

# GOULD-ROCKEFELLER RAILROAD ALLIANCE.

Affiliation of Their Western Lines Is  
Now Regarded as Certain—George  
Gould's Tour.

*Special to The New York Times.*

CHICAGO, Sept. 6.—No doubt is entertained in Chicago railroad circles of the correctness of the report of a contemplated close alliance between the Gould and Rockefeller interests. It all along has been the opinion that it was not the intention of the Rockefellers to permanently operate the Chicago, Milwaukee and St. Paul and Missouri, Kansas and Texas Railroads, and that, sooner or later, they would affiliate them either with the Gould or the Harriman systems, the Rockefellers being friendly to both interests.

It is generally admitted that an affiliation of the Rockefeller lines with the Gould lines is the wisest course that could be pursued. The Chicago, Milwaukee and St. Paul has needed, for years, an independent outlet west of the Missouri River, to enable it to hold its own against the Santa Fe, Rock Island, and Burlington. This it obtains by a close affiliation with the Missouri Pacific. The latter has been in need of a direct outlet from Kansas City to Chicago and the North and the Northwest, and this is furnished by the Milwaukee and St. Paul.

The Missouri Pacific has a short line from Kansas City to St. Louis and thence east by the Wabash; but it has been unable to reach Chicago or the Northwest direct from Kansas City. It has become as imperatively necessary for any railroad system west of the Missouri River to have a direct and independent inlet to Chicago, as it is necessary for the large systems between Chicago and the Missouri River to have extensions to the Rocky Mountains, the Pacific, and the Gulf.

George Gould's late visit to Chicago, it is said, was in connection with the alleged new deal. He is known to have investigated the Milwaukee and St. Paul's affairs while in this city. Mr. Gould still is in the West, and no definite announcement of the exact nature of the deal can be made until his return to New York.

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