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Saturday

### To Be Operated as One Line

A New York dispatch to the Boston Sunday Herald gives the following particulars concerning the plans of the promoters of the DSS&A. The far reaching character of their plans especially in respect to eastern connections will be a surprise to many here.

The talk among railroad men in Wall St., today, is the proposed new line which will bring Duluth and the other great grain and flour centers of the west nearly 300 miles closer Boston-and by reason of the easy access she will have with the west and make her the grain shipping center of the United States, consequently Europe. The company has within the past few days been organized, and building operations will commence shortly.

"It is known," said an inside man to the Herald correspondent, "that the DSS&A has constructed a road from Duluth to S. S. Marie, by which the NP and the CPR find a short and easy route to the seaboard." In addition to this the Washburne, of Minneapolis, will build a line from that city to S. S. Marie, on the Canadian border. At this point a bridge will be thrown across the Ste. Marie river, and a connection effect with the Grand Trunk and CPR to Brockville. The St. Lawrence will be bridged and a new line from this point to Rotterdam Junction will be constructed and a connection made with the Boston, Hoosac Tunnel & Western for Boston and New England and with the West Shore for New York. The scheme also contemplates the building of a new line from some point on the Boston, Hoosac Tunnel & Western to Northampton and there join with the Massachusettes Central, in charge of the Boston & Lowell road. The cost of the new line will be very much less than any existing line, and the grades will be such that the business can be handled at a minimum cost. The several lines forming the scheme may be operated as one line from Boston to Duluth.

Already Duluth received more grain than Chicago, and as Minnesota is the flour center, the new line will control all of this business for New England and Europe, besides all the business which has heretofore come by way of Montreal. Some of the heaviest capitalists of New York City, with capitalists of the west, who are interested in the Boston, Hoosac Tunnel & Western and the DSS&A, are the projectors of the new line, and they have all ready commenced the erection of grain elevators at Duluth. The line when constructed will bring Boston 257 miles nearer Duluth than the present line via Chicago. It is only reasonable to expect that all the business for New England from the NP and the CPR, with the control of the business at Minneapolis and St. Paul with the Grand Trunk and all their local systems or railroad in Canada will find its outlet to Boston by this line. The line from the St. Lawrence to Boston will probably be consolidated under one system and one management, in charge of some New England man, and the name of Charles P. Clark, formerly president of the New York New England has been mentioned more presistently than any other.

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