

grading and the laying of a few short storage tracks on its property near First street, Minneapolis, Minn.

**OCILLA SOUTHERN.**—This company, which operates a line from Nashville, Ga., north to Rochelle, 62.3 miles, has given a contract to Martin Tankersley to build an extension from Rochelle northwest to Pope City, 7.3 miles, and this work is now under way. The company projected an extension some time ago from Rochelle north to Macon, about 80 miles, and it is probable that trackage and lease arrangements will be made in the near future with other lines north of Pope City. (February 5, p. 251.)

**RADFORD-WILLIS SOUTHERN.**—Organized in Virginia with \$300,000 capital to build from Radford, Va., southeast along Little river and Indian creek to Willis, about 25 miles. C. W. Simpson will be in charge of the location survey. J. L. Vaughan, president, and W. L. Castle, secretary and assistant treasurer.

## RAILWAY STRUCTURES

**CHICAGO, ILL.**—The Chicago city council last week passed the ordinance permitting the Baltimore & Ohio to move its coach yard from Harrison street, on the site which is to be occupied by the Pennsylvania lines freight terminal, to the vicinity of Sixteenth street and Western avenue, and this enabled work to be started at once preliminary to the erection of the Pennsylvania freight terminal between Canal street and the Chicago river, south of Polk street. Work was begun on the erection of a temporary freight house for the Pennsylvania Lines between Polk and Taylor streets, and this will be followed by the work of tearing down old buildings.

A grant has been obtained from the city council, giving permission to build a new coach yard and engine terminal on the Baltimore & Ohio Chicago Terminal property between Lincoln and Wood streets, near Fourteenth street. Work is already in progress on the filling in for the coach yards. The entire improvement will include a yard with a capacity of 300 cars, a storehouse two or more stories high, and 600 ft. long, a 34-stall engine house having a depth of 90 to 100 ft., whose exterior walls will be located on the lines of Fourteenth and Lincoln streets, forming a right angle instead of the usual circular form, a 100-ft. turntable, and necessary ash and coaling facilities, inspection pit and washout platform. Adjacent to, and partially within the engine house will be a machine and blacksmith shop and tool room. All buildings will be of modern construction. Additional tracks will be laid between Union and Western avenues, which will require considerable bridge and grading work. Plans, which will be completed some time during March, are being prepared by M. A. Long, assistant to Chief Engineer F. L. Stuart.

**HARRISBURGH, PA.**—The Cumberland Valley is asking for bids until March 17, for the construction of the modern arch bridge, to be built over the Susquehanna river at Harrisburgh to replace the present steel deck truss bridge. The new bridge is to carry two tracks; it will have 46 spans and will be 4,000 ft. long. (January 22, p. 171.)

**KANSAS CITY, MO.**—The Chicago & Alton is contemplating the building of a 250,000 bu. grain elevator at this point. It is planned to start work some time in March. The estimated cost is \$100,000.

**PHILADELPHIA, PA.**—Bids were asked for recently by M. L. Cooke, director of the Department of Public Works, Philadelphia, for building a reinforced concrete bridge to carry Broad street over the tracks of the Pennsylvania Railroad, the Baltimore & Ohio and the Philadelphia Belt Line. The proposed structure is to consist of three spans of 35 ft. each, and the greatest height will be 25 ft., with 21 ft. clearance. The city of Philadelphia is to pay 40 per cent of the cost of this bridge, the Pennsylvania Railroad 30 per cent, and the Baltimore & Ohio 30 per cent.

**RAHWAY, N. J.**—The Pennsylvania Railroad has given a contract to F. A. Havens & Co., Philadelphia, Pa., for building a shelter shed to be 230 ft. long, and a concrete platform to be 20 ft. by 900 ft., at Rahway. There will also be a small waiting room, a baggage elevator and a stairway connecting with the passenger tunnel. It is estimated that these improvements will cost about \$25,000. This is part of the track elevation work now being carried out at Rahway.

## Railway Financial News

**BIRMINGHAM, ENSLEY & BESSEMER.**—Augustus Benners, a lawyer of Birmingham, Ala., has been appointed a co-receiver of the Birmingham, Ensley & Bessemer, representing the interests of the independent bondholders' committee.

**CENTRAL NEW ENGLAND.**—See New York, New Haven & Hartford.

**CINCINNATI, INDIANAPOLIS & WESTERN.**—B. A. Worthington, formerly president of the Chicago & Alton, has been appointed receiver of the Cincinnati, Indianapolis & Western, a subsidiary of the Cincinnati, Hamilton & Dayton.

**DES MOINES & FT. DODGE.**—See Minneapolis & St. Louis.

**LOUISVILLE & NASHVILLE.**—J. P. Morgan & Co., New York, have bought from the Louisville & Nashville \$7,500,000 first mortgage 5 per cent Lexington & Eastern bonds. The bonds are guaranteed principal and interest by the Louisville & Nashville. The Lexington & Eastern is a line built into the eastern Kentucky coal fields of the Consolidation Coal Company.

**MAINE CENTRAL.**—A bill has been introduced in the Maine legislature authorizing the Maine Central to retire \$10,000,000 of its capital stock and to issue 5 per cent preferred stock to raise funds for retiring the \$10,000,000 stock. This \$10,000,000 stock is held by the trustees of the Maine Railways Company.

**MINNEAPOLIS & ST. LOUIS.**—Stockholders of the Minneapolis & St. Louis and the Des Moines & Ft. Dodge have approved of the merger of these two companies under an agreement modified somewhat from the earlier one under which the merger had first been planned.

**NEW YORK CENTRAL RAILROAD.**—Judge Hough, in the United States district court, has granted a preliminary injunction preventing the merger of the New York & Harlem and the New York Central Railroad pending the outcome of the suit brought by John Scott Boyd, Jr., and other minority stockholders of the Harlem to stop the merger. The injunction was granted after the plaintiffs had agreed to drop the allegations of violation of the Sherman law and to confine their suit to the civil points involved.

**NEW YORK & HARLEM.**—See New York Central Railroad.

**NEW YORK, NEW HAVEN & HARTFORD.**—Further details of the statement made by the directors to the Massachusetts Public Service Commission in regard to their plans for the dissolution of the New Haven system include a proposal to sell outright the real estate along the line of the New York, Westchester & Boston, having a book value of \$3,799,000, and the sale of \$13,709,000 notes of the New England Investment & Security Company. The New Haven proposes to retain the New York, Westchester & Boston and to retain control of the New York, Ontario & Western and the Central New England, the latter to be continued in operation as part of the New York, New Haven & Hartford.

**NEW YORK, ONTARIO & WESTERN.**—See New York, New Haven & Hartford.

**NEW YORK, WESTCHESTER & BOSTON.**—See New York, New Haven & Hartford.

**RAILWAYMEN'S GIFT TO THE KAISER.**—It is reported that the railway employees in Germany have offered the sum of \$60,000 to the Kaiser as a birthday present. The German Emperor expressed his thanks to Dr. von Breitenbach, the Minister of Public Works.

**RAILWAY EXTENSIONS IN RUSSIA.**—The Russian Ministry of Ways of Communication has decided to raise the question of building a railway from the ice-free port of Kem, on the White Sea, to Petrozavodsk, the chief town of the Olonets government. Should this project be realized, Kem will be connected with the entire railway system of the Empire, as from Petrozavodsk to the station Zwanka, on the northern line, a double-track private railway is already in course of construction.