

Lake Shore Men Promoted.

BUFFALO, N. Y., March 2.—Promotions that became effective yesterday have been accorded to three prominent officers of the Lake Shore Railroad. For some time there have been repeated rumors that they were to be made, but the first intimation received here of the changes came in this morning's mail. They are as follows: William Henry Canniff, from General Superintendent to General Manager; P. S. Blodgett, from Assistant General Superintendent to the position made vacant by the advancement of Mr. Canniff; Capt. George Grammer, from General Freight Agent to General Traffic Manager, in charge of both freight and passenger business.

East-Bound Freight Tonnage.

The shipments of dead freight out of Chicago, east bound, last week, aggregated 90,372 tons, as against 57,692 tons the preceding week and 58,768 tons last year. The shipments were distributed as follows: Michigan Central, 8,665 tons; Wabash, 6,540 tons; Lake Shore, 13,132 tons; Pittsburg and Fort Wayne, 9,216 tons; Pan Handle, 9,754 tons; Baltimore and Ohio, 7,201 tons; Chicago and Grand Trunk, 11,030 tons; Nickel Plate, 6,246 tons; Chicago and Erie, 14,358 tons, and Big Four, 4,430 tons.

Railroad Men and Matters.

—The receivers of the Baltimore and Ohio Railroad Company have authorized Superintendent Barr to announce that by order of the United States Circuit Court all obligations of the relief department of the Baltimore and Ohio Railroad Company are thoroughly protected, and will be fulfilled to the letter. The relief department will be continued in the same manner as under the company's management, and members will receive benefits with the same regularity as heretofore. The funds belonging to the relief department are perfectly safe, and the appointment of the receivers and their management of the relief department under the supervision and with the approval of the Circuit Court absolutely insures the members of all features of the relief department against loss.

—A suit has been filed in Carson, Nev., by United States Attorney General Harmon and United States District Attorney Jones, on behalf of the United States Government, against the Southern Pacific Company, the Central Pacific Railroad Company, the Metropolitan Trust Company of New-York, mortgagee of the Southern Pacific Company, and other corporations and individuals, to the number of sixty defendants. The suit involves nearly the entire town of Wadsworth, west of the Pyramid Lake Reservation, in Washoe County, and the railroad property and buildings in Wadsworth, with a total value of \$500,000. The sixty individuals made defendants in the case are persons who have leased or purchased lands from the Southern Pacific.

—The Lake Superior and Ishpeming Railway is now being built between Marquette and Ishpeming, Mich. The Chicago, Milwaukee and St. Paul Railway will be extended from Champion to Ishpeming, and freight, express, and passenger trains will run over the new line direct to Marquette, making that city the Lake Superior terminus of the St. Paul system.

—Judge Truax of the Supreme Court, in this city, has denied the application of John Ferguson (who recovered a judgment for \$24,000 against the old Toledo, Ann Arbor and North Michigan Railroad Company) in an action which he brought to restrain the company from disposing of its stock, common and preferred, until his judgment had been paid.

—The Montreal, Portland and Boston Railway was sold yesterday by the Sheriff at Montreal. The purchaser was J. M. Greenshields, Q. C., acting on behalf of the bondholders. It is rumored the road will be purchased by the Boston and Maine. It is controlled at present by the Central Vermont Railroad.

—Judgment by default was taken at Lisbon, Ohio, yesterday for \$133.52, in the suit brought by W. S. Gurnee, Jr., & Co. of New-York against the Pittsburg, Marion and Chicago Railroad, which runs from Lisbon to New-Galilee, Penn. An order for the sale of the road was issued.

—The State Board of Railroad Commissioners will meet in this city to-morrow and Thursday at the rooms of the Chamber of Commerce, to consider the application of the Empire Traction Company and the Tarrytown Electric Railway Company for authority to build their roads.

—The Chicago, Burlington and Quincy Railroad's January statement, with the operations of the Chicago, Burlington and Northern included, shows gross receipts increased \$218,773; net receipts, after expenses and charges, increased \$73,813.

—A resolution, offered by Mr. Allen of Nebraska, was agreed to in the United States Senate yesterday, calling on the Secretary of the Treasury for information on the earnings of the Pacific railroads from the time of their organization.

—The report of the Southern Boulevard Railroad Company of this city for the quarter ended Dec. 31 last shows: Gross earnings from operations, \$7,896; operating expenses, \$5,094; other income, \$137; fixed charges, \$3,373; deficiency, \$533.

—Vice President Hall of the Consolidated Road of Bridgeport, Conn., announces that work on improvements will be stopped until threatened litigation as to rights is settled.

—Superintendent Charles A. Beach of the Buffalo Division of the Lehigh Valley Road was succeeded on Sunday by Trainmaster Lucas Van Allen, who became Acting Superintendent.

Bonds for the New-Jersey Bridge.

Treasurer Swan of the New-York and New-Jersey Bridge, in speaking about persons having an option for the sale of the bridge bonds, said yesterday: "Yes, it has come to the knowledge of this company that persons claimed that they had authority to place the bonds of the New-York and New-Jersey Bridge. You can say that we are not ready to offer any bonds for sale. No person has any authority whatever to offer them. We have not finished securing final consent to build the bridge.

"It is true that we have Congressional, State, and City of New-York consent to construct the bridge, and the approaches thereto; but we have yet to secure the approval of the Secretary of War to the location of the bridge, and its approaches, and until that is done, we shall not deal with the question of bond sale, and, as I have said, no one at present has any authority whatever to speak for us relative to the selling of bonds. If there are any such, I would advise banks and investors to fight shy of them. The public will be officially informed by advertisement when we are ready to place our bonds upon the market."

Now Called the River Clyde.

The steamship Horsa, which was seized by the Federal authorities in Philadelphia for attempting to carry arms and supplies to the Cuban revolutionists, arrived in this port yesterday morning, under the British flag, and was rechristened the River Clyde. Capt. Cook, late of the Tyrian, was in command.

The ship was bought by Mr. McIntyre, in conjunction with Capt. Cook, and the intention is to place her on a fruit route to Jamaica or Cuba. Capt. Cook has been engaged in the West Indian fruit trade for years, having had command of many different vessels.