

Source: The Mining Journal  
Marquette, Mi.  
December 4, 1886

Considering the project from a lumbering standpoint, the Northwestern Lumberman has this as to one of the probably results of the construction of The DSS&A:

The proposed building of The DSS&A from Ashland, Wi., to Marquette, Mi., has set the pine timber men to thinking. There is a strip of Ontonagon county, Mi., extending from Montreal river on the west to the Iron river on the east, about 50 miles long and 30 miles wide,, which is spattered all over with pine that has not as yet been more than partially explored, and not at all estimated, except in isolated instances on the Black and Iron rivers. The whole region is practically unknown to the stumpage buyers. It is so situated that log operators and mill builders have not sought the region as an eligible locality for the lumber industry. Until the MLS&W penetrated the southern limit of the belt there was no rail communication nearer than Ashland and Ontonagon. The Iron, Presque Isle, Black and Montreal rivers make a rapid descent a short distance before emptying into Lake Superior, so that log driving to mills that might be located on the lake has always been considered impossible, unless by construction chutes around the various falls. In order to make this pine region accessible it is necessary to have an east and west railroad, that should run but a few miles - say eight to twelve - back from Lake Superior. Where the road should cross the streams mills could be constructed, either to be propelled by water or steam; water-power would be abundant. A railroad and mills thus located would secure these advantages: The mills would be above the main falls of the streams, which would make it feasible to bring down the logs by floatage, and the railroad would furnish means of sending the mill product to market.

It is probable that the men who have the south shore project in hand understand the situation, and will locate the road where it will do the most good. In thus locating the line, what will be of advantage to mill men will confer a like benefit on the owners of the railroad. At any rate the line will run through the pine region referred to, and will open it up to the attention and operations of log operators and manufacturers. Alternate sections of this territory are "canal lands," now owned by the Ayer estate, but the pine on such lands can be purchased. We may expect to see a grand rush made for stumpage and pine lands in this region when it shall become fully known that a railroad is to built through it. Thriving mill towns will also spring up at points where the road shall cross the streams. Good judges think the country is also full of mineral.

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