

## NEWS OF THE RAIL.

### PASSENGER RATES TO THE EAST TO BE CHANGED.

#### Work on the Dolores-Street Railroad Bridge—The Union Pacific Strike.

A new California passenger rate sheet will go into effect on Monday next. Its peculiarity lies in the fact that no unlimited rates to points east of Chicago and St. Louis are quoted. This is due to the demands made by Eastern lines for increased percentage on through business. The effect of this will be that up to the Missouri river rates will be given as usual. Beyond those points instead of a through rate of \$90 or more on any line, special rates varying a few dollars, according to the particular line over which the passenger is routed, will be quoted. In order to ascertain the exact fare it will be necessary to add the local rate over the Eastern line chosen to the regular fare to Missouri river points.

In answer to a dispatch of inquiry W. A. Bissell received a reply yesterday from Chicago that the new transcontinental freight tariff will not go into effect before January 15th.

The Southern Pacific Company has just issued from its own offices a peculiarly handsome guidebook to the Sunset route. The illustrations are all new by E. McD. Johnstone, and the letter-press makes the little volume a work of art.

The embankment at Twenty-seventh and Dolores streets is nearly cut through and work is in progress on the southern abutment, which when finished will be nearly thirty feet high. The ironwork for the bridge over the street crossing is due here any day. It will take a fortnight to swing the bridge, and the work will be ready for traffic about the middle of February, unless wet weather should materially interfere with its progress.

At the Union Pacific offices A. H. Johnson, the freight agent, states that the reports of the strike of switchmen at Ogden have been exaggerated and that all the trouble is now at an end, freight moving as usual in both directions.

The first carload of raisins ever shipped from Shasta county left there yesterday.

The Canadian Pacific, in extending its connections in the north country, is on the eve of closing an agreement with the Northern Pacific for traffic privileges with Seattle and Tacoma.

Sidney Dillon, the new president of the Union Pacific, is 70 years of age and believes that the practice of putting young men in important positions is a mistake.

There is some talk of a line in Del Norte county from the south fork of the Eel river to a connection with the Donahue line. A lumber company will build the line in the interests of its own business, with the expectation of its later becoming a passenger line.

John Clark, general agent of the Union Pacific at Los Angeles, arrived in this city yesterday.