

GENERAL TELEGRAPH NEWS

RAILROAD MANAGEMENT.

LOUISVILLE AND NASHVILLE ALLIANCE RATIFIED—THE SOUTH CAROLINA ROADS—OTHER MATTERS.

OTTAWA, Ontario, April 10.—The lowest bid tendered for the second hundred miles of the Canada Pacific Railway, west of Winnipeg, is said to be that of Mr. Cameron, of Quebec. \$5,270 per mile.

WASHINGTON, April 10.—A case of much interest to various railroad companies was decided at the Interior Department to-day. It appears that in December last the attention of the Secretary was directed to the fact that the constructed road of the Chicago, Milwaukee and St. Paul Railway Company, from Algona westward to Sheldon, in the State of Iowa, was not built upon the line of definite location filed in the department in 1869. The matter has since been referred to the Attorney-General, and an opinion given thereon, upon which the Secretary of the Interior has based a decision, to the effect that the engineering difficulties to contend with in constructing the road warranted the slight deviation which was made, and in his opinion "the identity of the road is not destroyed by the deviations in construction from the original line," and the grant is consequently not affected thereby.

LOUISVILLE, Ky., April 10.—The Louisville and Nashville Railroad Company had a special called meeting here to-day. It is known that it ratified the contract and alliance which President Newcomb had formed with Wadley, Alexander, and Gov. Brown, the details of which are not made public. The board had a protracted meeting, and it is understood that very important measures were passed upon relating to Mr. Newcomb's recent visit to Georgia. Mr. Newcomb announced to his board that he had appointed A. M. Quarrier assistant to the President, in pursuance of authority given him by the board at its last meeting. Upon his recommendation the office of Traffic Manager was created, and it is understood that E. B. Stahlman, General Freight Agent of the Louisville and Nashville, will be promoted to that office, subject to the orders of General Manager Defuniac.

CHARLESTON, S. C., April 10.—The unexpected large profits earned by the South Carolina Railroad during Receiver Fisher's brief administration have raised an envious clamor against the New-York security holders among the narrow-minded men who have hitherto controlled the management of the road. The latter accuse the former of robbing the State of her revenues and keeping her poor, and not only do they arraign the capitalists, whose money kept their roads in existence, but the "foreigners," (from the Northern and Western States,) whose energy and judicious zeal accomplished the flattering result published in THE TIMES in April, are vilified and insulted. Receiver Fisher is accused of discriminating prejudicially in the matter of freight toward Charleston merchants and business men, and of killing the stock. Mr. Fisher denies the first, and gentlemen who know whereof they speak stated that he had positively refused to discriminate in favor of the persons who utter the complaints. As the stock has only obtained recognition since the Receiver took charge of the road, it will be seen that the other charge is equally groundless. Some interesting particulars concerning recent developments came to light to-day. It appears that many of the New-York creditors were indisposed to rely upon the assurance given by the South Carolina creditors that they would lend their aid to stop litigation by an amicable adjustment of all claims. A committee, appointed in New-York, to test their sincerity, arrived here a few days ago. After several consultations they became convinced that the "native" creditors not only wanted payment in full, but also recompense for their consent to the stoppage of litigation. Disgusted with the utter selfishness of the latter, the committee returned to New-York determined to allow the law to take its course. It is known to almost everybody that the "native" management of the South Carolina roads has ended in total failure, and that the only success ever attained was owing to "foreign" capital and brains. Every railroad in the State has been through the bankruptcy court once, if not twice; at least one-half of the money invested in securities, nearly one-half of the indebtedness incurred in equipping and running the roads, and the entire stock was lost through selfishness, inefficiency, and dishonesty. If public opinion will ignore or connive at such wholesale spoliation, the reaction must be fatal upon the community where it is tolerated.

SOUTH FRAMINGHAM, Mass., April 10.—The stockholders of the Framingham and Lowell Railroad this afternoon voted to authorize the Directors to make a mortgage upon the road and property; also to accept the legislative act whereby the road is authorized to issue preferred stock. The President and Treasurer were instructed to carry out the provisions of the lease, which probably will give the Old Colony Road possession of the property.

CHICAGO, April 10.—The annual election for Directors of the Baltimore, Ohio and Chicago (Chicago branch of the Baltimore and Ohio) Company, resulted as follows: John King, Jr., William Keyser, C. H. Hudson, J. R. Cowen, Col. George R. Dennis, James Walsh, John Tyrrell, Nelson Ludington, and D. A. Jones. The Secretary read a report showing that the condition of the road has been well maintained and considerable improvements made. Two new elevators were erected on the line, one at Bremen, Ind., and another at Hicksville. There have also been laid during the year 505 tons of new steel rails between this city and Chicago Junction. The report of earnings and expenses was already published in the Baltimore and Ohio report. Vice-President Keyser, of the Baltimore and Ohio made the statement that the increased terminal facilities at Baltimore, and the construction of a new elevator, would have the effect of largely increasing the foreign business of the Baltimore and Ohio. Forty-nine million bushels of grain were exported from Baltimore last year. This year it is expected to increase the amount of foreign business to 55,000,000 bushels. After adjournment the Directors met, organized, and elected the following officers: John King, Jr., President; J. Hope Sutor, Secretary and Treasurer; J. L. Randolph, Chief Engineer.

Judge Jameson has dismissed the contempt proceedings against the stockholders of the Chicago and Pacific Railroad, and has dissolved the injunction. The road was immediately leased to the Chicago, Milwaukee and St. Paul Company and the mortgage executed. The dissatisfied stockholders have commenced attachment proceedings.

PIRTSBURG, April 10.—A new branch railway, extending into the coal-fields of Somerset County, is soon to be constructed by the Keystone Coal Company. It will connect with both the Bridgeport and Bedford Railroad and the branch of the Pennsylvania Railroad at Mount Savage, thus giving an ample outlet in both directions.

NEW-HAVEN, April 10.—The Board of Directors of the New-Haven and Northampton Railroad has voted to reduce all fares on the road to a basis of 2½ cents per mile, with enough added to make each fare up to the next 5-cent terminal, the new rates to take effect on or before May 1.

ST. LOUIS, April 10.—The Secretary of the Board of Railroad Commissioners for Missouri is in receipt of information from Albuquerque, New-Mexico, to the effect that the Atchison, Topeka and Santa Fé Railroad will be completed to Albuquerque this week, and that at that place will be the junction for the western, northern, and southern branches of the road, the western branch going to Guaymas, the southern to the City of Mexico, in Mexico.

HUDSON, N. Y., April 10.—It is in contemplation to construct a branch of the Boston and Albany Railroad from this city to Stottville. A survey-map and profile is now being made.

LONDON, Ontario, April 10.—The Wabash system has leased the Great Western of Canada, guaranteeing the bondholders a certain rate of interest. The papers and agreements are all drawn up, but have not yet been signed.

DALLAS, Texas, April 10.—The Texas East Line Narrow-gauge Railroad Company has let the contract for extending its road from Sulphur Springs to Farmerville, 48 miles. The road is to cross the Texas Central at McKinney, and then run west to Decatur, Wise County. Mortgage bonds will be issued for \$7,000 per mile from Sulphur Springs. The East Line is operated from Jefferson to Sulphur Springs, nearly 90 miles.

COUNCIL BLUFFS, Iowa, April 10.—By the completion of an extension of the Union Pacific Road to Lincoln, the eastern terminus of the Lincoln and Republican Valley Road, a branch of the Union Pacific, has been changed from Omaha to Council Bluffs, the change taking effect at once.