

NEW FREIGHT AGREEMENT

THREE COMMITTEES FORMED BY WESTERN RAILROADS.

A Central Board of Control, Consisting of Presidents, Will Take the Matter of Making Rate Reductions Out of the Hands of the Traffic Officers—Names of the Roads in Each Committee—Rates to be Maintained—The Central's Book.

The organization of a new Executive Committee, or Board of Control, by the Presidents of the Western railroads practically shifts the responsibility for freight rate reductions from the Traffic Managers to the executive officers. The new agreement provides for three separate committees as follows:

The Western trunk line committee to consist of the freight traffic officers of the Atchison, Topeka and Santa Fé, Chicago and Alton, Chicago, Burlington and Quincy, Chicago Great Western, Chicago, Milwaukee and St. Paul, Chicago and Northwestern, Chicago, Rock Island and Pacific, Illinois Central, Kansas City, Fort Scott and Gulf, Missouri, Kansas and Texas, Missouri Pacific, St. Louis and San Francisco, Wabash, and Wisconsin Central.

The Southwestern traffic committee to consist of the freight traffic officers of the Atchison, Topeka and Santa Fé, Chicago, Rock Island and Pacific, Kansas City, Fort Scott and Memphis, Missouri, Kansas and Texas, Missouri Pacific, St. Louis Southwestern, St. Louis and San Francisco, Southern Pacific, (Atlantic system,) and Texas and Pacific.

The Trans-Missouri traffic committee to consist of the freight traffic managers of the Atchison, Topeka and Santa Fé, Burlington and Missouri River, Chicago, Rock Island and Pacific, Denver and Rio Grande, Fremont, Elkhorn and Missouri Valley, Kansas City, Fort Scott and Memphis, Kansas City, Pittsburg and Gulf, Rio Grande Western, St. Louis and San Francisco, St. Joseph and Grand Island, Union Pacific, and Union Pacific, Denver and Gulf.

The agreement was the work of a special committee composed as follows: E. P. Ripley, Third Vice President of the Chicago, Milwaukee and St. Paul; D. B. Robinson, First Vice President of the Atchison system; R. R. Cable, President of the Rock Island; George B. Harris, Second Vice President of the Chicago, Burlington and Quincy; W. H. Newman, Third Vice President of the Northwestern; C. G. Warner, Vice President of the Missouri Pacific; C. M. Hays, Vice President and Manager of the Wabash; T. C. Purdy, Vice President of the Missouri, Kansas and Texas; C. H. Chappell, Vice President and Manager of the Chicago and Alton; E. S. Washburn, Freight Traffic Manager of the Memphis, and E. Dickinson, General Manager of the Union Pacific.

The new committee will meet in Chicago and organize for business on next Tuesday. It is the general belief among Western railroad men that freight rates will be maintained.

NEW-YORK A SUMMER RESORT.

Points Made in the New-York Central's Book, "Health and Pleasure."

The literary productions of the passenger department of the New-York Central Railroad are notable for their variety, instructiveness, pictorial interest and beauty, and the superior quality of paper and press work. A volume just issued by General Passenger Agent George H. Daniels is a handsome and comprehensive text book of travel. It is entitled "Health and Pleasure on America's Greatest Railroad," and it contains 538 pages, and is illustrated with 300 engravings and half-tone pictures. Historic places and picturesque localities are invitingly described and beautifully illustrated, and a great many interesting bits of information, not commonly known, are presented.

The text embraces more than 1,000 tours, covering all the principal resorts in this country, Canada, and Mexico, also interesting chapters on Hawaii and Japan. The history of each city and village passed through is told briefly and entertainingly. A list of hotels and boarding houses taking Summer boarders forms an important part of the book.

A commendable feature of General Passenger Agent Daniels's various publications is his spirited reiteration of the attractions of New-York City as a Summer resort. He calls special attention to the following points of interest hereabout:

Hotels costing in the aggregate more than \$150,000,000, and affording the greatest possible comfort and luxury.

Theatres with Summer attractions to suit all tastes.

Great orchestras and military bands, presenting entertaining programmes.

Roof gardens, with variety and musical entertainments.

Excursion steamers on two great rivers and one of the most beautiful bays in the world.

Public parks that are not equaled in number and beauty by those of any other city on this continent.