

Michigan Southern Railroad.

Joseph H. Moore, Esq., the new Superintendent of our railroad, appointed in place of E. P. Williams, has entered on the discharge of his duties.—He was formerly Superintendent of the Old Colony railroad in Massachusetts, and is said to be a capital business man and eminently fitted for his present position.

The track between Adrian and Toledo is to be relaid with heavy T rail as soon as it can arrive from Europe. Benjamin Folsom of Adrian has the contract for laying it—a guaranty that it will be done. When completed, the running time between the two points will be but one hour, instead of two and a half hours as now.

As soon as iron can be shipped from Dunkirk, the completion of the last link of the railroad from La Porte to the Junction at Baylestown will progress. It will be finished, it is supposed, within six weeks from this time. The Express train is then to run through from Monroe to Chicago in eight hours, averaging over 30 miles an hour, including stoppages—being faster running than is attained on the Erie railroad.—*South Bend Reg.*

Virginia.

Richmond, Fredericksburg and Potomac Railroad.—The following well-deserved compliment to a faithful public servant—if we may so speak of a corporation—says the Richmond Whig, we take from the columns of our cotemporary, the Dispatch. The Richmond, Fredericksburg and Potomac railroad, is, in some respects, a remarkable line of travel. Under excellent management, it justly enjoys the confidence of the public as one of the safest roads in the world. When have we had to record any serious accident upon it? Such are of daily occurrence upon lines north and south of us, which form portions of the same great chain of communication, between the extremities of the country. But upon this road, over which the bulk of the northern and southern travel is daily conveyed at the greatest desirable speed, casualties traceable to the carelessness of agents are extremely rare. We mention this as a creditable and note worthy fact in introducing the remarks of the Dispatch:—

The continued prosperity of this road is exhibited in its semi-annual dividend of *three and a half* per cent just declared by the company, while at the same time they have added a surplus of more than \$30,000 to the contingent fund from the business of the year, ending on the 30th September last. We refer to these facts with pleasure. The railroad is part of the great line of northern and southern inland communication—was the earliest enterprise of our citizens in railroads—the State has a large interest in it—and its success is not only beneficial to our citizens and the State in a pecuniary way, but is calculated to increase public confidence in our other railroad enterprises. For many years it has, with unflinching regularity, made the annual dividend of 7 per cent to its stockholders, and its contingent fund so largely added to the past year, will soon be sufficient to relay the track with a heavy rail in a manner putting the road in a favorable comparison with the most enterprising works of our northern neighbors.

The Richmond, Fredericksburg and Potomac railroad is admirably managed, and is without a superior in the regularity of its movements. As a part of the chain of inland railroad through the Atlantic States, it has given public satisfaction, and we are the more pleased at its prosperous condition and anticipated improvement, now that the competition for the travel is greatly to be increased. We trust that the whole line through Virginia, from Weldon to the Potomac, will continue to be conducted upon a scale of energy and regularity ensuring a profitable participation in the immense business of transportation of travellers, which is so great and annually increasing.

The stockholders of the Richmond, Fredericksburg and Potomac railroad have in prospect important additions to their travel from new sources. The completion of the Danville railroad, and the

completion of the Southside and Lynchburg and Tennessee railroads will add to their business a vast amount of travel. The stock of the road is now paying more than the legal interest upon money. When the acquisitions from these new sources are realized, the dividends must be increased, and its prosperity will be such as its most sanguine friends cannot now over estimate.

Ohio.

Toledo, Norwalk & Cleveland Railroad.—An exhibit of this company published early in January last, shows that this road when completed, will form the last link in the great chain of railroads, now constructing along the south shore of the lakes, connecting the cities on the Atlantic with the Mississippi river. Ample local subscriptions had thus been secured to prepare the superstructure, and contracts had been made with reliable parties, who were vigorously pushing forward the work, for the entire construction of the road. A series of the mortgage bonds of the company were issued at that time, the interest upon two hundred thousand dollars of which was guaranteed by the Cleveland, Columbus and Cincinnati railroad company.—Those bonds were issued for the purchase of the iron and equipment of the road. Mr. Boalt, the energetic president of the company, sailed for England last month to negotiate these bonds for the iron.

A letter received from him by the last steamer, says, he had just closed a contract for four thousand tons of rails (enough for half of the road) on very satisfactory terms. Sixteen hundred tons of these were on the dock, and would be shipped immediately. He had no doubt he would be able to close contracts for the balance in a few days.

Too much praise cannot be awarded to Mr. Boalt for the energy and perseverance with which he has labored for the interests of the company since its organization two years ago, and the success he has met with is the legitimate reward of his efforts.

The knowledge of his success in procuring the iron, affords much gratification to all the friends of this enterprise; and is satisfactory evidence to the most doubting, that the road will be successfully completed.

The past winter has been a very unfavorable one for work; but the enterprising contractors, Baxter, Brown & Co., have not been idle, and more than half the grading on the whole road is now completed. The necessary locomotives and cars for construction are all contracted for, and will be ready for delivery in May. The first of the iron will arrive by that time, and we may safely count upon the road being in successful operation by another winter.—*Cleveland Herald.*

Petersboro' and Shirley Railroad.

We learn from a reliable source that the Petersboro' and Shirley railroad company, voted, at a meeting recently held, to assess upon the old Petersboro' Spofford Gap subscription.

If such is the fact, it will lead to litigation and destroy all hope of a further extension of the road. The company once passed a resolution to the effect that this stock should not be called for until the road was put under contract to Petersboro', or thro' Spofford's Gap, or to some place equivalent thereto.—*Contocook Transcript.*

Steubenville and Indiana Railroad.

We have the pleasure of meeting, at the Central hotel, on Friday evening of last week, Mr. J. G. Morris, Esq., secretary of the Steubenville and Indiana railroad company. He was on his return from Newark and Licking county, with bonds, etc., amounting to about \$250,000. While Mr. Morris was with us, bonds to the amount of \$100,000 were signed by the trustees of Jefferson township, in accordance with the recent vote of our citizens. We learn from him that arrangements for cashing the bonds of this and some of the other counties, have already been made in New York. The bonds of Jefferson township were disposed of at ninety cents upon the dollar, falling due in 1862, and paying semi-annually, until that period an interest of seven per cent. The company, however, have guaranteed to meet four-sevenths of this interest, so that the township will be required to pay an interest of only three per cent. Mr. Morris assures us

that it is the expectation of the board to have the road completed as far as Ulrichsville, in April, 1853, and that the whole route will be finished in a year from next fall.—*Dresden Herald.*

Georgia Railroads.

A meeting of the superintendents of all the railroads, intersected in their connection with the Western and Atlantic railroad, was held in this city on yesterday; and we learn important regulations have been agreed upon, for the purpose of producing greater uniformity in the transshipment, freight, etc., of goods, from Chattanooga and other points, to Savannah and Charleston. Particulars will be given hereafter.

This move is but another evidence that the various enterprising railroad companies connected with the State road will not hereafter be perplexed, bothered, and provoked with the irregularities, detentions of cars and freight, which have so long distinguished the management of our great State road.

Mr. Wadley goes ahead, and demonstrates daily that a State work can and will pay its way and make money for the State.—*Atlanta Republican.*

New York.

Rutland and Washington Railroad.—The company held a meeting at Poultney, on the 16th inst., and elected the following directors:

- Merritt Clark, Poultney, Vt.
- Jno. Bradley, Burlington, Vt.
- Jas. Baldwin, Boston.
- D. S. Miller, New York.
- J. P. Eastman, Cambridge, Mass.
- Geo. W. Strong, Rutland, Vt.
- Isaac W. Bishop, Granville, N. Y.

At a subsequent meeting of the directors, the following officers were elected:—

- M. Clark, President.
- John Bradley, Vice President.
- James W. Baldwin, Treasurer.
- E. L. Sunderlin, Clerk.

Railroads and Steamboats.

The Cincinnati Commercial says:—"It was thought, when the railroad was opened from this point to Pittsburg that the steamboat packet lines would be seriously affected; but the result has proved otherwise. It would seem that the increase of facilities has increased the travel and shipments, as both the railroads and the steamboats are driving a thriving business—the latter turning up a better account this than on any previous season."

New-York.

The Fredonia Advertiser announces a new project for a railroad between Hornellsville and the State-line at Ripley. It takes the route surveyed by the New York and Erie railroad company, while the line west of Hornellsville was undetermined. That survey led out of the southern tier of counties, to which the New York and Erie company was confined by its charter. The route, it is said, will save about twenty-five miles, making the whole distance from Hornellsville to the State-line about 125 miles.

Business at Dunkirk.

In every department of business there are more than usual indications of approaching activity. It is with extreme difficulty that the present population and business of our village is accommodated with comfortable quarters. The idea of renting a store or dwelling, is utterly out of the question, until they can be erected. There is not a room, or building, of any description whatever, that is not either occupied or engaged. This is the state of things after the erection during the past twelve months, of over two hundred dwellings and places of business.

So pressing is the present demand for dwellings and places of business, that we have no doubt two hundred could be profitably rented during the present month and yet the addition will be very small. Mechanics, material and labor are scarce in comparison to the demand.

The lake business for the season will be unusually large. Nearly a year's experience of business