

OMAHA, Neb., Jan. 2.—When the injunction case of the Chicago, Milwaukee and St. Paul vs. the Union Pacific, to restrain the defendant from interfering with the running of plaintiff's trains over the Union Pacific bridge, was called for a hearing in court this morning, the petition for removal to the Federal court was granted and the hearing was set for Monday next.

SEEKING A SHORTER ROUTE.

PROGRESS OF THE NEW-YORK, NEW-HAVEN AND HARTFORD SCHEME.

Mention has heretofore been made in this paper of the project of the New-York, New-Haven and Hartford Railroad to shorten the distance between this city and Boston by straightening the Shore Line. East of Guilford, Conn., some extensive changes are already being made in the elimination of curves, which will cut off at least a mile and enable the company to run trains at an increased rate of speed. Other changes of the same kind nearer to New-London are proposed. At Guilford three draw-bridges which have always impeded the rapid running of trains are being removed.

Some citizens who claim the right to the navigation of these small rivers have strongly protested against the abolishment of the draws, but it is asserted that the plans of the company will be carried out.

There is one difficulty in the desired shortening of the route, however, that cannot be easily overcome, and that will undoubtedly be a great expense to the company whatever scheme is put in operation. This difficulty is the cutting off of the large sweep the Shore Line Road takes to get into the Union Station after reaching New-Haven. Two miles might be saved if there were a direct route across from the East Haven side of the harbor to the station. It was at one time proposed to bridge the Quinnipiac River where it enters the harbor and to run the road along there, but this plan it was determined would be too expensive.

Another scheme more feasible has of late been examined by engineers, and the indications are that it will be adopted. From the Fair Haven station to East Haven is a long curve made to get around the Fair Haven heights, and this curve running along the hillside is noted for its steep and dangerous crossings at a grade which cannot be bridged. To tunnel right through the hill at a depth of from twenty-five to fifty feet for a distance of about one hundred yards, and then to continue the road straight on to East Haven, is the new idea. This would not be an engineering feat of great magnitude, and if met with in the course of construction of a new road where there was any ordinary desire to save distance the company would not hesitate to do it. In addition to saving a mile or more on this important route the obnoxious grade crossings, one of which recently cost the life of a Yale student, would be done away with.

DOUBLING STREET-RAILROAD STOCK.

The authorized increase of the capital stock of the Metropolitan Traction Company from \$10,000,000 to \$20,000,000 will take effect this month. The present stockholders have until 3 o'clock P. M. next Monday to book their subscriptions for the new stock. The terms of the subscription are that \$60 is to be paid on each one-hundred-dollar share now, and the balance is to be paid in installments within one year from Jan. 15. The Metropolitan Traction Company is a corporation organized under the laws of the State of New-Jersey. Its New-York office is at the headquarters of the Broadway and Seventh Avenue Railroad Company, 761 Seventh Avenue. Its chief stockholders are William C. Whitney, Oliver H. Payne, Daniel S. Lamont of New-York, and the Messrs. Kemble, Widener, Elkins, and others of Philadelphia.

The increase of the capital stock of this company was authorized several weeks ago. All stock not taken by the present stockholders by 3 o'clock next Monday afternoon will be offered for public subscription. If all of the new stock is taken, either by the old stockholders or by the public, the company will have \$6,000,000 with which to lay the cable in Broadway, purchase additional property, make some necessary improvements, and buy securities of properties now owned by the company.

THE ADVISORY BOARD.

Another conference was held in Chicago yesterday by the Presidents of the Rock Island, the Atchison, the Illinois Central, and the Chicago, Milwaukee and St. Paul Roads, with a view to agreeing upon a united course of action at the meeting of Western railway Presidents to convene in this city next Thursday. Judge Springer, assistant to President Manvel of the Atchison, had been requested to draw up a plan for the general government of the proposed new association. An Associated Press dispatch from Chicago says that he submitted his plan, which was discussed at considerable length, but there were several points on which the officials disagreed and no conclusion was reached. The conference will be resumed to-day. It is the intention of the Chicago people to prepare a form of agreement and insist upon its adoption when the New-York meeting convenes.