleeping car porter was killed. The derailment appears to have been due to a cause similar to that which produced the Waterloo wreck.

#### Sleeping Cars in the Middle.

It has been reported in the newspapers that the through night express trains of the Chicago, Rock Island & Pacific between Chicago and Kansas City are now made up with the sleeping cars next to the engine. This is not correct, but it is true that the day cars and the smoking car are now placed at the rear of the train and the sleeping cars next in front of these. Between the sleeping cars and the engine is the composite car, in which there is the baggage room and a smoking room, as well as a library and buffet. This arrangement of cars was adopted to enable sleeping-car passengers to pass to and from the composite car without going through the day cars, and we understand that it has proved a satisfactory thing thus far. The station platforms were lengthened, where necessary, to accommodate the day cars at the rear of the train.

#### Liability of Sleeping Car Companies.

The appellate term of the Supreme Court of New York has decided, in the suit of Williams against the Wagner Palace Car Co., that a verdict against the company for \$1,250, being the amount of money stolen from a passenger on a sleeping car, is excessive, and a new trial is ordered. The Lower Court is directed to take evidence with a view to showing how much money the passenger ought reasonably to have taken with him for the purpose of his journey, this being the measure of the damages to which he is entitled. The decision, by Justice Leventritt, says: "The ground of liability rests simply and solely in negligence. The very powerlessness of the passenger, and the impossibility of his retaining manual possession of his property, clothing, baggage, valuables, or money, while asleep, imposes the duty of active watchfulness on the car proprietor, for the violation of which the law will compel it to respond in damages. A contract for the sale of a berth ticket involves the invitation to deposit property under the care of the proprietor to guard property from depreciation by theft, by the

exercise of a degree of vigilance commensurate with the danger to which the passenger is exposed. A sleeping car company is bound to maintain a reasonable watch during the night while the passenger is asleep, or using the necessary conveniences of the car, and it is bound so to manage its car as not unreasonably to expose his property to an unusual risk of loss by thieves or otherwise." The court holds that there was sufficient evidence of negligence to raise a question of fact for the jury whether or not the defendant was remiss in his duty to the plaintiff. The jury, under the circumstances, and though the verdict should have been set aside as excessive. It was for the jury, under the circumstances, to say what portion, if any, of the \$1,250 was required by the passenger to complete his journey to Boston, and therefore in what sum the defendant was liable.

#### A Bridge Contract in Dispute.

In the suit of the La Fayette Bridge Co. against the city of Stretor, Ill., to recover \$40,000 damages on account of the failure of that city to pay for a bridge, Judge Allen, in the U. S. Circuit Court, overruled the demurrer of the bridge company to the pleas of the defendant, and has given authority to the city to bring the matter to trial on the issues made plain by the city. The bridge in question was contracted for Sept. 4, 1897, and finished Aug. 13, 1898, the contract price being \$24,800. The bridge was opened to traffic, but the city of Stretor failed to accept or pay for it, on the ground that the La Fayette Bridge Co. had entered into an unlawful agreement with the Chicago bridge and iron co., for fixing and controlling the prices of iron and steel bridges in the State, which the city of Stretor claimed was in violation of the anti-trust laws of Illinois. The other companies bid \$42,000 each on the bridge and the La Fayette Co. secured the work at \$24,800, which the city claims is too costly. The defendant city also claims that some of its aldermen were bribed by the bridge company.

#### Raising a Bridge.

The Chicago & Northwestern bridge over the North Branch of the Chicago River between Claybourn Junction and Deering was elevated another 5 ft. on May 28. The work was commenced on Sunday, May 27, when the bridge was elevated the first 5 ft. The work was done by floating the bridge on scows, from which the water was pumped out until the bridge was raised the necessary amount, when a girder was placed under it. The work was done in connection with the track elevation, and both Sundays trains over the Evanston Division were run by way of Mayfair.

#### The Material Orders of the St. L., P. & N.

Under the merging of the St. Louis, Peoria & Northern with the Chicago & Alton, all the rails and rolling equipment ordered during the last few months by the St. Louis, Peoria & Northern will be delivered to the Chicago & Alton for the use of the latter road.

#### The "Kolor" Fuel Saving Compound.

Prof. Carpenter of Cornell writes to us: "My attention has been called to the fact that I am represented in an advertising circular as certifying to the excellence of a fuel saving compound called 'Kolor,' made by the National Fuel Compound Co. of Boston, Mass. I have never made a test of the compound known as 'Kolor,' nor did I ever hear of the material until the testimonial above referred to was called to my attention by the manager of the 'High Light' Co., Raleigh, N. C. A letter of mine is published which has no reference to 'Kolor,' but did have reference to another compound which at the time was called 'S. C. (394) Compound.' I was engaged by a disinterested third person to make a series of boiler tests during the year 1892 with and without the latter compound in such a manner as to determine its value, and was requested to write to a third person the results of the test as made from time to time. The letter published is a copy of one written during the progress of the trials for information of said third person, and the test to which it refers were those in progress at the time. The trials quoted did show an apparent, although slight, advantage due to using the compound. The compound was applied by putting it in solution and applying it to the coal. Other trials were made, and it was found that as good results could be obtained by slightly dampening the coal without the use of 'S. C. (394),' as with it. The final conclusion of our entire series of trials was that the compound 'S. C. (394)' was absolutely worthless as a fuel, further than all the gain which was caused by its use in some cases was due to the applied water or to the method of handling the fire. The writer knows nothing in regard to Kolor, nor does he know anything in relation to the National Fuel Compound Co., but he does know that the letter in question was never written for the purpose for which it is used, and consequently that its use in such a manner must tend to deceive the public. If the compound is the same as the compound investigated in 1892, the writer does not hesitate to say that he believes it entirely worthless as a means of improving the calorific value of fuel."

#### Electric Exposition in Chicago.

The National Exposition of Electrical Arts Co., recently incorporated in Illinois, proposes to hold an electrical exposition at Tattersall's Building, Chicago, from Sept. 25 to Oct. 9, just previous to the Street Railway Convention, Oct. 17. It is proposed to have the exhibition cover a wide range, from electric lighting to the power house, and to give demonstrations of liquid air, wireless telegraphy, the Nernst lamp and the X-ray. Special attention will also be given to illuminations. Mr. W. E. Burnham is Treasurer and Manager of the company.

#### A New Liner for Manchester.

The Palmer Shipbuilding & Iron Co. recently launched a screw steamer and cargo steamer named the "Manchester Port," for the Manchester liners, limited. The ship is intended for service through the Manchester Ship Canal to Canada. She is 467 ft. long, 52 ft. beam and 29 ft. deep. Her topmasts are of funnel and telescope type, go under the canal bridges. The vessel is the largest ship that has ever used the canal. Her displacement is about 14,500 tons. The engines are to be triple-expansion, the cylinders being 30 in., 50 in. and 82½ in. x 54 in. stroke.

#### Additional Power for the Metropolitan Elevated.

Two direct-connected generator units are being installed in a station on the power house of the Metropolitan West Side Elevated, Chicago, that will be larger than any similar machines in that city.

They are Allis vertical compound-condensing engines and General Electric 600-volt dynamos, all of the latest design. The parts were made and assembled at the shops at Milwaukee and Schenectady and shipped to Chicago, where they are now being set up. One of the sets is now partly set up and will be in operation in about six weeks. Each engine is 31 ft. high above the floor level, the flywheel extending 9 ft. below it, making the vertical dimension of the unit 40 ft. The cylinders are vertical 38 in. x 76 in. x 48 in. and will be placed on each side of the flywheel and generator. Each generating set occupies 38 ft. x 24 ft. of floor space. The flywheel is 24½ ft. in diameter and weighs 160,000 lbs. in the rim. The shaft with armature spider and disks weighs 54 tons. The engines are rated at 2,250 h. p. each and will be run at 75 revolutions a minute with a steam pressure of 160 lbs. There are two governors, one on each cylinder, and double-ported valves are used on both high and low pressure cylinders. The generator has 18 poles and a nominal capacity of 1,600 k. w. The armature is 10 ft. in diameter. The magnet frame is of cast steel and strongly braced by heavy ribs. Each of the two sets of generators having a steam cylinder 16 in. x 42 in. with Reynolds-Corliss valve gear. Including the extension the power house is about 600 ft. long and is divided into engine and boiler rooms by a longitudinal brick wall. Six Babcock & Wilcox water-tube boilers of about 600 h. p. each are being added to the plant. The older generating equipment consists of two 1,500 k. w. and two 800 k. w. machines and including the present additions the station will have a capacity of 7,800 k. w., which is needed, as the power house has been overloaded 60 or 70 per cent. at times during gush hours.—Western Electrician.

#### Fish by Rail.

A recent Parliamentary document shows the amount of fish carried by rail in the United Kingdom, dealing with each of the principal ports. The amount carried in the year 1888 from the ports of England and Wales was 371,285 tons; from the ports of Scotland 201,135 tons; and from the ports of Ireland, 14,364 tons. The total was 486,784 tons.

#### Correspondence School.

W. B. Huskey, formerly with the Correspondence School of Locomotive Engineers and Firemen, has been appointed Superintendent of the Railroad Department of the International Correspondence Schools, of Scranton, Pa., with headquarters at 201-207 Monadnock Block, Chicago.

#### New York Central Grain Elevator.

The change in the plans of the New York Central by which grain and other freight handled in large quantities is to be delivered at New York on the west side of the river instead of the east side was noted in the Railroad Gazette of May 5, page 317. It is now announced that the company will proceed at once with plans for a grain elevator at Washawken to hold 3,000,000 bushels. The piers and sheds for handling package freight at Weehawken will also be enlarged. The grain elevator will adjoin deep water slips so that ocean steamships can be loaded directly from the bins.

#### Why Hadley is President of Yale.

"The public prominence of the young instructor began with the days of his tutorage, when railroad questions, in both their civic and economic bearings, commanded his attention. By systematic study, in a relatively short time he made himself an authority on them, and, ere long, a high authority, specializing somewhat on railroad matters in Europe, but his work ranging through the whole subject—operation, mechanics, rates, competition, and, in particular, the relations of railroads to the State. It was during this period that, as an associate editor of the Railroad Gazette under . . . he came into closer touch with a branch of study in which he never lost interest and which he has regularly introduced as subject-matter for his classrooms. The Bibliography of Yale Professors shows that down to 1893 out of twenty-nine volumes and articles penned by Prof. Hadley practically all related to railroads and transportation problems. As early as 1886 he contributed a series of articles on transportation to 'Lalor's Cyclopaedia of Political Science,' and in 1886 he prepared part of the article on 'Railways' in the 'Encyclopedia Britannica,' having a year before published through the Putnam's a volume entitled 'Railroad Transportation: Its History and Development,' in which there are three chapters on France and two in Russia. On financial subjects he has of late years become almost as high an authority as on railroads."—"C. D." in the N. Y. Evening Post.

#### Steamer Chapin of the New Haven Steamboat Co.

The new steamship Chester W. Chapin, of the New Haven Steamboat Co., which is being built at the Sparrow Point yards of the Maryland Steel Co., will be 232 ft. long, 29 ft. wide, and will have 100 ft. beam over guards and have a speed of 21½ statute miles an hour. The Chapin will take the place of the Richard Peck when the latter goes in service on the proposed new line between Providence and New York. The new boat will be driven by two triple expansion engines. It will be 10 ft. longer than the Peck and have cabins continued aft on the galley deck.

#### The Central and Mr. Buchanan.

The following resolution, adopted by the directors of the New York Central Railroad, has been engrossed for presentation to Mr. William Buchanan, late Superintendent of Motive Power and Rolling Stock, after a continuous service with the company of 52 years:

"For more than a quarter of a century Mr. Buchanan has been the recognized leader among the railroad men of the United States in his specialty. Many of the remarkable improvements in the power of locomotives and their ability to haul increasing weight of trains have been his suggestions, and all of them are the result of expert and able sifting of hundreds of inventions at his hands. The railroads owe much to him for those reductions in the cost of operation by which they have been enabled to survive the constant lowering of rates.

"He never had any difficulties with the engineers or firemen, but retained through all the labor troubles which occurred during his long service as Superintendent of Motive Power the loyalty, friendship, and moral support of every man subject to his authority. He has enjoyed the absolute confidence of every administration, and it has been the pleasure of each president to bear testimony to his successor in the intelligence, integrity and great value of his services. It is a privilege to have on the road, in the person of Mr. Buchanan, a man of such high merit and able officer. He cannot but have in his retirement the friendship of us all, and our