

213

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Larger Harbor is Needed

As year by year and traffic at this port increases the inadequacy of the harbor, becomes more and more apparent. Today, all of the dock room is filled, and overflowed. Four great ore docks stretch out into the lake to the utmost limit allowed by law. The coal pier reaches nearly as far as will be constantly occupied and all ready there is complaint of lack of room at the merchandise docks. In fact only two steamers can unload package freight at once.

With all the great commerce of this port there is little protection for it. It is notorious that in a gale vessels cannot safely load at the old MH&O dock, but must seek shelter under the breakwater. The great No. 1 dock, the largest of the port is totally without protection. Any further building of ore docks, and at the present date they will be needed before long, must be still further to the southward and in a still more unsheltered situation. Before long the necessities of commerce will absolutely force the spending of a large amount of money in the improvement of the Marquette harbor. How it may be wisely and judiciously spent is a matter to be given careful and earnest consideration. Marquette needs her harbor improved and needs it not in the penny-ante scale now in vogue. This thing of spending \$25,000 one year and get just far enough to make a nice target for the next storm is played out. There has been too much of that nonsense. What Marquette wants and must have is harbor improvements on a large, generous, provident scale, work which will consider the future as well as the present.

The Lake Superior region supplies over 50% of that metal manufactured in the United States. Over 20% of this amount is shipped from from the docks at Marquette. In other words the ore for one-tenth of all the iron manufactured in the United States during the year 1889, passed through into the holds of vessels from Marquette's docks. The ore trade to say nothing of coal, brownstone, pig-iron and minor metals is interstate in its character and the United States should therefore afford it necessary facilities. Instead of doing this properly money has been doled out little by little with the result that much more has been spent in repairs than in actual construction.

As the bay is an open roadstead with little or no actual shelter to prevailing gales, the question how an adequate harbor is to be provided here becomes a serious one. It may be that the best plan will be to build an enormous mole out from the mouth of the Carp or thereabouts, extending the present breakwater toward it. It may be thought more advisable to fence in Dead River bay and dredge interior slips in flats of that stream. These are questions for engineers to study and decide. But one thing is certain and that is that the problems of furnishing an adequate harbor for Marquette is one demanding earnest study and liberal and early appropriations. It is time now to begin to prepare for the certain increase of commerce in the future.