MAY ABSORB A ROAD.

Rumored that Chicago, Milwaukee and St. Paul Wants the Duluth, South Shore and Atlantic.

Special to The New York Times.

MILWAUKEE, Oct. 11.—Does the Chicago, Milwaukee and St. Paul Company want the Duulth, South Shore and Atlantic? is the question asked in railway circles in this part of the country, and it will undoubtedly be the question asked along the line of the South Shore to-day or to-morrow.

A special train, consisting of baggage car, a private business car, President Earling's private car, and an extra sleeping car, arrived in Milwaukee unannounced at 7:15 o'clock last evening. There were on the train President Earling, General Manager Williams, Assistant General Manager Underwood, General Superintendent Goodnow, and other officials and Directors of the road.

The party was en route North to make a complete tour of the Duluth, South Shore and Atlantic Road. Just what the object of such a trip at this time was, no one on board professed to know. They were just going up for a pleasure trip, as they all had plenty of time at this season of the year for such a jaunt.

The Duluth, South Shore and Atlantic is a well-equipped system which runs along the south shore of Lake Superior from Sault Ste. Marie, Mich., to Duluth, the system comprising 400 miles of excellent east and west line and desirable connections. The Milwaukee road now has a traffic agreement with the South Shore by which it runs regular passenger trains over that road between Champion and Houghton and between Champion and Marquette, Mich. Upon several occasions in the past few years there have been hints to the effect that the Milwaukee and the Northwestern would be glad to be able to add this 400 miles to their systems, but up to the present time nothing has ever come of these rumors.