GOULD'S MARYLAND PLANS

Contract for the Cumberland Extension Has Been Awarded.

Link Will Connect the West Virginia Central with the Western Maryland Line.

Special to The New York Times.

BALTIMORE, July 21.—In contradiction of the reported settlement of the war between the Goulds and the Pennsylvania Railroad was the development to-day that a contract has been awarded for twenty-two miles of the Cumberland extension connecting the West Virginia Central with the Western Maryland or Wabash federated line to the Degnon-McLean Contracting Company. It was reported that this company has the contract for the while sixty-five miles, but it was learned to-day that only a part of the work goes to it.

The twenty-two miles given to the Degnon-McLean Company extends from Cherry Run, West Va., west. It represents one of the three sections into which the work has been divided. The dividing up of the work is to enable its completion within eighteen months, which is the time specified in the contract. The contract represents an expenditure of about $1,500,000. This indicates that the whole line from Cherry Run to Cumberland will cost $4,500,000. This expenditure is made necessary because of the decision to secure as low a grade and as straight a line as possible.

There will be five tunnels on the line and twenty-three bridges. It crosses the Potomac River nine times, the Chesapeake and Ohio Canal seven times, and the Baltimore and Ohio Railroad three times. The maximum grade will be three-tenths of 1 per cent., or less than sixteen feet to the mile, and the curvature will not exceed six degrees. The right of way has been secured already for a large part of this Cumberland extension, and payments are now being made to property holders for land required. These facts corroborate the declaration of George Gould that the work to reach Baltimore was being rapidly advanced.

SEABOARD MERGER MOVE.

Consolidation of Florida Central and Peninsular System Becomes Effective.

President Williams of the Seaboard Air Line Railway announced yesterday that the consolidation of the Florida Central and Peninsular Railroad system, embracing 806 miles of road in Georgia and Florida, lying south of Savannah, with the Seaboard Air Line Railway, has become effective. Heretofore the Florida system has been controlled by the Seaboard through stock ownership and operated separately. As a result of the consolidation, the Florida lines become an integral part of the Seaboard. The outstanding 4 per cent. first mortgage bonds of the Seaboard will become a direct lien upon the additional mileage.

The Seaboard has purchased virtually all the outstanding minority stock of the Seaboard and Roanoke Railroad, and arrangements have been made for its immediate merger, thus rounding out the consolidation of the entire system, embracing at present about 2,611 miles.

The Atlanta and Birmingham division of the Seaboard is approaching completion, and, with the several branch lines under construction, will increase its mileage to about 3,000.

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