

could not be confirmed, and the Pennsylvania Railroad officials declared that there was no foundation for it. A report was then circulated to the effect that the Pennsylvania Railroad Company would enter into a combination with the Northern Pacific, but the officials of both companies denied that report also."

#### FIGHTING FOR A RAILROAD.

BALTIMORE, Md., Feb. 23.—Gen. John H. Bryant of New-York came to Baltimore to-day and announced that he would give as much for the Western Maryland Railroad as anybody else, and would pay for it in cash and not in bonds. This was in reply to the statement that an ordinance would be offered in the City Council to-morrow night to sell the Western Maryland to the West Virginia Central and Pittsburg Railroad Company for \$500,000 cash, which is to cover the amount of floating indebtedness, and as a bonus \$5,000,000 of 4 per cent. bonds, guaranteed by the West Virginia Central and Pittsburg Railway, and a sinking fund payment of \$50,000 a year to meet the obligations of the city on the bonds it has issued or indorsed.

The fight for the road has become hot. Its main importance to Baltimore lies in its local traffic and the opportunity it offers for a cross-country connection between the Reading system and the Baltimore and Ohio, especially for coal shipments. The West Virginia Central, which is the road owned by Davis, Elkins, Gorman, and Blaine, wants a tidewater outlet for its own coal trade. The Pennsylvania Road is backing the West Virginia Central, and in this way all the big systems are involved in the contest.

Local sentiment is unanimously opposed to any sale, but the politicians who control the City Council are at work for the West Virginia corporation. A great deal of money is being spent, and a well-informed man tells the correspondent of THE TIMES to-night that the indications are that the sale will go through because there is more money in it than in anything since the palmy days of the Chesapeake and Ohio Canal. The stumbling block, however, is the aggressive attitude of the taxpayers. Several of the business bodies to-night declared that they would take the matter to the courts if a sale of the road was attempted.

#### MR. GOULD SETTLES.

W.S. Pierce, attorney for Jay Gould, informed Judge Ingraham of the Supreme Court yesterday that no decision was necessary on the recent motion for an injunction to prevent Mr. Gould from carrying out his scheme for reorganizing the International and Great Northern Railroad, as the suit had been privately settled. The Missouri, Kansas and Texas Railroad Company, which is a part owner of the stock of the International and Great Northern Company, procured a temporary injunction against the reorganization plan some time ago, and endeavored to have it made public. Mr. Gould, however, has made satisfactory concessions to the Missouri, Kansas and Texas people, and the temporary injunction has been dissolved and all litigation stopped.

#### A NEW ROAD IN NEW-JERSEY.

Some of the principal owners of property in Caldwell, N. J., are building a railroad from that village to a connecting point with the New-York and Greenwood Lake Railroad. The new road will be about five and a half miles long, and when completed it will be turned over to the Greenwood Lake Road practically as a gift. The Hon. Abram S. Hewitt, President of the Greenwood Lake Company, will be named as Trustee of the Caldwell road. Some rich men of Philadelphia have in hand an elaborate scheme to make of Caldwell an attractive and fashionable cottage city. The chief object of interest in the little place now is the old Presbyterian parsonage in which Grover Cleveland was born.

### LACKAWANNA.

#### TWO JERSEY CENTRAL MEN ELECTED DIRECTORS YESTERDAY.

Samuel Sloan was elected President of the Delaware, Lackawanna and Western Railroad for the twenty-fifth time yesterday. He took up the duties of that office as successor to John Brislin just a quarter of a century ago, and his unanimous reelection yesterday gives an emphatic denial to the rumors that the road had passed out of the control of his friends. It is asserted that but little of the investment stock has been sold.

J. Rogers Maxwell, President of the Jersey Central Railroad, and George F. Baker, President of the First National Bank, were elected Managers in the place of Sidney Dillon and Russell Sage. The other Managers elected were members of the old board, as follows: John J. Blair, George Bliss, Percy R. Pyne, Wilson G. Hunt, W. W. Astor, Edgar S. Auchincloss, William H. Appleton, William Rockefeller, Eugene Higgins, Henry A. C. Taylor, Benjamin G. Clarke, and Andrew H. McClintock. Mr. George Bliss and Mr. Wilson G. Hunt did all of the voting. They held proxies on 335,883 shares of stock, the largest number ever voted at a Lackawanna election.

Mr. Frederick F. Chambers was re-elected Secretary and Mr. Frederick H. Gibbons was re-elected Treasurer. An interesting feature of the meeting was the presence of John I. Blair, who is nearly ninety years old, and has been a Director of the Lackawanna Road longer than any other man.

Following is the result of the election for Directors of the New-York, Lackawanna and Western Railroad: Samuel Sloan, John I. Blair, Percy R. Pyne, George Bliss, Wilson G. Hunt, Henry D. Polhemus, Eugene Higgins, Edgar S. Auchincloss, M. T. Pyne, Frederick H. Gibbons, Samuel Sloan, Jr., William F. Hallstead, and William R. Storrs.

### VANDERBILT RUMORS.

#### BASELESS STORIES ABOUT THE PURCHASE OF NEW RAILROAD SYSTEMS.

The rumor makers seem determined that the Vanderbilts shall buy up every railroad of any consequence in the country. A story came from Philadelphia yesterday that Drexel, Morgan & Co., "in the interest of the Vanderbilts," were negotiating for the control of the Pennsylvania Railroad. Of course the story provoked smiles in Wall Street.

The following was sent from Chicago by the Associated Press:

"Once more the story is telegraphed from New-York that the Vanderbilts have secured control of the Chicago, Milwaukee and St. Paul, and that the grand alliance now includes the St. Paul, the Chicago and Northwestern, and the Union Pacific. The story declares that active efforts have been going on in this direction since J. Pierpont Morgan succeeded in converting the \$20,000,000 floating debt of the Union Pacific into interest-bearing certificates. After that Drexel, Morgan & Co., it is said, succeeded in bringing into intimate relations with the Vanderbilts and their friends of the side parties who have heretofore controlled St. Paul, and the deal was consummated.

"It would probably be impossible to find a prominent railway man in Chicago who puts any faith in these reports. President Roswell Miller of the St. Paul, in answer to inquiries put to him this afternoon, said: 'I can only repeat what I have frequently stated before concerning similar reports, that is, I don't believe there is any truth in the story. So far as my knowledge goes the stock of the St. Paul Road is very much scattered. No great amount of it is held by any one interest, and for that reason I don't believe there is any foundation to these rumors.'"

### PECULIARITIES IN STEEL RAILS.

WASHINGTON, Feb. 23.—There was to-day laid before the House a report from Major J. N. Reilly, Ordnance Bureau, United States Army, of tests of materials for industrial and other purposes made at the Watertown (Mass.) Arsenal during the fiscal year 1891. A large number of tests have been made, the report says, upon a series of steel rails in the class of railroad material. An important feature was shown in the tests of certain rails which had been in service.

It was found that a remarkable difference in toughness was displayed according to whether the rail was bent in a downward direction, the base being then under tension, or an upward direction, the head being under tension. The downward bends were characterized by toughness, while an upward bend would cause a brittle fracture. This behavior, the report says, was very prominent in a soft rail, which had shown considerable flow of the metal of the head under the wheel pressures.

#### ANOTHER DEAL TALKED OF.

PHILADELPHIA, Feb. 23.—The *Evening Telegraph* says this afternoon: "It was reported to-day that another big railroad deal, in which the Pennsylvania would figure prominently, was pending, and that the details would soon be announced.

"No definite information upon the subject could be obtained, but it was said on the 'Street' that the Pennsylvania had made, or was about to make, a deal in which the Atchison, Northern Pacific, and St. Paul Roads would be interested. Some time ago it was reported that the Pennsylvania Railroad Company was about to effect a combination with the Atchison, Topeka and Santa Fé, but the rumor