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Saturday

Railways Galore

What a Year Will Bring Forth in the Matter of Railway Construction in the U. P.

The Milwaukee Sentinel prints the appended communication from Escanaba relative to railway building, under way or prospective, in this region: Work was begun Monday, the 18th, on an extension of the C&NW from its present terminus in this state, at Iron River, to Hurley, Wis. The distance is seventy-five miles, and the country very rough, but work will be continued during the winter, and the officials expect to have it ready for business when navigation opens next spring. By this extension the C&NW will tap the Gogebic iron range, and will secure no inconsiderable share of the ore carrying business. The haul by rail from Hurley, Bessemer or Ironwood will be 100 miles further over the Milwaukee Lake Shore & Western, but ore freights from Escanaba to Lake Erie ports are much lower from Ashland, the present port of the Gogebic range. The Wisconsin Central will also be in the district prepared for business by May 1st, 1887, and the competition between the three lines will have the effect of reducing rail freights for ore and will be of considerable benefit to the mines. The C&NW has the largest ore docks in the world at this point and can handle 2,000,000 tons of ore in a single season, if necessary. The passenger and freight traffic over the new extension of the C&NW will also be large and profitable.

The C&NW will also extend its Felch Mountain branch from Felch Mountain to Republic before spring. The distance is only about thirty miles, and the preliminary survey has been made. This will bring the C&NW into the heart of the Marquette iron district, the ore carrying trade of which has heretofore been monopolized by the MH&O. These extensions of the C&NW are explained by the natural advantage of this city as a shipping point, lake freights being lower from Lake Superior.

The Milwaukee & Northern, which is already running freight and passenger trains from Milwaukee to Iron Mountain, the principal city of the Menominee iron range, will also extend to Republic before May 1. It is not known whether this road will make any effort to get part of the ore trade or not, as the line has no docks, and would have to build them at either Marinette, Wis., or Menominee,