

EXTENDING THEIR LINES

THE MILWAUKEE AND ST. PAUL'S NEW ENTERPRISE.

WHY THE ROAD IS TO BE EXTENDED TO
KANSAS CITY—WORK ON THE WIS-
CONSIN CENTRAL'S EXTENSION.

MILWAUKEE, Wis., Aug. 22.—The announcement made to-day that the Chicago, Milwaukee and St. Paul Railway will build an extension of its line from Ottumwa, Iowa, to Kansas City created a sensation among railway men. The announcement is semi-official. President Mitchell said to a *TIMES*'s correspondent to-night: "It has not been decided on yet, although it has been considered by the Directors. Assistant Chief Engineer Kimball has gone to Ottumwa, and among other things he will run a line to Kansas City. We have thought of building the line, but it does not do to advertise too extensively those things that we think of doing." Engineer Kimball arrived at Ottumwa yesterday and started a party of engineers to make the preliminary survey of a line from Ottumwa to Kansas City. The projected extension will give the St. Paul as short a line to Kansas City and other Southwestern Missouri River points as the Rock Island, and a shorter line than the Burlington route, by way of the Kansas City, St. Joseph and Council Bluffs. From outside sources it is ascertained that the Chicago, Milwaukee and St. Paul will commence the construction next Spring and complete it before January, 1887.

That it is the intention of the Milwaukee and St. Paul to get into the Southwestern Railway Association territory, and thus be able to compete for the business from Kansas City and other Missouri River points, seems more credible on account of a feeling of rivalry caused by the action of the Chicago, Burlington and Quincy in building a new road to St. Paul, and the prospect that it will secure control of the Manitoba Road. The invasion of the territory of the Milwaukee and St. Paul by the Rock Island may also have not a little to do with the scheme. After the construction of a Kansas City line by the Milwaukee and St. Paul, the Chicago and Northwestern will be the only Council Bluffs line that is shut out from the Southwestern Association's territory, and it is highly probable that it, too, will before long build an extension to Kansas City and other Southwestern Missouri River points. The extension of the Chicago, Milwaukee and St. Paul Railway system to Kansas City was a favorite project of the late S. S. Merrill, but the time was not considered ripe for it during his life. The move at the present time is doubtless due in no small degree to the presence of P. D. Armour in the Board of Directors, as he has large interests at Kansas City and is understood to have expressed himself strongly in favor of pushing the extension with as little delay as possible. The recent conference between Mr. Armour and General Manager Miller at Chicago is believed to have had reference to the matter.

S. M. Green, junior member of the firm of Harrison & Green, which was last evening awarded the contract for building the Schleisingerville and Chicago extension of the Wisconsin Central Railway, said to-day that 2,000 men would be at work on the roadbed within 30 days. It is proposed to do the grading by sections in order to expedite matters, and headquarters will be established at various points along the line and gangs of men worked at both ends. Harrison & Green will do all the work of grading and bridge building, track laying and leveling, except the construction of truss bridges, which are to be built under special contract. The contract calls for the completion of the grade on or before Dec. 1, and the steel rails will be in place by Feb. 15. The new line will extend almost in a direct southerly direction from Schleisingerville to Waukesha, thence direct to Burlington, Racine County, and on to Chicago. Until the details of the survey are completed the minor points that the line will touch will not be known. The survey is now nearly completed, much of the right of way has been secured, and work will be commenced on the grade within 20 days. The new line will be 120 miles in length. It is being built entirely with New-York and Boston capital.

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