

THE ALLEGED PUBLIC BELT RAILROAD.

The New Orleans Public Belt Railroad Commissioners, or Board of Managers, had a meeting yesterday. This body had not been heard from for so long a time that few citizens know of its existence, but, nevertheless, there is such a body.

It does not appear that anything was accomplished by the meeting save the asking of some questions. The city has \$50,000 to be devoted to the building of the road, but matters are in such a condition that it is doubtful if the Board can do anything or that it possesses any functions.

The road, as far as it is built, is virtually under the control of the New Orleans and San Francisco Railroad alias the New Orleans Terminal Company, or something of that sort, but doubtless that concern would not object to the city spending its \$50,000 in construction or other benefits for that Company.

The actual construction of the road should not cost more than a couple or three thousand dollars a mile, but below the head of Olysian Fields Street there is private property that would have to be bought to secure a right of way. The cost of this would probably be far beyond the immediate ability of the city to pay. But the Belt Road has become so seriously entangled through the city ordinance and the decisions of the courts that in order to discover and determine what, if any, rights and functions may survive to the Belt Railroad Board, further litigation may be required. It seems, however, that there is nothing for the city to do but to wait the pleasure of the double-headed corporation that has been given control of the matter.