

## TRUNK LINE AGENTS MEET.

A long and busy meeting was held by the General Passenger Agents of the trunk lines in Commissioners Fink's office yesterday. From the New-York Central came General Agent Monett and his Assistant General Agent Richards. They met General Passenger Agents Lambert, of the West Shore; Farmer, of the New-York, Lake Erie and Western; Holwell, of the Delaware, Lackawanna and Western; Wood, of the Pennsylvania; Hancock, of the Philadelphia and Reading, and Lud, of the Baltimore and Ohio. General Agent Anderson, of the New-York, Ontario and Western, was there, too, and joined in the discussion, although his road is not yet in the agreement.

At noon a message from the headquarters of the Chicago, Milwaukee and St. Paul Railroad announced that that company accepted the trunk lines' proposition for an interchange of business, and had mailed formal answers to the circulars sent out in March. Therefore the tickets of the St. Paul Road will be put on sale in all the offices of the trunk lines this morning. So will the tickets of the Chicago, Burlington and Quincy and its allied roads. These subjects connected with the fight over the question of paying commissions were easily disposed of, but in the matter of differentials the meeting found a stumbling block, and it will be taken up again this morning.

As matters now stand, the New-York, Ontario and Western is out of the agreement, and is unwilling to come in unless it is allowed what it regards as a reasonable differential on the Chicago rate. It is reported to be asking for a rate \$2 or \$3 less than that allowed the New-York, Lake Erie and Western; the Delaware, Lackawanna and Western, and the West Shore, which get \$1 50 off from the Chicago tariff of the Pennsylvania and New-York Central. This demand is more than the trunk lines are willing to grant, and that is where the hitch comes in. The Baltimore and Ohio will ask that it be allowed to charge as low a rate out of New-York as anybody else, and so, of course, will have to have at least as low a tariff as the Ontario and Western gets. To-day may settle the difficulty. If it does, the next questions taken up will refer to the differentials allowed from Philadelphia, Washington, and other cities. After that there will be matters connected with the emigrant business to settle. If no agreement can be reached with the New-York, Ontario and Western the trunk lines will be apt to try to show that company that rates can be put so low that business will not be worth having, even if the tariffs of the road have to be met to do so. Last night the trunk line people were sanguine that they would soon have the New-York, Ontario and Western in the agreement and fitted out with a complete set of satisfactory differentials.

Some minor matters were also disposed of yesterday. Among them were special rates to a number of excursions to points in this State. The New-England agents are not expected at the conference to-day, as notices could not be given to all of them that the meeting would be held.

The report that the Rock Island had joined the trunk lines greatly stirred up Broadway yesterday. The Union Station in Chicago was generally held to have had a great deal to do with the road's change of policy.