RAILWAY RECORD.

Arrival and Departure of Trains.

Trains on the Memphis and Charleston road move as follows: Mail leaves daily at 4.00 p.m.; accommodation leaves daily at 6:30 a.m. Mail arrives daily at 9:30 a.m.; accommodation arrives daily at 5:45 p.m.

Trains on the Memphis and Little Rock road move as follows: Mail leaves daily at 5:10 p.m.; freight leaves daily, except Sunday, at 6:00 a.m. Mail arrives daily at 11:05 p.m.; freight arrives daily, except Sunday, at 5:05 p.m.

Trains on the Memphis and Charleston road move as follows: Mail leaves daily at 11:15 p.m.; Somerville accommodation leaves daily, except Sunday, at 4:40 p.m. Mail arrives daily at 1:00 p.m.; Somerville accommodation arrives daily, except Sunday, at 8:00 a.m.

Trains on the Mississippi and Tennessee road move as follows: Mail leaves daily at 2:45 p.m.; Sardis accommodation leaves daily, except Sunday, at 4:10 p.m.; freight leaves daily, except Sunday, at 6:45 a.m. Mail arrives daily at 10:45 a.m.; Sardis accommodation arrives daily, except Sunday, at 9:00 a.m.; freight arrives daily, except Sunday, at 6:00 p.m.

Trains on the Louisville and Nashville road move as follows: Express leaves daily at 11:20 p.m.; mail leaves daily at 6:40 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:20 p.m. Express arrives daily at 5:10 a.m.; mail arrives daily at 4:20 p.m.; Brownsville accommodation arrives daily, except Sunday, at 8:45 a.m. Saturday the express runs only to McKenzie, connecting for Nashville.

Superintendents are requested to notify this office promptly of changes of time.

Personal and General.

The Memphis and Little Rock railroad built, last week, six new hand-cars.

The new depot at Campbell's station, on the Iron Mountain road, is completed.

Engine No. 9 is undergoing thorough repairs at the Memphis and Little Rock shops, in Argenta.

There are twenty-five hundred empty freight cars on side tracks at Indianapolis and vicinity.

Engineer Hughes and his surveyors are at work on the branch of the Iron Mountain from Gordon to Camden.

The earl of Dunmore thought our hotel-clerks the very best things of the kind he had ever seen or heard about.

The Pullman palace-car company has declared its usual quarterly dividend of two and a half per cent., payable May 15th.

The Iron Mountain is building a new tank at Alicia station, which holds forty-eight thousand five hundred gallons of water.

Within the past fifty years about two hundred thousand miles of railroads have been built in the world at a cost of fifteen billion dollars.

The St. Louis, Iron Mountain and Southern railroad will soon commence building a elegant passenger and freight depot at Little Rock, Arkansas.

The president of the Vicksburg and Meridian railroad has made the following appointments of officers: E. F. Kaworth, general superintendent; George D. Lawrence, superintendent of transportation; W. M. Vosberg, secretary and treasurer.

The election at Evansville, Indiana, Monday, on the proposition to subscribe two hundred thousand dollars to the stock of the Evansville, Seymour and Bellefontaine railroad resulted in the defeat of the subscription by a majority of one thousand two hundred and twenty-five.

The Iron Mountain will soon commence building an iron bridge across the Little Missouri river, on the Texas division, in place of the one recently burned, and when completed it will be a magnificent specimen of engineering skill. The company will also soon build a large two-story freight office at Texarkana.

The earnings of the St. Louis, Iron Mountain and Southern railroad for the third week in April show an increase of twenty-four thousand two hundred and ninety-two dollars, and from January 1st to April 24th, an increase of five hundred and forty thousand and forty-four dollars, or over forty-two per cent.

The Atchison, Topeka and Sante Fe people have one hundred and seventy men at work on the first one hundred miles of the thirty-fifth parallel route, and will soon contract for the next one hundred miles, so that it may be reasonably expected the iron horse will be running two hundred miles west of Albuquerque the coming November.

At a meeting of the stockholders of the Vicksburg and Meridian railroad, held on the third instant, at Vicksburg, the following officers were elected: President, Thomas Rigby; vice president, John A. Klein. Managers—Thomas Rigby, Peter Anderson, of New Orleans; E. S. Butts, John A. Klein, R. F. Beck, A. B. Reading, T. M. Smedes, Geo. S. Oscar, of Macon, Georgia; Ed Richardson and F. Wolff, of Meridian.

Sunday afternoon, says the Houston *Telegraph*, of the fourth, a man named Fred Homer, while attempting to board the Galveston passenger train, in passing from the Union depot to the Central, missed his footing, fell under the baggage-car and had his leg cut off by the wheel passing over it. Homer lives in the city, down in the second ward, and had been, previous to the accident, employed by the Galveston, Harrisburg and Houston road.

Railroad construction at the southwest continues to be pushed with great vigor. Among the more ambitious new enterprises is the Richmond and Southwestern railroad company, under special charters granted by Virginia and Kentucky, from tide-water near Yorktown, Virginia, through central Virginia, across the Cumberland mountains into Kentucky, and through that State to such point on the Ohio and Mississippi as may be determined upon. This looks like a new trunk line, which will be a formidable competitor to the Baltimore and Ohio. Boston capitalists are at the back of it.

The "old reliable" Memphis and Little Rock railroad is always "up with the times," and especially in the way of improvements. The company has built thirty new cars in the last four months, and is now building two new first class passenger coaches and two cabooses. They will build at once a handsome corner and passenger coach depot for the Cotton Plant railroad (owned by Messrs. Gann & Black, of Brinkley). There are also two gravel trains engaged in gravel-ballasting the roadbed between Madison and Hopefield. The "old reliable" always has an eye to business, and is never behind the times.

Railroad *Gazette*, 5th: There is a clash between the St. Louis, Iron Mountain and the Little Rock, Mississippi and Texas railroad companies in regard to the river bank right of way. Yesterday Messrs. Redfield, Converse, Atkins and several other officials of the Little Rock, Mississippi and Texas road arrived in the city, having been south on a tour of inspection, and were very much surprised to see that the Iron Mountain men had begun to work. The question will be taken in at the council to-night. It is said that an injunction effort will be made. The Iron Mountain men are working very vigorously, and without interruption, the road will no doubt be completed by the time specified.

The story of one hundred miles per hour, as related by the Detroit *Free Press*, is still entitled to the horns, but the following from the Chicago *Times* comes within nineteen miles of the Detroit man. The *Times* says: "The publication in the *Times* on Friday of the extraordinary rate of speed made by a special train on the Pittsburg, Fort Wayne and Chicago railroad has called forth a statement that the time made on the occasion referred to—a fraction over seventy miles per hour—was exceeded by a locomotive on the Lake Shore and Michigan Southern a few weeks ago. The engineer started for the scene of a wreck, with Superintendent Parsons in the cab. The distance to be run was a little over six miles. The engineer opened the throttle wide. The superintendent took his stop-watch and timed the run. The speed was at the rate of eighty-one miles per hour. The engine—one of the best on the road—rocked and rolled about so fearfully that the men were almost sea-sick by the time they reached their destination. The engineer, one of the old set and bravest in the service, showed a ghastly pale countenance at the end of the run." The Lake Shore and Michigan Southern men evidently lack nerve. The gentlemen who were on the engine which ran one hundred miles per hour were not pale or sea-sick. Next!

From the Knoxville *Chronicle*, of Wednesday we learn that David O'Brien, a brakeman on the East Tennessee, Virginia and Georgia railroad, met with a horrible and untimely death, between the hours of ten and eleven o'clock, Monday night. He left Knoxville that evening braking on the eight o'clock freight train. When last seen he left the caboose to go on top of the train at the up grade just beyond New Market. When the train reached Mossy Creek, it was discovered that O'Brien was missing. The train was accordingly put on the side track and the engine came back to hunt for him. The body was found, evidently near where he had left the caboose to go on the train, and it was badly mangled up about the body and head, almost unrecognizable. Several wheels had seemingly run over him. The only accounting for the accident was that he must have lost his footing in some way and went down between the cars. The body was put on the half-past three o'clock passenger train and brought to Knoxville. A coffin was secured, the mangled remains put therein and sent up to Carters, to be taken home for burial. O'Brien was a young man, something over twenty years old, perhaps, and his home was in Unicoi county. He had been in the employ of the road some twelve months, first as a track hand, then a helper in the shop, but had been braking some six or seven months. He was a short, healthy young man, a good and willing hand, and was liked by his fellow railroaders.

Crab Orchard Springs

KENTUCKY.

FIVE hours from Louisville or Cincinnati by rail. Now open for visitors. Hotel appointments complete. Ask for round-trip tickets. For pamphlets, containing analysis of waters, low rates of board, etc., address J. S. TEVIS, Manager, Crab Orchard, Kentucky.

FINANCE AND COMMERCE.

FINANCE.

There is very little doing except in county sixes and warrants, which are still in good request. Memphis and Charleston is reported firm without any sales. The money market remains quiet, and exchange continues in good supply at former rates. Exchange is in good supply and limited demand. New York exchange was quoted Saturday as follows at the places named: Savannah—buying, 3 16; selling, 5 16 premium. Charleston steady; buying, ⅛@3 16 ed