

GENERAL RAILWAY NOTES.

CHICAGO AND PACIFIC LITIGATION—WAR ON TICKET SCALPERS—HARTFORD AND ERIE SHAREHOLDERS.

CHICAGO, May 28.—Judge Jameson this morning overruled the demurrer in the suit of Robert Law against the Chicago and Pacific Railroad Company and its Directors, holding that the lease of the road to the Chicago, Milwaukee and St. Paul Company was not valid, there being no authority for a domestic corporation to lease its road to foreign corporate bodies. It is not decided yet whether to go on with the case here or to take it at once to the Supreme Court on the point raised by Judge Jameson.

Investigations as to its losses through the Pittsburg scalpers have forced the Pennsylvania Company to limit tickets from Chicago to New-York to one day. As similar grievances are suffered by other roads at Cleveland and Buffalo, prompt action may be expected by their managers.

BOSTON, May 28.—A question in the long pending suit between the holders of the old and new stock of the Hartford and Erie Railroad came up before Judge Nelson for argument this morning. The point in issue was as to the admittance as a party plaintiff of Leopold Molock, of New-York, and a motion was made to that effect. It seems that several of the stockholders who have in the past failed to contribute to the assessment levied on the stock in order to defray the expenses of the suit are now anxious to come in and secure the benefits that have already accrued and that may accrue in future. These gentlemen have transferred their stock to Molock and authorized him to represent them in the suit. The petition was opposed by counsel for the old stockholders. The petitioners in reply, stated that they had not expected opposition, and they therefore desired a postponement of the case in order to prepare their answers. This was argued at length and finally refused, and the court then took the question at issue under consideration.

PHILADELPHIA, May 28.—The application of William H. Bell, of Branchville, N. J., for an injunction against the Pennsylvania and New-England Railroad Company came up for argument to-day in Common Pleas Court, No. 1. After listening to the reading of one or two of the several affidavits put forward by the respondents, the court refused the injunction and dismissed the proceeding. Bell, who was formerly an officer of the company, had sworn to certain allegations that were completely contradicted by the counter-affidavits. It is stated that he will be arrested on the charge of perjury when other litigation in which the company is involved has been disposed of.

RICHMOND, Va., May 28.—At a called meeting of the stockholders of the Richmond, Fredericksburg and Potomac Railroad, held here this evening, Judge Robert Ould tendered his resignation as President of the company. Accompanying the letter of resignation was a communication to the stockholders setting forth at great length the Judge's reason for resigning, which in effect was that he could not honorably, on his own part and in faith to the existing contracts with connecting roads, carry out the policy of discrimination in favor of the Potomac Steam-boat Company insisted upon by the Pennsylvania stockholders, who hold the controlling interest in this company. The resignation was accepted, and Joseph P. Brinton, of Philadelphia, was elected to succeed him.

ATLANTA, Ga., May 28.—The Atlanta and Alabama Railroad Company was organized in this city to-day by the election of A. Haskell, of Columbia, S. C., President; G. J. Foreacre, of Atlanta, Vice-President, and W. H. Snowden, A. S. Buford, James Bryan, and T. M. R. Talcott, of Richmond; L. J. Hill and S. M. Inman and A. Murphy, of Atlanta, Directors. This road extends from Atlanta, Ga., to Birmingham, Ala. It is claimed that the stock has all been taken and the road will be built.