

CHICAGO, July 30.—Advices from Omaha are to the effect that President Cable of the Rock Island celebrated his victory over Jay Gould to-day by crossing the Union Pacific Bridge in his special car, and that the trains of that company will begin running regularly into Omaha to-morrow. The Chicago, Milwaukee and St. Paul commenced using the bridge to-day. Beginning Aug. 16 the Rock Island will put on through trains between Chicago and Denver, using the Union Pacific tracks from South Omaha to Lincoln.

NOTES OF VARIOUS INTERESTS.

The Board of Arbitration of the Missouri, Kansas and Texas Railway that has been in session in Sedalia, Mo., for the past eight days concluded its labors and adjourned yesterday. A conference was held with Superintendent J. J. Frey, and although no contract was signed the men say that all their requests were granted, and the Superintendent has ordered instructions sent to the headquarters of all divisions of the road to that effect. The officers elected for the ensuing year are: Chairman—A. W. McIlhanney of Denison, Texas; Alternate Chairman—John Emery of Parsons; Secretary—J. L. Parrish of Sedalia.

The General Passenger Agents of the Trunk Line Association convened at Cape May yesterday. All the lines of the association were represented directly by their Passenger Agents or by proxy. The entire morning's session of the committee was taken up in the discussion of special passenger rates. About twenty-five cases of excursions were acted upon, the most important of which was the fixing of a rate for transportation to the proposed National Grand Army Encampment at Washington, D. C., next year. The committee decided to authorize upon lines it represents a one-fare rate to the encampment.

The lines in the Western Passenger Association have agreed to run harvest excursions Aug. 25 and Sept. 29. This decision, however, is subject to the vote of the Wabash, which was not represented at the meeting in Chicago yesterday. A committee of the association waited upon the Chicago and Alton people to ask if they would agree to the action taken, but got no other satisfaction than the emphatic assurance that the Alton would do precisely as it pleased, regardless of what the associated roads might do.

The East Tennessee, Virginia and Georgia Railway has filed a bill in chancery for the sale and partition of the Union Station on Ninth Street in Chattanooga. The defendants named are the North Carolina and St. Louis Railway Company, the State of Georgia, and the Memphis and Charleston Railway Company. Each of the parties owns an undivided one-fourth interest in the station, and as the station cannot be divided in kind the East Tennessee seeks to have it sold for partition.

In its issue of this week the *Engineering News* will publish statistics showing the progress of railway construction in the Northwestern States. According to the figures presented there have been 323 miles of track laid since Jan. 1, and there are now 1,017 miles in process of construction, 1,929 miles under survey, and 2,606 miles projected for future construction. This shows a heavy decrease from similar figures published a year ago.

A dispatch from Austin, Texas, says: "Attorney General C. A. Culberson has filed an application for a receiver of the Texas Grand Trunk Railway Company. There is already a suit pending for forfeiture of the company's charter for failure to keep the road in good condition, and the people along the line claim that one wreck a week is the minimum record. The application will be acted upon Aug. 7."

The report of the Prospect Park and Coney Island Railroad Company for the quarter ended June 30, shows: Gross earnings, \$49,253; operating expenses, \$34,111; net earnings, \$15,142; gross income from all sources, \$27,773; interest on funded debt, \$17,320; net deficiency, \$5,450.

Instructions have been issued by the Wabash Railroad Company that brakemen on passenger trains must dress neatly, be polite, have a pleasant voice and a distinct pronunciation.

Jay Gould is quoted in a Western dispatch as having said that possibly Mr. J. S. Leeds might be restored as Traffic Manager of the Missouri Pacific Road.

Atchison's earnings for the third week in July aggregated \$862,068, an increase over the corresponding week of last year of \$132,451.

The Directors of the Flint and Père Marquette Railroad have declared a dividend of 1½ per cent. on the preferred stock.

News comes from Sioux City, Iowa, that on Sept. 1 the Pacific Short Line will be sold at receiver's sale in Omaha.