

CHICAGO, Aug. 4.--At the meeting of the Western Passenger Association to-day, the old question of special party rates for the benefit of traveling theatrical companies was revived. The proposition was to make a rate of 2 cents per mile for parties of ten or more, but to establish a form of ticket that would prove a reasonable safeguard against the abuse of the privilege. The general sentiment of the meeting was in favor of a party rate on the proposed basis, and a committee was appointed to recommend a special form of 2,000-mile ticket for this purpose, the committee to report at the September meeting.

SUIT AGAINST THE PULLMANS.

A suit recover \$1,000,000 has been brought against the Pullman Palace Car Company by the Chicago, Milwaukee and St. Paul Railroad. The suit is based on alleged shortages in past accountings. Mr. Pullman does not think this action will amount to much. He says that it looks to him as if the suit was brought merely as an offset to the suit recently begun by the Pullman Company against the St. Paul to recover a large sum of money.

NOTES OF VARIOUS INTERESTS.

The earnings of the Chicago, Milwaukee and St. Paul Road for the month of July were \$2,309,551, against \$2,149,067 for the same period last year, an increase of \$160,484. Its auxiliary line, the Milwaukee and Northern, earned during the same month \$152,514, against \$132,883 in July, 1890, an increase of \$19,631. For the fourth week of July the earnings of the Chicago, Milwaukee and St. Paul were \$778,697, an increase of \$67,867, while those of the Milwaukee and Northern were \$50,922, an increase of \$7,185.

Three important railroad meetings will be held in this city in October. On Monday, the 12th of that month, the American Society of Railroad Superintendents will convene. Two days later the American Railway Association, formerly the general time convention, will meet in the Hotel Brunswick. The semi-annual meeting of the National Association of Car Service Managers will be held in this city on Wednesday, Oct. 28.

Charles S. Fee of the Northern Pacific, F. I. Whitney of the Great Northern, and W. E. Davis of the Chicago and Grand Trunk have been selected as arbitrators in the appeal of the Chicago, Milwaukee and St. Paul Road from the decision of Chairman Finley regarding through passenger rates via the Milwaukee gateway to Eastern points. The arbitrators will meet to hear the case to-morrow.

The report of the Coney Island and Brooklyn Railroad Company for the quarter ended June 30, 1891, has been filed with the State Railway Commissioners. It shows; Gross earnings, \$74,839; operating expenses, \$50,176; net earnings, \$18,683; gross income, \$20,451; profit and loss, (surplus,) \$62,760.

Traffic Manager Busenbark of the Chicago, St. Paul and Kansas City Road has advised that 50,000,000 bushels of grain from Kansas will begin moving during the third week in August. Considerable delay has been caused by the continuous rains in that State.

J. T. Johnson of Cleveland has been appointed Superintendent of the new Akron and Chicago Junction Railroad, which is owned and operated by the Baltimore and Ohio Road.

A report came from Boston yesterday that Austin Corbin had been elected a member of the Board of Directors of the New-York and New-England Railroad.

Sir Henry Tyler, President of the Grand Trunk Railroad, is a passenger on the steamship Majestic, which is due to arrive here to-day.

R. E. Boyd, who represented the passenger department of the Pennsylvania Railroad in Baltimore for several years, has resigned.

Large harvest excursions are taxing the facilities of some of the Western railroads just now.