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More Railroads

The upper peninsula is to have more railroads. For some time reports have been floating about Detroit of a projected line from Champion to Huron Bay and a week ago the report of filing of articles of incorporation for such a line was published. More authoritative advices recently received indicate that the road will certainly be built. The distance is about 35 miles and the estimated cost \$15,000 per mile.

The Huron mountain district, in the northeast corner of Baraga and northwest part of Marquette counties, has long been believed to contain great mineral riches. It is also one of the roughest and most inaccessible portions of the peninsula. The country contains much valuable timber on parts of which loggers have already begun work.

The announcement of the building of the road, together with a cutoff line to be built by the M&N from the neighborhood of Iron Mountain to Sidnaw and the Schlesinger road now under construction from Escanaba to Iron Mountain, gives rise to a very well grounded suspicion that the M&N is preparing to gridiron that part of the peninsula. That line is known to have made several attempts to get into Marquette and once had apparently succeeded. The M&N also seems to be on very friendly terms with the Schlesinger syndicate.

A gentleman who has made considerable study of the railroad situation said to a Mining Journal reporter yesterday, "Here is a prediction; you can take it for what it is worth. The M&N is working in harmony with the Schlesinger people on the line from Escanaba to Iron Mountain. That road proposes to go into the ore carrying business. It will not be forever content to have its Ontonagon branch cut off from the rest of its lines. It will build a cutoff from near Iron Mountain to Sidnaw either through Crystal Falls or with a branch to that point with the extension of the line from Escanaba to Iron Mountain up the range it will become a formidable competitor of the C&NW for its heaviest ore business. If that desirable a line can be run straight up from Sidnaw to Portage Lake, tapping the copper country this Huron Bay line seems a minor feature, but it will open up a stretch of country hardly known as yet. I don't say all this will be done in one year or two years, but I truly believe it will be done. Speaking as a Marquette man I should like to see the South Shore buy out the M&N, for then the railway facilities of this town could be brought to a higher state of perfection than they can be under the present arrangement."

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