

Mackay System in Receiver's Hands.

INDIANAPOLIS, Jan. 4.—E. O. Hopkins, Vice President, and James H. Wilson, Secretary and Treasurer of the Louisville, Evansville and St. Louis Railroad, were today appointer receivers for that road.

The Louisville, Evansville and St. Louis Consolidated is known as the Mackay system. The main or air line runs from East St. Louis to Louisville, and is 273 miles long. The Evansville and Terre Haute and the Peoria, Decatur and Evansville are operated in conjunction, though separate corporations. D. J. Mackay was President of the three roads until Jan. 1, when he dropped out of the Evansville and Terre Haute Presidency. The freight claim agency of the air line was abolished Jan. 1, and its duties fell on Mr. Campbell, the Freight and Passenger Agent. But there was nothing like a general reorganization. The announcement was made yesterday that the company had defaulted payment of the January interest on its 5 per cent. first consolidated bonds. More than one-half of these bonds are said to be held by St. Louis parties.

President Miller Hopeful.

MILWAUKEE, Wis., Jan. 4.—According to the idea of Roswell Miller, President of the Chicago, Milwaukee and St. Paul Railway, the worst point in the present period of business depression has been passed. Speaking yesterday of the outlook in the commercial and railroad world, Mr. Miller said: "Business generally has reached its lowest ebb. I think that there are some little indications of the beginning of an improvement. I don't think that there is any reason to apprehend that any additional railroads will go into the hands of receivers. The past month has certainly been the worst that they could have had, at least in the West and Northwest, and I believe they are now in condition to go successfully through it. To my mind, the railroad situation is not alarming. So far as the St. Paul is concerned, the outlook is satisfactory. The earnings for December were the worst for a long while, and I look for better figures in the months to come."

From Baltimore to Washington.

BALTIMORE, Jan. 4.—Work has been begun on the electric railway line between Baltimore and Washington, and although the exact route has not yet been announced, the company says the line will be built this year. All the surveys are made, and some of the road is constructed. At Hyattsville the road will connect with the Eckington and the Washington Belt Line roads, and will enter Washington on Rhode Island Avenue. The line will be double-tracked the entire distance of about forty miles, and will be solidly constructed for heavy and rapid travel. The projectors and owners of the enterprise are the Widener and Elkins party and their Baltimore associates. They own nearly a hundred miles of street railway in Baltimore, and with their system here the road to Washington will connect.

The East-Bound Rate Agreement.

The freight officers of the various trunk lines and connections east of the Mississippi River continued their consideration of a form of agreement for east-bound freight rates yesterday. The session, which was held in the offices of the Trunk Line Association, in Liberty Street, made considerable progress. Several clauses of the proposed agreement were determined upon, and there is hope that the agreement in its entirety will be acted upon to-day.

Butte, Anaconda and Pacific Railway.

F. I. Whitney, General Passenger and Ticket Agent of the Great Northern Railway, has issued a circular announcing the completion of the Butte, Anaconda and Pacific Railway from Butte to Anaconda, Mont., a distance of twenty-six miles. At the former point connection is made in the Union Station with the Great Northern system (Montana Central Railway.) Great Northern trains will run through solid to and from Anaconda.