

IN THE RAILWAY WORLD

BUYING THE MILWAUKEE AND NORTHERN.

ITS RUMORED PURCHASE BY THE ST. PAUL ROAD IN ORDER TO FIGHT THE WISCONSIN CENTRAL.

MILWAUKEE, Wis., Sept. 3.—A report was circulated this morning that the Chicago, Milwaukee and St. Paul Railroad Company had bought, or is about to buy, the Milwaukee and Northern Railroad. The report was strengthened when it was known that a party of railroad men consisting of St. Paul and Milwaukee and Northern Directors had quietly gone up the line this morning. The party was made up of Alexander Mitchell, P. D. Armour, John Plankinton, and Roswell Miller, of the St. Paul Directory, and James C. Spencer, Angus Smith, Ephraim Mariner, and Guido Pfister, who own a large amount of Milwaukee and Northern stock. Many gentlemen who keep track of railroad affairs expressed the opinion that the St. Paul Railroad needed an outlet in the Lake Superior mining regions and that the line of the Milwaukee and Northern would be the most feasible.

The present Milwaukee and Northern Railway Company was chartered June 5, 1880, as successors to the Milwaukee and Northern Railway Company, whose road was opened from Schwartsburg to Green Bay and Fort Howard in 1873, and sold under foreclosure June 5, 1880. Last year the company purchased, and consolidated with its own lines the Wisconsin and Michigan Railroad, extending from the northern terminus of the Northern to Pike, Mich., with a branch to Menominee. The company has entered into contracts with the Iron River Railroad Company of Wisconsin, the Republic Branch, and the Ontonagon and Brule River Railroad Companies of Michigan, thus forming a through line from Milwaukee to Ontonagon and Republic, Mich. The Directors are Guido Pfister, James C. Spencer, Angus Smith, and E. Mariner, of Milwaukee; Alfred M. Hoyt, Samuel N. Hoyt, and Allen S. Apgar, of New-York. It is semi-officially stated to-night that the St. Paul will buy the Northern to fight the Wisconsin Central on Lake Superior business.

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