

South Shore Notes.

A representative of the MINING JOURNAL called at the office of Brown, Howard & Co. this week, and in an interview with Mr. J. A. Latch, the chief engineer of the Duluth, South Shore & Atlantic, gleaned, through his courtesy, many facts of general interest. The first was in regard to the ore docks in this city. The work of driving the piles for the 800-foot extension of No. 3 pier is being pushed as fast as possible in order to get the pile driver over to No. 1 pier, as the company has decided to add 225 feet to that structure. This will give additional ore capacity here of 15,000 tons, and greatly facilitate the operations of the company during the shipping season. It is confidently expected now that the pile driving on No. 3 will be completed before the end of March and the driver at once shifted to No. 1.

The Duluth, South Shore & Atlantic has purchased superb terminal facilities in West Superior, just across from Duluth, and is now surveying an independent line to that point. The South Shore's junction with the Northern Pacific is at Iron River, back of and west of Ashland and about 38 miles from West Superior. If a favorable traffic arrangement can be made with the N. P. it is not probable that the road will push its own track into Superior this summer, but if not the road will enter on its own rails. Two surveying parties are now in the field between the junction and West Superior and by one of the curiosities of railroad engineering a more favorable route has been found than the N. P., which had the first choice and made several surveys, secured; it is a line that can be built much cheaper and maintained at

less expense. The survey is a very close "preliminary" and if the company decides to build it will have plenty of time to do so during the summer. A strip of land 360 feet wide and 6,000 feet long, leading to a valuable water front, has been secured by the South Shore for terminals and lies between the N. P. and M., St. P. & O. roads. Besides this the D., S. S. & A. has acquired a fourth interest in the West Superior Terminal Co., which controls large and valuable tracts of land there suitable for terminals.

The steel has been purchased for the completion of the South Shore line between Dogwood and the N. P. junction at Iron River, which is already graded, and it will be on the ground toward the end of April. Track-laying will be resumed the moment the snow goes off sufficiently to permit it.

A surveying party is also in the field selecting a route between L'Anse and Rockland for a South Shore line into Ontonagon via the Ontonagon & Brule from Rockland. This will be about twenty-eight miles in length. The party started in at Silver Mountain, near where the line surveyed from L'Anse last fall finds a crossing on the Sturgeon river. This branch, when built, will open up a good deal of land, strike the Ontonagon copper range, and control the traffic of that part of the peninsula. It would probably be operated in connection with the Milwaukee & Northern, in which case that road would never be extended to Ontonagon.

The South Shore engineers have completed a very careful survey of the Gogebic country, and now that the notes are all in the work of mapping out the D., S. S. & A. lines to the towns and mines on that range will be commenced at once in the chief engineer's offices in this city.