RAILROAD EXTENSIONS

IN THE

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Among the most important things affecting the development of any region is the extension of its railroad system.

Particularly is this true of a mining region like the Upper Peninsula, which is off from the thoroughfares of traffic, and in which the chief productions, aside from its timber, are iron and copper; the former, especially, a weighty mineral requires great accessibility and cheap transportation to render it of any commercial value.

Our mining region, though isolated, is very fortunate respecting its means of communication with the outside world. Its advantages for water transportation are unequalled, and the progress made in the development of its railway system has reached a point where there is every assurance of securing all that need be desired.

The completion of the Detroit, Marquette and Mackinaw road, from Marquette to the Straits of Mackinaw, 151 miles, and its connection there with the roads that have been extended from Detroit and Grand Rapids, enable the people in the Upper Peninsula to reach the east with speed and directness and to visit any part of the State without passing outside its borders.

The line of the road is through what was, at the time of its construction, an unbroken wilderness, but which was known to be a region of valuable timber—pine and hardwood—and the country thus opened to settlement is rapidly improving; many farming settlements have already been formed, and the adaptability of the soil to many of the essential farm crops is so well shown as to insure the ultimate settlement of the entire region and its use for the purposes of agriculture. An important aid in this work of subduing this region is the Vulcan furnace at Newbury, on the line of the road. The necessary wood and charcoal required to operate the furnace affords a market for the cordwood and enables the farmers to clear their lands. There is also a large furnace at St. Ignace, the eastern terminus of the road; but for some cause this has remained idle almost since it was built. These two furnaces in operation, drawing their supplies of charcoal from along the line of the road, would rapidly promote the clearing of the lands of the hardwood timber and their conversion into farms.

At one point on the road there is a large area of wet prairie, well adapted to the cultivation of celery, and some beginning has been made the past year for the prosecution of this branch of industry. The D., M. & M. built a branch to the iron mines and also an ore dock at Marquette. This extension of the road and the dock have been transferred to the M., H. & O. R. R. Co

The Company, however, possesses an ore dock at St. Ignace, built three

years ago on the most approved model. Has 800 ore cars and carried 120,000 tons of ore over the road the past season. The rate from Negaunee to St. Ignace the past season has been 75 cents per ton. The facilities of the road for handling ore or other traffic are greatly in excess of all demands upon it.

The Company owns a large body of lands in the Upper Peninsula which are offered for sale on very reasonable terms. A. Watson, General Superintendent, Marquette.

THE MARQUETTE, HOUGHTON & ONTONAGON R. R.

is the pioneer in the ore carrying business, in so far as a part of its line is the original road built from the harbor of Marquette to the mines. Branches have been built to the mines as occasion required and important extensions of the road have been made from time to time, until now it makes connection with Marquette and all points in the Marquette iron range and the copper district.

Within the past two years the company has extended its line to Houghton from the former terminus at L'Anse, thus making direct railroad connection, with but one change of cars from Portage Lake to Chicago, a distance of 500 miles. Those who have been accustomed to traverse the route from the head of Keweenaw Bay to Portage Lake during the period when navigation was closed can appreciate the greater ease and comfort with which they may now make the journey, and bestow benedictions on the company that has thus contributed to their happiness.

In the spring of 1885 the company purchased the Marquette & Western road, which extended from Ishpeming to Marquette, and included also in the purchase the ore docks which the M. & W. Co. owned. Thus the M., H. & O. now has four large ore docks for receiving ore from the cars and loading into vessels; three of them are at Marquette and one at L'Anse.

The purchase gave the company also access, by rail, to the mines north of Ishpeming, known as the Teal Lake Range, and also an additional equipment of 500 ore cars and 10 locomotives. The ore cars carry eight tons, and the new ore docks have a capacity of 24,000 tons. The pockets hold from 30 to 115 tons each. The cost of carrying ore from Ishpeming to Marquette, including dockage and loading into vessels, has been, the past season, 45 cents per ton. Of course this low rate was necessitated by the depression in the ore market. The total amount of ore transported by this company the past season was 890,508 tons.

The company still holds in contemplation the extension of the road from L' Anse westward to Ontonagon. There is a grant of public lands to aid in this work and it is quite probable that the enterprise will be consummated in the near future, especially since the opening of the Agogebic iron range, to which the road could be readily extended, thus giving connection with the Wisconsin system of roads and opening a route to the copper region and to Marquette, etc., and to the east from northwestern Wisconsin, etc. This extension will also open a fine country to settlement—one of the best farming regions, barring the climate, to be found in the State. All the way from L' Anse to Ontonagon and southwesterly to Agogebic is a fine timbered country with excellent rich, loamy soil. I have traversed the country several times and have always noted with admiration the valuable qualities of the timber

and the soil. The soil will raise any crop that the climate will permit to mature. A railroad through this country and a few blast furnaces along on its line would hasten the improvement and settlement of the region rapidly.

Men who come to be laborers would remain to be farmers. There are many Swedish settlers on the road west from Baraga who are already in a fair way to live, having good homes and fine, productive fields. It is but a few years since they began, and I don't know of settlers anywhere in the wilderness who have done better. They are contented and greatly pleased with their prospects.

The M., H. & O. Co. will also, it is stated, bridge the lake at Houghton and send their trains through to Calumet over the Mineral Range R. R. by laying a third rail on that track.

John Hornby, Gen'l Manager, Marquette.

THE MINERAL RANGE R. R.,

narrow guage, extending from Hancock to Calumet, now has a rival in the HANCOCK AND CALUMET RAILROAD, which has just been completed and opened to the public. Though organized under the general railroad law and fully equipped for general traffic and business, the road has been built by the owners of the Osceola and the Tamarack mines mainly for the use of these companies to transport their stamp rock from the mines to the lake, to the mills, and the mineral, etc., thence to the smelting works. The two roads have different routes altogether. The new road follows the margin of the water to Dollar Bay, where is now the Osceola stamp mill, and thence to Calumet, with a branch from Calumet to Lake Linden, where are the Calumet and Hecla stamp mills. With these two roads the travel and transportation between Portage Lake and the district about Calumet must be fully accommodated.

THE CHICAGO AND NORTHWESTERN RAILWAY CO.

has been one of the most important factors in the development of the mineral interests of the Upper Peninsula. The enterprise, liberal spirit and financial ability of this great corporation have been uniformly exerted in the direction of promoting all undertakings which tend to the settlement and improvement of the country.

Before the connection between Escanaba and Green Bay was made in 1872-3, the whole Lake Superior region was practically isolated after the close of navigation in the fall; now there is daily communication by train to and from Chicago with all portions of the Upper Peninsula. The Lake Superior branch is known as the Peninsula Division C. & N. W. R'y, with the main branch from Ft. Howard to Ishpeming—180 miles—of which 9 miles are double track. Connected with this is the Menominee branch, leaving the main line at Powers and going west to the Menominee Range mines. It is 68 miles in length, and has 18 miles of double track; this portion laid with double track being where the ore traffic is greatest. From the Menominee line there is a branch to Crystal Falls of 9½ miles in length. Also a branch from the main line, at Nasenta, to Metropolitan, 35 miles in length. In addition to these it has 20 miles of track to mines. The company has three ore docks at Escanaba with an aggregate capacity of 60,000 tons. The com-

pany transports all the ore from the Range mines and a good portion from the Marquette county mines also.

The rate from the latter, Ishpeming to Escanaba, the last season, was 70 cents per ton; in 1883 the rate was $1.10 per ton. The lake freight from Escanaba to Cleveland, the past season—1885—has been from 60 cents to $1.10 per ton. In 1883 the rate was 80 cents to $1.75.

To Chicago the lake freight has been the past season 65 cents against 90 cents in 1883.

Escanaba has an advantage in length of shipping season, the straits being open ten days before vessels can pass through the Sault canal.

It is said that the C. & N. W. Co. contemplates an extension of the Menominee River branch westward from Iron River to Agogebic iron range; this would give the mines of that range another and important outlet for their ore.

THE MILWAUKEE AND NORTHERN R. R. CO.

have built a line from Milwaukee to Menominee, over which trains run regulary between these points. An extension of the road to Iron Mountain is contemplated. Of far more importance is the

MILWAUKEE, LAKE SHORE & WESTERN,

or what is sometimes designated as the Rhinlander road. The road is built from Milwaukee via. the Agogebic iron range to Ashland on Lake Superior. At this western terminus the company has built an ore dock, and the shipment of ore over the line began in August last.

It is stated by the president of the company that it is the intention to build a line fifteen miles north and east from Watersmeet the coming season. It is expected that this will ultimately form part of a through line to Republic and thence east to Sault Ste. Marie, to connect with the Canadian Pacific which will be built to that point. In this arrangement the D., M. & M. may be absorbed as part of the line. If this plan is carried out there will be a line the entire length of the Upper Peninsula, east and west, as part of the great continental thoroughfare.

THE ONTONAGON & BRULE R. R.

has made no further extension of its line. The road was built from the village of Ontonagon, on Lake Superior, to the Minesota mine, a distance of 20 miles, when further work was deferred, awaiting the action of congress regarding the grant of lands, originally set aside to aid in building this road.

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