

to Pomeroy. At Logan, it connects with the Columbus and Hocking Valley and Columbus and Toledo Railroads, and as soon as the Chesapeake and Ohio Road builds 27 miles, now under contract, there will be a through line from the Atlantic through West Virginia and Ohio to the North and West, which will be over 50 miles shorter than any other route. Rails are now going down at each end of the road, and the work is being pushed to completion. The company was fortunate in purchasing 8,000 tons steel rails at less than \$50 per ton, and among the equipments contracted for before the rise were six standard engines at about \$6,000 each.

PORT ROYAL, S. C., March 21.—The first through car to Port Royal over the Cincinnati Southern Railway, with the Port Royal delegation to the great railway celebration, arrived here this afternoon, 34 hours from Cincinnati.

## GENERAL RAILWAY NOTES.

### PLANS OF MANAGERS, CONSTRUCTION OF NEW LINES, AND OTHER MATTERS.

CHICAGO, March 21.—The representatives of the New-York Central, Lake Shore, Lake Erie and Western, and Chicago and Alton lines have determined to put in operation on April 1 a new fast freight line between New-York, St. Louis, and Kansas City, to be known as the Midland Line. W. S. Weed, General Freight Agent of the Lake Erie and Western Railroad, has been appointed General Manager.

BOSTON, March 21.—The stockholders of the Massachusetts Central Railroad have ratified the lease of their road for 25 years to the Boston and Lowell Company. The lease requires the Massachusetts Central Company to complete its line to West Deerfield and from Amherst to Northampton by Nov. 1, 1881, the Boston and Lowell Company to furnish the rolling stock, and pay as rent 25 per cent. of the gross earnings, but being shielded from all lawsuits which may grow out of its operation. The lease may be changed by agreement after five years and also after 15 years, and the contractor is relieved from furnishing part of the rolling stock, but has to lay 60-pound steel rails, instead of 56-pound.

It is stated that the Grand Trunk Railway Company of Canada have decided to remove their Portland office to Boston, for the purpose of facilitating and increasing the business of the corporation. In view of reports in railroad circles during the past two months, to the effect that the Grand Trunk Railway was anxious to get to this city over its own iron, it is surmised that the company's relations with the Eastern Road will be of a more intimate character in the near future. The removal of the company's office to Boston may also have some connection with recent reports that the Allan Line of steamships intend hereafter to make this port a point of departure for Europe, instead of Portland.

It is said that the negotiations between the Erie and Pitchburg Railroad Companies and the owners of the Tudor Wharf property, at Charlestown, for the purpose of utilizing it for steam-ship purposes, are nearly completed. Among other improvements there will be several large elevators erected.

MILWAUKEE, March 21.—It is authoritatively stated here that the Chicago, Milwaukee, and St. Paul Company have secured control of the Southern Minnesota Road, which, with the recently-acquired Chicago and Pacific, will give them a through line between Chicago and Omaha.

The contract for building the Wisconsin and Minnesota Railroad, from Colby, on the line of the Wisconsin Central, to Chippewa Falls, has been let. The road is to be in running order by Oct. 1. The distance is 64 miles.

SAN FRANCISCO, March 20.—As a result of the bargain between the Pacific Railroad Companies and the Pacific Mail Steam-ship Company, freights from New-York to China have been advanced from \$80 to \$130 a ton.

PITTSBURG, March 21.—The Washington and Waynesburg Railroad is to be extended this Summer from the latter point to Blacksville, enough money having been raised for that purpose. It is proposed also to build a road to Charlestown, West Va., a distance of 211 miles. As at present traveled the distance from here to Charlestown is about 400 miles.

KEOKUK, March 21.—The entire contract for the western extension of the Missouri, Iowa and Nebraska Road has been awarded.

PHILADELPHIA, March 21.—Work on the new railroad from Johnstown to Somerset, Penn., will be begun early in April. The cost will be about \$750,000, the Cambria Iron Company at Johnstown subscribing one-half that amount.

ST. PAUL, March 21.—The stockholders of the Mankato and St. Cloud and Austin and Mankato lines, have formally organized by the election of the same officers. Preliminary surveys of the route were ordered to be made forthwith; maps and profiles are to be prepared, and a limited issue of stock, amounting to 300 shares, was directed to be issued to meet current and future expenses.

MINNEAPOLIS, March 21.—The Minneapolis, Shakopee and Minnesota Valley Railroad has been formally organized, and the Directors have given orders looking to the early building of the line.

ST. JOHN, March 21.—Newfoundland is to have a railroad from St. John to Harbor Grace, to cost \$1,500,000, and the money to pay for it is to come from Newfoundland's portion of the Halifax fisheries award.

MAYSVILLE, Ky., March 21.—C. P. Huntington is here in conference with the stockholders of the Kentucky and Great Eastern Railroad with a view to securing control of the road-bed. He says that the outlook is favorable for the completion of the road.

TUSCOLA, Ill., March 21.—Iron has been bought and surveys made for the proposed extension of the Decatur and Springfield Railway to Roodhouse, where connection will be made with the Chicago and Alton, making a direct line between Kansas City and Indianapolis 23 miles shorter than the Wabash.

ELMIRA, March 21.—The bed of the Chemung Canal from this place to Horseheads has been purchased by the Canal Railroad Company, in the interest of the U. I. and E. Railroad.

ALBANY, March 21.—The project for constructing a railroad from Valatie, Columbia County, through Kinderhook, to the Hudson River, has taken definite form, and work on the line is to begin with the opening of Spring. The company has been organized by electing Mr. Charles Wild, of Valatie, President, Mr. C. H. Housman, of New-York, Vice-President, and Mr. W. H. Rainy, of Kinderhook, Secretary and Treasurer. The road is to be narrow gauge. It will have its river terminus at Judson's Dock, a few miles below Stuyvesant, where connection with the Hudson River Road and the boats on the river will be secured.

CINCINNATI, March 21.—It has leaked out that when Jay Gould was in Cincinnati last week he had a conference with some of our steam-boat owners, and the result of the meeting will be a daily line of elegant steamers between Cincinnati and New-Orleans.

At a special meeting of the Directors of the Marietta and Cincinnati Railroad Company it was decided to reopen an office in New-York City for the transfer of stock, &c. The President was authorized to select the agent in New-York.

The rumor current some days ago that a combination was at work to buy up a controlling interest in the Cincinnati, Hamilton and Dayton Road on behalf of the Cleveland, Columbus, Cincinnati and Indianapolis Road seems to have been well founded, as it is now stated on good authority that the work was completed, and the purchasers withdrew from the market yesterday. This means consolidation under one management of the two lines from here to Dayton, and of the lines from Dayton to Toledo and Cleveland, and also the Junction Road from Hamilton to Indianapolis. It is now stated that Mr. Keene, of New-York, is one of the backers, and that the plan includes the control of the Ohio and Mississippi, and of the Cincinnati, Indianapolis, St. Louis, and Chicago Roads. It was supposed that President Garrett would oppose giving up the control by the Baltimore and Ohio Road of the Ohio and Mississippi, but the statement is made on good authority that he sold his stock in that road yesterday. If these combinations are made it is understood the Cincinnati Southern Road will pass under the control of the same party, giving it control of the complete system centering here, except the Pennsylvania and Baltimore and Ohio. The annual meeting of the Cincinnati, Hamilton and Dayton Road, to be held in May, will develop the facts.

A railroad is now being built in Southern Ohio which is not attracting much attention, but is destined to become an important link in some of the trunk lines of the country. It is the Ohio and West Virginia Road, is 82 miles in length, and runs from Logan to Gallipolis, thence up the Ohio River