

THE CHICAGO CONTRACT SIGNED. MEETINGS OF RAILROAD OFFICIALS IN THE CITY.

The conference of the Trunk Line Executive Committee with the Commissioners of the Southwestern Traffic Association, at Commissioner Fink's office yesterday, was not productive of any decisive results, owing to the absence of the representatives of the New-York Central and Pennsylvania Railroads. Mr. Midgeley, on behalf of the Western roads, presented the questions growing out of the cuts made by the roads in the old Transcontinental Association, representing that the firm maintenance of the trunk line rates to Chicago gave an opportunity to the Sunset route to cut under the roads running west of the Missouri River, and thus secure the entire transcontinental business. He proposed in an informal way to have the trunk lines prorate the cut. To this the answer was given that this would inevitably lead to the demoralization of all west-bound rates, in which the trunk lines would sooner or later become involved, and accordingly the matter went over until Tuesday next, when there will be a full meeting of the Trunk Line Executive Committee.

In addition to this conference, there was also a meeting of the Central Traffic Association, or Chicago pool, which was presided over by Commissioner George R. Blanchard. The outcome of this meeting was the signing of the Chicago contract, which thus rehabilitates the Chicago pool under practically the same regulations as now govern the trunk line pool. An agreement was signed constituting Mr. Hugh M. Riddle arbitrator in all questions arising out of percentages. Mr. Blanchard announced that the St. Louis contract had been signed in that city by the representatives of the roads interested. At the meeting to-day it is probable that the Cincinnati contract will be signed. No change was made in either the east or west bound freight rates.

Matters among the warring roads west of Chicago remained unchanged yesterday. The local representatives of the Chicago, Rock Island and Pacific Railroad emphatically deny that that road initiated the cut from \$12 50 to \$7 on local fares between Chicago and Omaha. They declare that their action was based upon a cut made by their rival, the Chicago, Milwaukee and St. Paul Company.

SAN FRANCISCO, Feb. 25.—Much excitement was created in railroad circles to-day by the announcement that the Atlantic and Pacific, in connection with the Atchison, Topeka and Santa Fé, Chicago and Alton, and Pennsylvania Central Railroads, had reduced the price of limited tickets to New-York to \$50. The time within which these tickets can be used is 10 days. This rate was immediately met by all other railroad agents. Limited tickets to Chicago also came in for a cut and were reduced to \$35, unlimited. Third class tickets are selling at the same price as they were yesterday. The Atlantic and Pacific still refrains from selling unlimited tickets at reduced rates. Many complaints are being made by agents of Eastern lines concerning the sale of unlimited tickets at cut rates, and they all urge that such tickets be withdrawn from sale. A very lively sale of limited tickets is reported to-day. All the trunk lines between Chicago and New-York have followed the Pennsylvania Central into the fight which the latter company entered to-day.