

Source: The Mining Journal  
Marquette, Mi.  
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#### On the Dead River Road

When the frost went out the quicksand got in its work and the great embankment at the last curve before the hoist is reached, ten miles from Marquette, melted away like molasses. From the end of the undisturbed portion one could look down and see the track and ties fifty feet below him and nearly a hundred feet out of line, the rails all twisted and broken. Such was the condition of affairs when Mr. T. H. McGraw was summoned from Saratoga Springs by telegram two weeks ago today.

He started at once and on the Monday following Mr. H. J. Payne, engineer of the South Shore, went out and laid out a new line entirely, swinging into the side of the high natural embankment there in order to obtain solid ground. That night the contract for the new fill was let to Holl, of Peterson, Johnson & Holl, and the next morning he took fifty Scandinavians out from the city and began work. Mr. Payne rushed it in every possible way and declared that he would have an engine and train at the hoist Saturday night. It seemed an impossibility but Holl's crew did wonderful work and at twenty minutes of six on Saturday night the connection was made and an engine and train passed slowly over the newly laid rails, Superintendent Philbin, Mr. McGraw and a representative of the Mining Journal riding over the new track with Mr. Payne to see him fulfill his pledge. Monday the finishing touches were put upon the grading and the track is now ballasted and in good shape for use. When it is considered that the embankment is 45 feet high and 200 or 300 feet long and that it was completed without the use of teams and scrapers, the earth being moved from the side hill by shovel and barrow, the splendid work of Holl's men can be better understood.

Dead River RR.

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