

TROUBLE OVER RATE-CUTTING.

A Cheap Ticket from St. Paul Offends Eastern Lines.

CHICAGO, June 14.—The Chicago, Milwaukee and St. Paul Road has placed on sale in St. Paul a round-trip ticket unlimited in all respects, save dates, which is via Chicago to New York, for the price of \$30.50.

A number of Chicago scalpers have bought heavily of the tickets in St. Paul, and, throwing away the St. Paul-Chicago coupon, have placed them on sale in this city, with the effect of cutting the regular fare very heavily. The ticket is \$16.50 under the regular rate, and as stop-overs are allowed upon it, it can be used to scalp the rate all along the line between Chicago and New York.

The Erie, Nickel Plate, and Grand Trunk have announced that they will not honor the tickets unless guaranteed their full regular proportions, but most of the other lines will honor the tickets.

Corporation Elections.

Broadway and Seventh Avenue Railroad—
Directors—E. A. Wickes, H. H. Vreeland, D. B. Hasbrouck, C. E. Warren, H. A. Robinson, H. S. Beattie, R. L. Anderton, Jr., F. S. Pearson, W. L. Elkins, T. Dolan, Clay Kemble, W. H. Rockwell, W. B. Dinsmore.

Railroad Men and Matters.

General Manager Charles M. Hays of the Grand Trunk Railway system says that Sarnia, and not Port Huron, is to be the company's terminal.

Reports of the sale of the Colorado Midland Railroad are officially denied. When a plan of reorganization has been approved by London interests, to which it has been sent, it will be pushed actively.

Coke Alexander, District Passenger Agent of the Missouri Pacific Railway, has resigned to become General Agent of the Louisville, Henderson and St. Louis Railway and Agent of the Cumberland Gap Dispatch.

The Railroad Commissioners have granted the application of the Metropolitan Street Railway Company of New York City to change its motive power from horses to an underground trolley system on the Fourth Avenue and Madison Avenue lines. These lines were recently leased to the Metropolitan Company by the New York and Harlem Railroad Company.

The Brooklyn City and Newtown Railroad Company has filed a certificate at Albany, showing the proposed extension of its road. One extension will run from its present terminus, at De Kalb and Wyckoff Avenues, along De Kalb Avenue to the city line. Another branch is to run from Wythe Avenue on Rush Street to Kent Avenue and Division Avenue, to Havemeyer Street, and from Havemeyer Street on Division Avenue to Broadway.

The application of the New Paltz and Wallkill Valley Railroad Company to cross the tracks of the West Shore Railroad at Highland Station has been denied by the Railroad Commissioners on the ground that the crossing would be dangerous, and that the New Paltz Road should not be built upon its proposed route, but that it could be built upon the route of the back road with greater safety.