

GENERAL RAILWAY NOTES.

SOUTH-CAROLINA'S INTERESTS—RAILS LAID ON THE ICE.

CHARLESTON, S. C., Jan. 30.—The recent railroad combinations in the South-west and the possible benefits that may be derived therefrom to improve the mercantile prospects of Charleston absorb public interest almost to the exclusion of matters which, at another time, would be considered of prime importance. By the completion of the Blue Ridge Railroad, which at present terminates near Walhalla, or the finishing of the Spartanburg and Asheville Railroad, which reached Hendersonville the past Summer, Charleston will be placed in direct communication with Knoxville, Louisville, Cincinnati, and Chicago. It is claimed that the only security for the Western lines against the machinations of hostile combinations consists in the acquirement of access to the South Atlantic sea-board, independent of the Western and Atlantic Railroad. A committee of prominent merchants will visit the West in a few days to promote concert of action, and to urge the completion of the road between Asheville and Wolf Creek, connecting the Western North Carolina Road with the East Tennessee, Virginia and Georgia Road. The route proposed will embrace the following points: Charleston, Columbia, Alston, Spartanburg, Hendersonville, Asheville, Warm Springs, Wolf Creek, Morristown, Knoxville, Caryville, Livingston, Louisville, Michigan City, and Chicago—1,000 miles of road, of which only 119 miles are incomplete.

During the past two weeks several brokers in Broad-street have quietly purchased all the South Carolina Railroad stock they could lay their hands on. This, with the increasing value in shares, which a year ago were worth nothing, has naturally excited curiosity. J. E. Hagood, Clerk of the United States Circuit Court, Special Master, who is at present completing a record of the liabilities of the road, said: "I cannot account for it. Only a short time ago I could have purchased 200 shares for \$50, and now I find the stock quoted at 13. During my recent visit to New-York I was informed that the rise was owing to large purchases in this State, and yet nobody seems to know anything about it here!" One of the most prominent Charleston lawyers, who represents the greater portion of the stock before the United States court, attributes the advance in price to stock-jobbing, and feigns ignorance regarding the reported sales. J. H. Fisher, Receiver of the road, who is in a position to know whereof he speaks, said that all the stock recently purchased in this city went to New-York. This would bear out the rumor, recently circulated, that a new syndicate had been formed in New-York which seeks to obtain possession of the bulk of the stock below the first mortgage with a view to reach an amicable settlement when the case is again heard in the United States Circuit Court in April. Receiver Fisher speaks very encouragingly of the prospects of the road. He laid 27,000 tons of iron and steel last year, and has 30,000 tons more on hand to lay this year. He paid the January to July interest on the first mortgage bonds last June, and is now ready to pay the July to January interest. He has plenty of money in bank—subject to the orders of the court, and does not owe a dollar of the expense incurred since he assumed control. His annual statement, which will be laid before the public in about 10 days, exhibits a much improved state of affairs. He was allowed \$37,000, at the last term of the Circuit Court, to bring the road to the water, to lighten the expense of handling and transporting freight, but he is as yet undecided where to build suitable wharves to answer the purpose. If the canal project, for which the State appropriated \$11,000 during the last session of the Legislature, and for which Congressman O'Connor is seeking the aid of the Federal Government, could be pushed through without delay, it would at once solve the problem.

MONTREAL, Jan. 30.—The first engine crossed over the ice bridge at 12 o'clock to-day.

CHEYENNE, Wyoming, Jan. 30.—The election, held yesterday, on the question of issuing \$400,000 worth of bonds, by this county, to the Union Pacific Railway Company, to build that railroad north toward the Black Hills and Big Horn country, resulted almost unanimously in favor of granting the bonds.

ARMED AGAINST TRAMPS.

THREATENING A VILLAGE BECAUSE THEY WERE NOT GIVEN BEEFSTEAK FOR BREAKFAST.

CALLICOON, N. Y., Jan. 30.—This village has been in a state of great excitement, caused by the outrageous actions of a gang of tramps who have been making raids and committing various depredations along the line of the New-York, Lake Erie and Western Railway, and who came here on Sunday last. During the first night after their arrival, the tramps went to the house of William Bock, one of the village Poor-masters, where they were fed and assigned lodging. The following morning they left their quarters, and, traveling about the village, they soon became intoxicated, in which condition they returned to Mr. Bock's house. They were given breakfast, consisting of fried ham, potatoes, buckwheat-cakes, coffee, bread and butter. One of the gang, a burly Irishman, showed dissatisfaction at the meal, among other things demanding beefsteak. He was told that the bill of fare did not include beefsteak. The whole gang then became very demonstrative, and began abusing the inmates of the house and making violent threats. The proprietor, who was absent, was given notice of the violent conduct of the tramps, and with two or three other men entered the house and succeeded in knocking down several of the ruffians and putting the others to flight. Those that were badly worsted swore vengeance against Mr. Bock and threatened to burn the town. They became so turbulent that the citizens assembled and determined to drive the tramps out of town. This they succeeded in doing, but not until a desperate fight had taken place, in which stones and clubs were freely used. During the fight several of the marauders were badly injured, one, it is thought, fatally. Several citizens were also injured. The tramps finally surrendered, and said they would leave the place. They took their departure, but have been seen loitering about the outskirts of the village at night-time, and have been heard to make threats against the village. This has renewed the excitement, and a vigilance committee has been formed, and is now keeping guard over the town.