

St. Paul Earnings.

CHICAGO, Feb. 27.—The earnings of the Chicago, Milwaukee and St. Paul Railroad continue to increase at a highly satisfactory rate, the last statement issued to-day being as follows: Gross earnings for January, \$2,320,622; increase over 1895, \$435,244; net earnings for January, \$787,713; increase over January, 1895, \$148,253; gross earnings for seven months ending Jan. 31, \$20,397,344; increase over same period of preceding year, \$3,707,876; net earnings, \$8,690,308; increase, \$2,716,786.

Railroad Men and Matters.

—It has been officially announced that the Kansas City, Pittsburg and Gulf Railroad will be opened for traffic Sept. 1 next, making what is claimed to be the shortest possible route from Kansas City to Deep Water on the Gulf of Mexico at Sabine Pass. The road has been completed and used for traffic for some time from Kansas City to Stillwell, Indian Territory, 258 miles. The full length of the road is 769 miles. It is being specially built to develop trade between Kansas City and the territory south of that city.

—The Senate Committee on Inter-State Commerce gave a hearing in Washington yesterday on the memorial from the National Board of Trade suggesting that the Inter-State Commerce Commission be required to publish a classification of freight articles and rules and regulations and conditions for freight transportation, which shall be known as the "National freight classification." A large delegation of men representing various departments of trade were present to urge favorable action by the committee.

—In the last five years the Union Pacific has built seventy-eight new locomotives, capable of hauling six additional cars to each train without extra cost of operation, and the result is shown in the great saving in operating expenses since 1890. Last year it cost the road \$1,040,000 less to haul its freight than it did in 1890, although the tonnage was greater.

—Since General Manager Martin took charge of the Philadelphia, Reading and New-England Railroad, he has been curtailing expenses. Recently he cut down the number of working hours of the section hands and bosses to nine hours a day. To-day he has also issued a notice that the conductors will have to make longer runs and work more hours than before.

—Chairman Caldwell of the Western Passenger Association has issued notice that the amendment for the passenger association in Minneapolis, to the prescribed agreement, so that second-class tickets will be good on sleeping cars, was in direct contravention of the general agreement, and therefore of no force and effect.

—On application of the New-York Guaranty and Indemnity Company, the Madison City Railway has been placed in the hands of F. W. Oakley of Madison, Wis., as receiver. The suit is to foreclose the first mortgage bonds, amounting to \$150,000, for the holders, of which the New-York company is the Trustee.

—As the result of a conference between J. Edward Simmons, President of the Panama Railroad Company, and C. P. Huntington, President of the Pacific Mail Steamship Company, with regard to the recent friction between the two companies, all differences, it is said, have been adjusted.

—The usual monthly conference of Vanderbilt Presidents was held at the Grand Central Station yesterday, but no action of public concern was taken. Those in attendance were Chauncey M. Depew, D. W. Caldwell, M. E. Ingalls, H. B. Ledyard, S. R. Calloway, and J. D. Layng.

—Traffic Manager G. B. Reeve of the Grand Trunk Railway system paid his first visit to Chicago last Wednesday since he went to Montreal to assume his new duties.

—The Ontario and Western Railroad Company has bought the Riverside Coal Colliery, which has a capacity of 14,800 tons monthly.

—D. W. Caldwell, President of the Lake Shore Railroad, is in this city for a few days.

—H. B. Ledyard, President of the Michigan Central, was in New-York yesterday.