RAILWAY RECORD.

ARRIVALAND DEPARTURE OF TRAINS

Chesapeake, Ohio and Southwestern—Trains move as follows: No. 2 (express) leaves at 1:20 a.m.; No. 4 (mail) at 4:00 a.m.; No. 6 (Covington accommodation) at 3:00 p.m. Trains arrive at 2:25 a.m.; No. 7 arrives at 1:55 p.m.; No. 5, Covington accommodation, 8:45 a.m. (city time).

Memphis and Little Rock—Trains move as follows: No. 1 leaves Memphis at 4:40 p.m.; arrives at 11:50 p.m.; No. 3 leaves at 5 a.m.; arrives at 8 a.m.; No. 5 (freight) leaves Hopefield at 5 a.m.; arrives at 5 p.m.

Louisville and Nashville—Trains move as follows: Fast mail arrives daily at 4:40 a.m., leaves at 11:10 p.m.; mail leaves daily at 8:25; 10:40 a.m.; arrives daily at 3:40 p.m. (city time); will make close connection for all points East. Brownsville accommodation leaves daily, except Sunday, at 4:50 p.m.; mail arrives daily at 4:20 p.m. Brownsville accommodation arrives daily, except Sunday, at 8:35 a.m.

Memphis and Charleston—Trains move as follows (city time): Through express leaves daily at 11:05 p.m. Mail and express leaves daily at 8:35 a.m. Somerville accommodation leaves daily, except Sunday, at 5:15 p.m. Through express arrives daily at 11:30 a.m. Mail and express arrives daily at 8:05 p.m. Somerville accommodation arrives daily, except Sunday, at 9:00 a.m.

Mississippi and Tennessee—Trains move as follows: New Orleans fast mail and express leaves daily at 5:30 a.m.; Memphis, Sleeper leaves daily except Sunday, at 6:35 a.m. New Orleans fast mail and express arrives daily at 8:50 a.m.; freight arrives daily, except Sunday, at 2:30 p.m. Freight trains carry passengers.

PERSONAL AND GENERAL.

IT is reported that the East Tennessee, Virginia and Georgia railway will complete the old Alabama Grand Trunk line from Mobile to Selma. This line will, it is claimed, be 2 miles shorter to Cleveland, Tenn., than the New Orleans and Northeastern. Only about 50 miles remain to be built.

THE Florida Southern—a Boston owned road—is now finished to Brewer, Fla., 6 miles beyond the late terminus at Gainesville, and 55 miles from the St. Johns River. The Ocala division is in operation from the main line at Perry, 80 miles from Palatka, to Ocala, 92 miles, making 87 miles of road now in operation.

THEY were talking in the smoking-car about the way Jay Gould had pounded the railroad, and one of the gentlemen finally said—"I tell you, he's the smartest railroad man in America to-day."

"I don't believe it," was the blunt reply from a man who had been smoking a clay pipe and keeping very still. "I live in Wilcoxin, I do, and ever thirty years ago I hoped for a railroad that ten miles long from my house to Squer Turner's saw-mill, and though I have written to Gould three times, offering to sell my claim dog cheap, he won't even answer my letters."—*Wall Street News.*

THE Texas Trunk Railway Company was organized a few years ago to construct a road from Dallas to the mouth of Galveston river, and the road was built only from Dallas to Kaufman when the property was attached by local parties. The Boston and New York bondholders subsequently obtained a foreclosure, and have appointed a committee to attend the sale on May 15th. A plan has been agreed upon to purchase the road, reorganize the business on a new basis, and extend the road to the Gulf of Mexico. After an organization has been effected, bonds will be issued, both upon the completed road and any extensions, to the extent of $10,000 per mile, and stock to the same amount.

A DISPATCH from Richmond, Va., says that the Baltimore and Ohio Railroad Company asserted of the United States Circuit Court, in that place, its injunction restraining the state of Virginia from selling the property of petitioners for taxes, and tendered coupons in payment, which were refused by the State under its "compromise" acts." The object is to make this a test case and bring it speedily before the Federal Court. Mr. W. L. Royall, who represented the council of foreign bondholders before the United States Supreme Court in the case recently argued before that tribunal, has filed a bill before the United States Circuit Court similar to that of the Baltimore and Ohio Company.

THE lines of railways in the five divisions of the earth cost in round numbers $10,000,000,000, and would reach eight times around the globe. The first steam railway was opened between Darlington and Stockton, September 27, 1825, and between Manchester and Liverpool on September 15, 1830. It is shown that in France, previous to the existence of railways, there was 1 passenger in every 20,000 killed, and 1 out of every 30,000 wounded. Whereas, between 1855 and 1878, there was but 1 in 5,718,000 killed, and 1 in 169,000 wounded, so that we may infer that the tendency to accidents is yearly diminishing. Railway traffic in England is attended with greater safety than in any other country in Europe. A French statistician observes that if a person were to live continually in a railway carriage, and spend all his time in railway traveling, the chance of his dying from railway accident would not occur until he was 960 years old.

THE East Tennessee, Virginia and Georgia combination, says the Knoxville Chronicle, which enjoys a large local business, and passes through sections rich in coal and mineral deposits. It has the advantage of two fine Atlantic ports, and owns a one-third interest in the Old Dominion Steamship Line, whose vessels ply between Richmond, Norfolk and New York. Practically, therefore, the route is complete to the latter city, though through cars are now run by way of Lynchburg, Washington and Baltimore to that center. This steamship connection enables the company to obtain better terms from the Pennsylvania than it otherwise could. Shippers and passengers this route has facilities and attractions which must be influential in securing a share of through business and a fair share of the travel. The route passes through one of the finest valleys of the Blue Ridge range, and it chances of scenery are little if at all inferior to those to be every of its grandeurs