

A BIG SCHEME OUTLINED.

THE ST. PAUL ROAD STRIKING OUT FOR THE PACIFIC.

CHICAGO, April 15.—It is announced upon very good authority that the Chicago, Milwaukee and St. Paul Company is behind the proposed Leavenworth and Denver Short Line, which is just now exciting a great deal of interest among the business men of Denver and points along the proposed line. It is known that the St. Paul has purchased 1,950 acres of water front at Oakland and that it has quietly secured right of way for a distance of 850 miles from Oakland, through Stanton and Lathrop. The direction of the route selected is eastward from the Pacific coast to Salt Lake City, and as the expressed intention of the people having in charge the Leavenworth and Denver Short Line is to construct a line to Denver, and then westward through the mountains to Salt Lake City it is very easy to believe that the St. Paul is interested in the new enterprise.

The company has an independent line to Kansas City and is anxious for Western and Southwestern business. It would be an easy matter to extend this line to Leavenworth and thence westward to Denver, especially in view of the practical certainty of receiving aid from every county along the route. The statement is made that the Denver people propose to tunnel the mountains and push the new line to Salt Lake. When these disjointed facts are put together and combined with the St. Paul's recent purchase of water frontage at Oakland and the right of way eastward to Salt Lake City, it rounds out a colossal but entirely feasible scheme, behind which looms up the Chicago, Milwaukee and St. Paul, striking for the Pacific coast.

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