

Source: The Mining Journal
Marquette, Mi.
December 25, 1886

Bound To Go Through

The reporter of the Mining Journal met General Hammond at the Clifton Wednesday, and knowing that he had long been interested in the scheme of an east and west trunk line through the peninsula and was here on business connected with The DSS&A, questioned him as to the new line and its prospects. The general said: "Yes, this is the what Duluth and West Superior have long been wanting. It is going to be a great line, too. When it is completed it will no longer be necessary to go south 400 miles from St. Paul or Duluth before you can go east by rail. The distance from St. Paul to Marquette is just nine miles shorter than from St. Paul to Chicago, and by shorter connections will soon be the same."

"Do you think the road will be in running order by the 1st of next November."

"I don't see anything to prevent it, nothing at all, sir. I don't know how it is about the bridge at the Sault, but the road and the ferry at the straits will be all right and the northwest will have an eastern and southern outlet by way of the South Shore and the lower Mi., lines without paying tribute to Chicago, and it's a fact that a man can't get through Chicago now without leaving part of his worldly possessions behind him. He's got to buy something, if only a glass of peanuts. By the GR&I and the P&FtW, or the Pennsylvania "system," this line will have direct communication with Cincinnati and the south, while it will have a choice of through eastern connections. It is going to dabble extensively in all the business of the upper peninsula, too, you needn't fear but that the line will have a share of the ore traffic of the Gogebic range as well as this."

"How about the right of way? Have you secured it all?"

"Well, the greater part of it is secured, and there will be no difficulty about the rest. When is this company to take charge of the MH&O and DM&M, do you say? There's no hurry about that. Everything is running all right now. What we have to do now is to build the road and let such matters wait. No plans have been formed as to shops or anything of that sort. Our whole attention is being devoted to building the line. You've got to get your house before you can furnish it."

Gen. Hammond was non-committal when questioned whether The DSS&A would or would not build an independent line into Duluth. He said that he must decline to give information on that point, but that one thing was sure and that was that the South Shore trains would run into Duluth and West Superior. From other sources the Mining Journal is led to the opinion that the company will build its own line into Duluth, and that the road will pass about twelve miles south of Ashland.

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