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Vol. 18, No. 190

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CONTENTS

List of References on Valuation of Steam Railways

Prepared by Bureau of Railway Economics,
Washington, D. C.

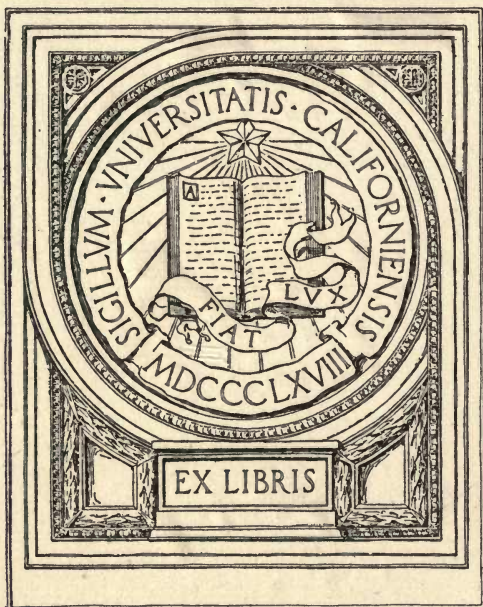
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BULLETIN
OF THE
American Railway Engineering
Association

Vol. 18, No. 190

OCTOBER, 1916

CONTENTS

List of References on Valuation of Steam
Railways

Prepared by Bureau of Railway Economics,
Washington, D. C.

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LIST OF REFERENCES ON VALUATION OF STEAM RAILWAYS.

FOREWORD.

The Bureau of Railway Economics (Washington, D. C.) has attempted to limit this List of References on Valuation of Railways strictly to the economic aspects of the valuation of steam railways. While the valuations of street railways, gas, electric and water properties have much in common with the valuation of railways, the Bureau has found it necessary to exclude all but the more striking literature relating to the valuation of such other public utilities. It was deemed inexpedient to search law cases for literature on the legal principles of valuation, this being a field rather for the lawyer than the librarian. For similar reasons technical treatises of interest to the valuation engineer will not be found in the list.

There are some subjects which do not seem to be separately treated in books or magazines. The few references given do not exhaust the literature on these subjects, but further discussion will be found in the literature on more general subjects. Though the list is not intended to be analytical, notes will be found under certain subjects which do not seem to have been treated at all in separate books or magazines.

On account of the importance of the subject of Depreciation, material will be found included which may be questioned as coming within the scope of this list.

The figures which follow the titles, such as 9-18456, represent the Library of Congress printed card numbers by which the cards may be ordered for use in cataloguing.

A key to the abbreviations used to indicate the libraries where the literature may be consulted is given.

NOTE.—This compilation will not be reprinted in the Annual Volume of the Proceedings.

LIST OF LIBRARIES.

The books and pamphlets in this list may be found in the libraries respectively indicated by the key letters:

APS	—American Philosophical Society.
ASCE	—American Society of Civil Engineers.
AmhC	—Amherst College.
BA	—Boston Athenæum.
BPL	—Boston Public Library.
BostU	—Boston University.
B	—Bureau of Railway Economics.
CalSL	—California State Library.
Clark	—Clark University.
ClevePL	—Cleveland Public Library.
CU	—Columbia University.
CtSL	—Connecticut State Library.
CornU	—Cornell University.
DCL	—Dartmouth College.
DCPU	—District of Columbia Public Utilities Commission.
FJL	—F. J. Lisman & Company, New York City.
Gros	—Grosvenor Library, Buffalo.
HU	—Harvard University.
Hh	—Private Collection of James Hillhouse, Esq., New Haven.
H	—Hopkins Railway Library, Leland Stanford Jr. University.
IndSL	—Indiana State Library.
ICC	—Interstate Commerce Commission.
IowaU	—Iowa University.
JC	—John Crerar Library.
JHU	—Johns Hopkins University.
KansHS	—Kansas Historical Society.
KansSL	—Kansas State Library.
LU	—Lehigh University.
LibCo	—Library Company of Philadelphia.
LC	—Library of Congress.
LSE	—London School of Economics, University of London.
LAPL	—Los Angeles Public Library.
McGU	—McGill University.
MdHS	—Maryland Historical Society.
MIT	—Massachusetts Institute of Technology.
MassPS	—Massachusetts Public Service Commission.
MechMerc	—Mechanics Mercantile Library, San Francisco.
MoPS	—Missouri Public Service Commission.
NebHS	—Nebraska Historical Society.
NebSL	—Nebraska State Library.

NHSL	—New Hampshire State Library.
NJSL	—New Jersey State Library.
NYMR	—New York Municipal Reference Library.
NY	—New York Public Library.
NYPS	—New York Public Service Commission, First District.
NYSL	—New York State Library.
OmahaPL	—Omaha Public Library.
PCV	—Presidents' Conference Committee, Philadelphia.
PF	—Pliny Fisk Statistical Library, Princeton University.
PRT	—Philadelphia Rapid Transit Company.
PrU	—Princeton University.
Prussia	—Bibliothek des Königl. Ministeriums der Öffentlichen Arbeiten, Berlin.
Rds	—Reynolds Library, Rochester.
RISL	—Rhode Island State Library.
StLPL	—St. Louis Public Library.
Salem(O)PL	—Salem, Oregon, Public Library.
SU	—Syracuse University.
TexSL	—Texas State Library.
TPL	—Toronto Public Library.
TrentPL	—Trenton Public Library.
Tufts	—Tufts College.
UCal	—University of California.
UC	—University of Chicago.
UI	—University of Illinois.
UM	—University of Michigan.
UMinn	—University of Minnesota.
UNeb	—University of Nebraska.
UP	—University of Pennsylvania.
UT	—University of Toronto.
UW	—University of Wisconsin.
VaSL	—Virginia State Library.
WRHS	—Western Reserve Historical Society.
Y	—Yale University.

Files of general periodicals, such as the *Arena*, *Atlantic Monthly*, *Forum*, *Fortnightly*, etc., are to be found in all the larger libraries, as well as in those especially indicated.

Files of the *Railway Age Gazette* and *Railway Review* are to be found in most of the public and university libraries.

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The physical valuation of railway property.

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Railroad valuation bill.

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Physical valuation of railroads.

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Further hardship for the railroads.

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La baisse des valeurs de chemins de fer.

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Railroads are beginning to inventory their property. Prospect for passage of Adamson valuation bill and political agitation of the subject the reason.

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(Railway Record, v. 4; July 13, 1912:5.) B, JC.

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The plank in the democratic platform pledging the appraisal of all railways.

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This editorial comments on the twelfth section of the democratic platform for 1913, entitled: "Railroad, express companies, telegraph and telephone lines."

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- Madden, Martin B.
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- Making a physical valuation of railroads.
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- In Canada: Secretary of state. Company capitalization control.
Report upon existing legislation in Canada and elsewhere. Ottawa, 1913, p. 345-418, as Appendix L. B. A14-1309.
- The Bill for physical valuation.
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(Congressional Record, v. 49:3794-3806; Feb. 24, 1913.) B, JC, LC.
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La Follette's valuation bill.

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Journal of Commerce [Editorial].

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Say railroad value exceeds capital. Valuation bill expected to exonerate carriers.

(Journal of Commerce, Feb. 27, 1913, p. 1, col. 1.) B, JC, LC, NY.

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[Congress will pass a bill for valuation of railways.]

(Railway Age Gazette, v. 54:376; Feb. 28, 1913.)

•The Railway valuation law.

(Railway Age Gazette, v. 54:397-98; Feb. 28, 1913.)

U. S. laws, statutes, etc.

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(Washington Post, Mar. 14, 1913.) B.
- Electric Railway Journal [Editorial].
The value of valuation.
(Electric Railway Journal, v. 41: 449; Mar. 15, 1913.) B, JC, PRT.
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Valuation of the railroads.
(Engineering Record, v. 67:283; Mar. 15, 1913.) ASCE, JC, LC, NY.
- Valuation of railroads to cost U. S. \$11,000,000. Tremendous task of the Interstate Commerce Commission will be commenced on May 4.
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The railway valuation act.
(Engineering News, v. 69:585; Mar. 20, 1913.) B, JC, LC, NY.
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- Clark, Edgar E.
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(Traffic World, v. 11:679; Mar. 22, 1913.) B, ICC, JC.
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(Southern Lumberman, v. 69:Mar. 29, 1913:25.) B.

Probe of physical values of American railways, probable effect on existing rates.

(American Shippers' Gazette, v. 1: Mar. 31, 1913:1-3.) B.

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The value of a physical valuation.

(Railway World, v. 57:263-65; Apr., 1913.) B, H, HU, ICC, JC, LC, NY, UI, UM, UP.

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(Trade and Transportation, v. 14:65-66; Apr., 1913.) B, H, ICC, LC, UI.

Will endeavor to ascertain the physical valuation of railroads.

(Santa Fe Magazine, v. 7; Apr., 1913:73-74.) B, LC, NY.

Humphreys, Alexander C.

The railway valuation act.

(Engineering News, v. 69:688-89; Apr. 3, 1913.) ASCE, B, JC, LC, NY, NYPS.

Railway Gazette [Editorial].

The valuation of railways.

(Railway Gazette, v. 18:416; Apr. 4, 1913.)

Electric Railway Journal [Editorial].

Value of valuation.

(Electric Railway Journal, v. 41:667; Apr. 12, 1913.) ASCE, B, JC, NYPS, PRT.

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Journal of Commerce [Editorial].

The useless railroad valuation.

(Journal of Commerce, Apr. 26, 1913, p. 4, col. 1.) B, LC, NY.
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New York Times Annalist [Editorial].

Physical valuation of railroads.

(New York Times Annalist, v. 1:451; Apr. 28, 1913.) B, JC, LC, NY.

Federal valuation of railroads estimated to cost \$15,000,000. Half for the government, half for the companies, the time required running five to ten years.

(Wall Street Journal, Apr. 29, 1913, p. 2, col. 4.) B, LC, NY.

Wall Street Journal [Editorial].

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(Revue économique internationale, 10th year, v. 2:436-40; May, 1913.)

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(Railway Age Gazette, v. 54:978; May 2, 1913.)

Valuation of railways by the government.

(Railway Age Gazette, v. 54:986; May 2, 1913.)

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The valuation engineers. [Biographical sketches of the men retained by the Commission.]

(Traffic World, v. 11:958-60; May 3, 1913.) B, ICC,

Journal of Commerce [Editorial].

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Preparing for railroad appraisal. [Advisory Board of Engineers.]

(Railway and Engineering Review, v. 53:416-17; May 3, 1913.)

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[Preparations of the Commission for the valuation of railroads.]

(Railway Age Gazette, v. 54:1015; May 9, 1913.)

The Railway valuation board of the Interstate Commerce Commission.

(Engineering News, v. 69:1019-20; May 15, 1913.) B, JC, LC, NY, NYPS.

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(Railway Age Gazette, v. 54:1054-65; May 16, 1913.)

Personnel of the valuation board.

Valuing the railroads.

(Bridgeport [Conn.] Standard, May 22, 1913.) B.

Consulting engineers discuss railway valuation.

(Electric Railway Journal, v. 41:936-37; May 24, 1913.) B, JC, NYPS, PRT.

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Consulting engineers discuss railway valuation.

(Electric Railway Journal, v. 41:936-37; May 24, 1913.) B, JC, PRT.

Meeting to discuss the coming railway valuation by the federal government.

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The railroad valuation.

(Journal of Commerce, May 28, 1913, p. 8, col. 3.) B, LC, NY.

Institute of consulting engineers considers valuation.

(Railway Age Gazette, v. 54:1172; May 30, 1913.)

Conference on valuation.

(Traffic World, v. 11:1184; May 31, 1913.) B, ICC, JC.

Electric Railway Journal [Editorial].

The coming problem of valuation.

(Electric Railway Journal, v. 41:955-56; May 31, 1913.) B, JC, PRT.

Heiss, A. E.

The lion and the lambs.

(Traffic World, v. 11:1157; May 31, 1913.) B, ICC, JC.

The conference at Washington between the Commission and the railroad committee.

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(Engineering-Contracting, v. 32:496-500; Dec. 8, 1909.) B, JC, PCV. From the report of Halbert P. Gillette to the railroad commission. Reprinted in Gillette, H. P.: Handbook of cost data, p. 302.

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(Railway Review, v. 55:147; Aug. 8, 1914.)

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Horton, W. S.

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"The value of the property," p. 45-47.

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California. Railroad Commission.

Value of the Iron Mountain Railway Company. Case No. 172. Decided May 2, 1913. Decision No. 636. 3 p. 8°. ASCE, B, PCV.

KANSAS CITY SOUTHERN RAILWAY COMPANY.

Abstract of testimony regarding the value of the property of the Kansas City Southern Railway Company.

In Atchison, Topeka & Santa Fe Ry. Company. Statement, brief and argument. [1915.] p. 205-15. B. (See above.)

KLAMATH LAKE RAILROAD COMPANY.

California. Railroad Commission.

Value of the Klamath Lake Railroad Company. Case No. 173. Decided Mar. 11, 1914. Decision No. 1336. 3 p. 8°. B, PCV.

LEHIGH VALLEY RAILROAD COMPANY.

Wilgus, William J.

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(Engineering Record, v. 69:552-56; May 16, 1914.) Editorial, p. 577. ASCE, B, JC, LC, NY, NYPS, PCV.

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—Rules for evaluating a railroad property. Compiled from directions issued by William J. Wilgus for the guidance of his staff in the appraisal of the Lehigh Valley.

(Engineering Record, v. 69:613-17; May 30, 1914.) JC, LC, NY, NYPS.

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Lehigh Valley is appraised at \$300,000,000 by outside experts.

(Wall Street Journal, Dec. 12, 1912, p. 1, col. 2.) B, LC, NY.

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(Annalist, v. 4:190; Aug. 17, 1914.) B, JC, LC, NY, PCV.

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(Wall Street Journal, May 2, 1913, p. 2, col. 4.) B, LC, NY.

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(Railway Age Gazette, v. 53:1151; Dec. 13, 1912.)

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(Journal of Commerce, Apr. 24, 1914, p. 9, col. 7.) B, JC, LC, NY, PCV.

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California. Railroad Commission.

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Wisconsin. Railroad Commission.

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Engineering for reproduction estimated in detail. Missouri commission in Mississippi River & Bonne Terre case work out campaign instead of using lump percentage.

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Missouri, Kansas & Texas Railway Company.

Evidence as to the character, location and values of the properties within and assigned to the state of Missouri, offered in support of its application for an increase in rates.

In Atchison, Topeka & Santa Fe Railway Company. Statement, brief and argument. 1915. p. 178-203. B. (See above.)

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Missouri Pacific Railway Company.

Abstract of testimony with respect to valuation of property of the Missouri Pacific and St. Louis, Iron Mountain & Southern Railway companies in Missouri.

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(Wall Street Journal, Nov. 18, 1914, p. 5, col. 1.) B, LC, NY, PCV.

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Abstract of evidence as to value [of St. Louis & San Francisco].

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SAN DIEGO & ARIZONA RAILWAY COMPANY.

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Value of the Santa Maria Valley Railroad. Case No. 327. Decided June 29, 1914. Decision No. 1619.

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(Los Angeles Examiner, July 21, 1911.) B.

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California. Railroad Commission.

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OCTOBER, 1916.

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OBITUARY.

VIRGIL G. BOGUE, Consulting Engineer, New York City, died abroad on October 14, 1916. Mr. Bogue graduated as Civil Engineer from the Rensselaer Polytechnic Institute in 1868. For a year following his graduation he was Assistant Engineer, Prospect Park, Brooklyn, New York. In the latter part of 1869 he entered the service of the Peruvian Government in South America, and was engaged in the construction of railways for several years. This service covered one of the most difficult railway construction and location works in America. The work abounded in heavy cuttings and fillings, tunnels, massive retaining walls, piers and bridges and viaducts of iron. In March, 1880, he entered the service of the Northern Pacific Railway and was successively Assistant Engineer, Division Engineer and Principal Assistant Engineer. His work on the Northern Pacific covered explorations and preliminary examination which determined the general routes of the Clarks Fork and Cascade divisions of the railroad, and the location and construction of the Cascade division, with its various works of magnitude, including the two-mile tunnel at Stampede Pass. It also included the building of branch lines, various works at the port of Tacoma, and the building of ferry steamers and their appurtenances, and landings for transferring trains across the Columbia River.

From November, 1886, to February, 1891, he was Chief Engineer of the Union Pacific Railroad System. While Chief Engineer of the Union Pacific he built several branch lines, various important renewals of bridges, etc., prepared plans for constructing shops, depots, yards and water works, and performed the general duties incident to the position. It also included investigation and surveys to determine the best route connecting the Union Pacific with the tidewater on the Pacific Coast.

In 1891 Mr. Bogue entered private practice as a Consulting Engineer, and made examinations and reports for the Chamber of Commerce of Portland on the proposed Portage Railroad around The Dalles Rapids and Celilo Falls of the Columbia River. He also made examination and report on the plans and foundations for the Agricultural and Transportation buildings of the World's Columbian Exposition at Chicago, Illinois. He made examination and report of the Ohio & Mississippi Railway, and on the routes and terminals of a proposed new railway leading eastwardly from San Francisco across the Sierra Nevada in such a way as to be available for a transcontinental railway. He was appointed a member of the Board of Engineers by President Harrison, to report to the Secretary of War on a method of overcoming obstruc-

tions to navigation of the Columbia River at The Dalles Rapids and Celilo Falls. The outcome of the report of the Board was the Boat Railway and Canal projects.

Mr. Bogue made an appraisal of the Union Pacific Company's lines and properties in Nebraska and gave testimony in court relative thereto. Among other examinations and reports made by him was one on the Tide Land, Harbor and Terminal problems of Seattle, and plans for sea walls, for the Washington State Board; examination and report on the Tehuantepec National Railway, Mexico, covering its merits as a route for inter-oceanic traffic and plans and cost of improvements required, including terminals and harbors, for European bankers.

He was appointed Consulting Engineer for the Department of Public Works of the City of New York, under Mayor W. L. Strong; was Chairman of the Board of Experts on feasibility and practicability of operating elevated trains and surface cars on the New York and Brooklyn Suspension Bridge; member of the Board of Experts of the Long Island Railway Company on the feasibility, probable cost and efficiency of operation of proposed tunnel from the foot of Cortlandt Street in New York, beneath Manhattan Island and East River to Flatbush Avenue Station of said company in Brooklyn; made examination and report on the cost of reproducing all railroads and properties of the Pacific System, Southern Pacific Company, and testified in court relative thereto; examination and report on the feasibility and probable cost of proposed Court Street terminal and Walnut Hills tunnel and on the existing railway terminals of Cincinnati, Ohio; examination and report on the Denison & Northern Railway; examination and report on proposed Lake Erie & Milwaukee Railway and Lake Michigan car ferry steamers; examination and report on railways in Nova Scotia, west of Halifax; examination and report on railways in Guatemala and Salvador, Central America, and of the proposed lines for connecting them, forming routes for inter-oceanic business; examination and report on Aspen tunnel of the Union Pacific Railway, which tunnel has since been constructed; examination and report on the coal fields of Eastern Ohio and of a proposed branch thereto of the Wheeling & Lake Erie Railway; examination and report on physical condition of the Rio Grande Western Railway; examination and report on various new railways and irrigation projects and coal mines.

Mr. Bogue was also Consulting Engineer of the Western Maryland Railroad and Vice-President of the Western Pacific Railway.

CHARLES WILCOX HOTCHKISS, Chairman of the Board of Directors of the Virginian Railway and President of the Chicago Tunnel Company, died October 28, at Battle Creek, Mich., from organic heart disease. Mr. Hotchkiss was born in Unadilla Forks, N. Y., June 19, 1863. At the age of twenty years he entered the employ of the Pennsylvania Railroad as a Rodman; in 1886 he became Assistant Engineer of the Michigan Central

Railroad; in 1890, Division Engineer in charge of the Chicago division of the Michigan Central; in 1896, Chief Engineer of the Chicago Junction Railway and constructed the Chicago, Hammond & Western Railroad. In 1899 he became Chief Engineer of the Chicago Terminal Transfer Railway, and Consulting Engineer of the Michigan Central System. In 1900 he became President of the Indiana Harbor Belt Railroad and constructed the Indiana Harbor Belt Railroad from Indiana Harbor around Chicago and the Chicago, Indiana & Southern Railroad from Chicago to Danville, Ill. After completing these roads in 1905, Mr Hotchkiss effected their consolidation with the New York Central System and became General Manager. In 1912 he became President of the Chicago Tunnel Company and the Automatic Telephone Company; in 1913 he was called to New York to take the management of the H. H. Rogers properties and became Chairman of the Board of Directors of the Virginian, President of the Rail Joint Company of America, President of the Staten Island Light & Power Company, President of the Staten Island Railroad and many other power, light and railroad companies.

Mr. Hotchkiss was a Charter Member of the American Railway Engineering Association, a member of the first Committee on Arrangements, and for several years a member of the Committee on Yards and Terminals.

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UNITED STATES CIVIL SERVICE EXAMINATION.

DESIGNING ENGINEERS (MALE), \$10 TO \$15 PER DIEM.

The United States Civil Service Commission has requested that publicity be given to an examination for Designing Engineers, to be held December 11, 1916.

These positions involve large responsibilities, and it is believed they should be exceedingly attractive to qualified engineers.

Extensive public works are being undertaken in connection with the building program of the United States Navy. This will include the building of marine ship buildings at the several navy yards, extensive waterfront improvements, including the building of piers and wharves, submarine stations, shipbuilding ways, magazine storehouses, barracks, armor plate plants, projectile plants, naval laboratories, etc., all this work involving an expenditure of at least \$35,000,000.

The Civil Service Commission greatly desires to make this examination a success and to furnish the Navy Department highly qualified eligibles, and in order to get proper publicity in the short time between the date of the issuing of the announcement and the date of the examination, special effort has been made to bring it to the attention of Engineers throughout the country.

Following is the official announcement of the Commission, dated November 20, 1916:

"The United States Civil Service Commission announces an open competitive examination for designing engineers, for men only. From the

register of eligibles resulting from this examination certification will be made to fill four vacancies at salaries ranging from \$10 to \$15 per diem in the Bureau of Yards and Docks, Navy Department, Washington, D. C., and vacancies as they may occur in positions requiring similar qualifications, unless it is found to be in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion. Certification to fill the higher salaried positions will be made only from those attaining the highest average percentages in the examination.

"The duties of the position embrace the design and supervision of design of large and various engineering works in steel, concrete, reinforced concrete, etc., for the navy yards and naval stations.

"Appointments will be made at rates of pay in excess of \$10 per diem only in case competitors demonstrate that they are exceptionally qualified for the position.

"Competitors will not be required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated:

SUBJECTS.	Weights.
1. Technical education.....	30
2. Experience and fitness	70
Total	100

"Graduation with a degree in engineering from a college or university of recognized standing, with subsequent experience of not less than 15 years on general design work, of which not less than five years must have been in responsible charge in the successful designing of works of importance and magnitude, such as structural steel shops and storehouses, reinforced concrete structures, retaining walls and deep foundations, tunnels or subways, waterfront work, such as quay walls, piers, wharves or dry docks, etc., are prerequisites for consideration for this position. Applicants must show by actual credentials and testimonials that they have executive ability. It is imperative that applications be accompanied by letters from employers or former employers or from well-known engineering associates.

"In view of the early date of examination demanded by the urgency of making appointments as soon as possible, it is necessary that persons desiring to be considered should secure the necessary form at once and mail it, properly executed, to the Commission without delay.

"Under an act of Congress, applicants for this position must have been actually domiciled in the State or Territory in which they reside for at least one year previous to the date of the examination. The county officer's certificate in the application form must be executed.

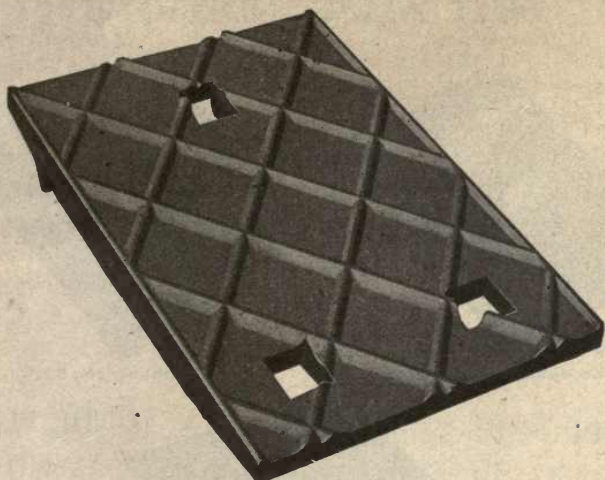
"Statements as to education, experience and fitness are accepted subject to verification.

"Applicants must not have reached their fifty-fifth birthday on the date of the examination.

"This examination is open to all men who are citizens of the United States and who meet the requirements.

"Persons who meet the requirements and desire this examination should at once apply for Form 1312, stating the title of the examination desired, to the United States Civil Service Commission, Washington, D. C.; the Secretary of the United States Civil Service Board, Post Office, Boston, Mass., Philadelphia, Pa., Atlanta, Ga., Cincinnati, Ohio, Chicago, Ill., St. Paul, Minn., Seattle, Wash., San Francisco, Cal.; Customhouse, New York, N. Y., New Orleans, La.; Old Customhouse, St. Louis, Mo. Applications should be properly executed, excluding the medical certificate, and must be filed with the Commission at Washington prior to the hour of closing business on December 11, 1916."

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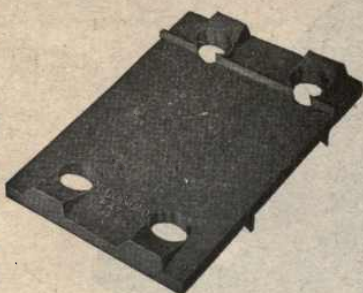
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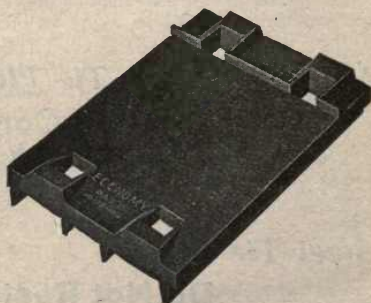


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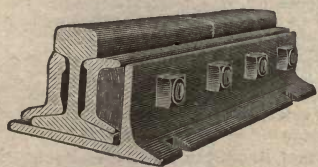
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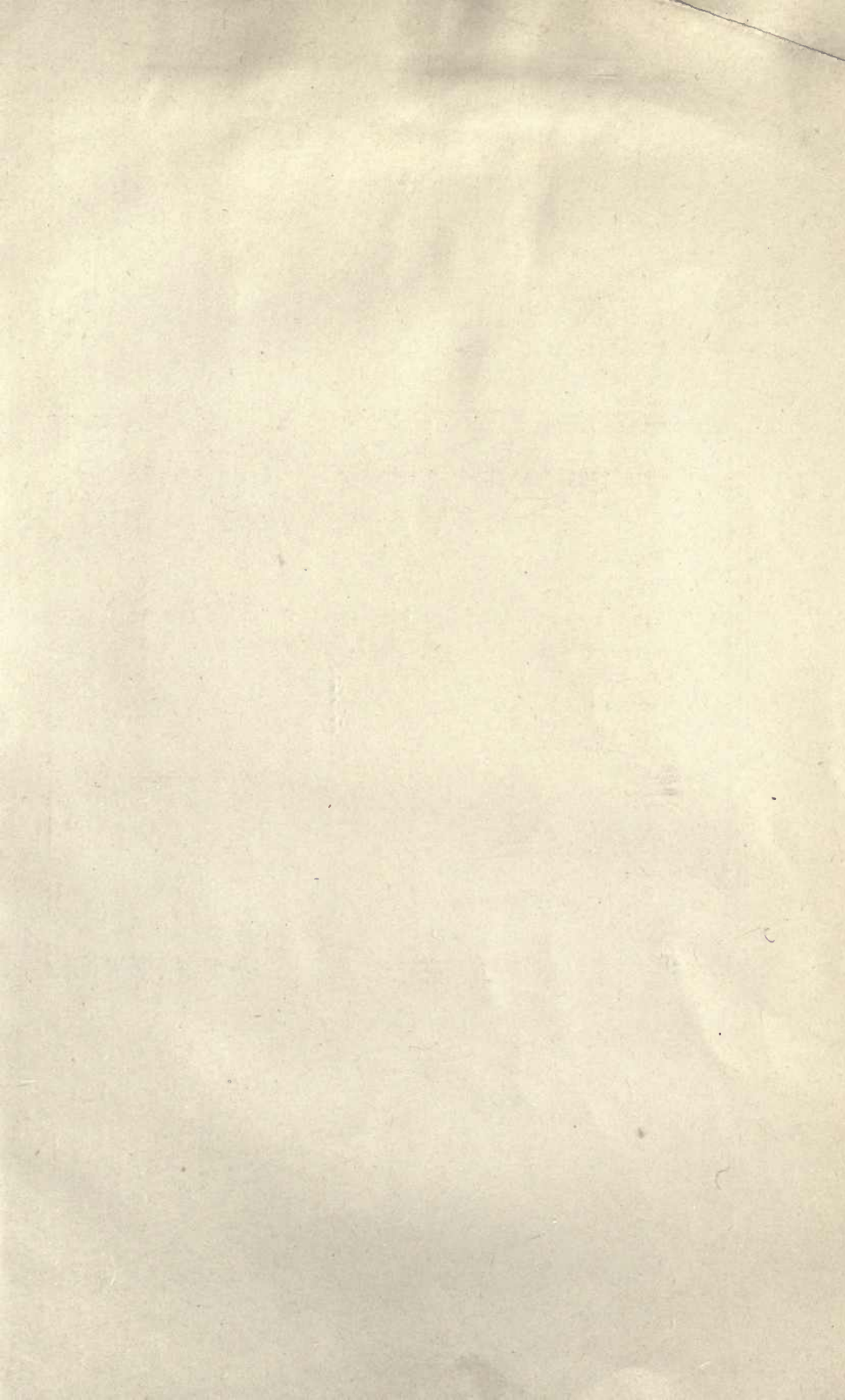
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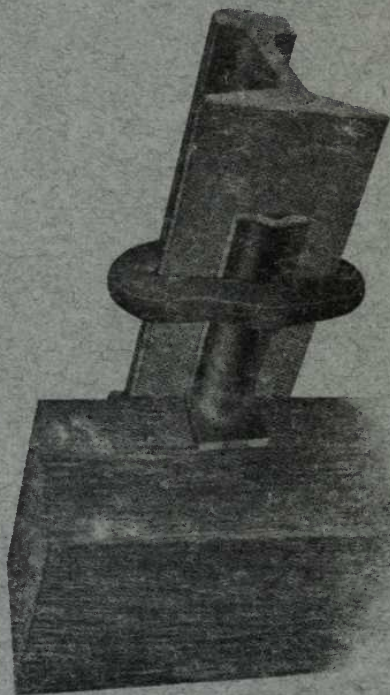
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