

# NEWS OF THE RAIL.

## A Fight Among the Local Ticket Agents.

### New Railroad Bridge Over Dolores Street.

#### San Ramon Valley Surveys—Raised Rates to the East—Brief Mention.

The air breathed by Montgomery and Market street ticket agents is full of rumors of impending war. The cause of all the trouble is the withdrawal of one of the parties to an agreement made last April. On the 20th day of that month the representatives of nineteen roads, including the Southern Pacific and the Atlantic and Pacific companies, signed a document by which each pledged for himself and his ticket agents to pay no more commissions for the sale of overland tickets. The agreement was a sort of truce after many lively skirmishes among the agents of the various roads, for it not only interdicted the payment of commissions, but in plain language forbade the practice of laying traps by an agent to catch a rival cutting rates. The penalty for any one detected in violation of the agreement was to be the immediate cutting off from the agent and all his assistants of transportation privileges over the Atlantic and Pacific and Southern Pacific lines. The two companies named were cited as judges of a violation and executioners at the same time.

Some days ago Frank High, agent of the Chicago and Alton, notified the Southern Pacific of his withdrawal from the agreement. This fact was, however, not made known at once to some of the agents, and representatives of the Burlington route, Union Pacific and others, who long suspected that the agreement was not being lived up to by the Chicago and Alton, the Lake Erie and other lines, only learned of it yesterday. Now it is openly stated that not one representative will abide by the agreement; that there will be a slashing right and left, and a prodigious scramble for overland travelers. Before the agreement any one who brought an overland passenger to a railroad ticket office received a commission ranging from \$2 to \$6, and the traveler was supposed to get at least the benefit of one-half of the commission. The agreement stopped all this, and now hotel runners, hack drivers and others will once more have an opportunity to get some pickings out of the various companies represented in this city. Some of the passenger agents blame the Southern Pacific Company for not notifying them promptly of the Chicago and Alton's withdrawal, and also for not keeping a sharper lookout for what is to all intents and purposes rate-cutting under the more agreeable name of commission paying.

#### Dolores-Street Bridge.

Mission residents in the neighborhood of Dolores and Twenty-seventh streets have long agitated for a new bridge to span the intersection of those thoroughfares. Such a bridge has been designed by the Southern Pacific Company and the plans were adopted yesterday. It will be built as soon as the material can be obtained from the East. As the railroad track crosses the street intersection a little to one side of the center, the bridge will be built in two spans, one 130 feet long and the other 100 feet. The central pier will stand obliquely under the bridge and parallel with the length of Dolores street, so as not in any way to obstruct that thoroughfare. All three piers will be of solid masonry and the design will be in open lattice work with the customary lateral bracing and transverse ties. The estimated cost of the completed structure, including the piers and reconstruction of the approaches, is \$25,000.

Martinez yesterday. He stated that he had put a party of surveyors to work running their lines from Martinez south to join those of a former survey made two years ago at Concord, and thence through the San Ramon valley to Livermore.

On and after August 20th all first and second class limited tickets from this city to New York and Boston will be advanced 35 cents, and all unlimited tickets to the same places will be advanced \$1.

The heavy rains in Arizona, near Picaio and Dagoon, continue to give the Southern Pacific people trouble. It was hoped that trains would have got through by noon yesterday, but owing to the number rather than to the seriousness of the washouts through communication cannot be established before this afternoon at the earliest.