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Ore Docks on Huron Bay

As will be seen by an advertisement published elsewhere in this issue the IR&HB, which is now constructing a line from Champion to a point on Huron Bay near Arvon, is about to attempt the creation of a new port for the shipment of iron ore from the Marquette range. Mr. Miles Davis, chief engineer and superintendent of construction of the new road, asks for bids on the timber works of an ore dock on Huron Bay. The dock it is said will contain about two million feet of timber and some 3,000 piles. This would indicate a structure about half the size of the South Shore's No. 4 dock at this point, say 600 feet of pocket room. Bids must be received at the company's office at Arvon, Baraga county, on or before November 1.

What success will follow this attempt at a new ore shipping port is yet to be seen. The idle dock at L'Anse and the nearly idle one at St. Ignace go to show that it is not always possible to force ore traffic just when some railroad may happen to await it. The Gladstone dock cannot be taken as an example either way because the Soo Line, which built and owns it, touches very little ore producing territory. It is reported that the CM&StP is behind the IR&HB, of which James M. Turner is one of the incorporators. Vesselmen differ in opinion as to the merits of Huron Bay as a harbor. Some say that it is well protected or could be made so at small expense, while others say that it lies fully open to the dangerous northeast as Keweenaw Bay at L'Anse.

Whatever the outcome of this new enterprise Marquette will be little affected. The mineral resources of the Marquette range, oldest of the ranges, are admitted by all to be only half developed. The old range still keeps up and increases her production and is likely to do so for years to come. A rapidly growing country will demand year by year more iron and steel and the unrivalled Lake Superior ores will never want a market. There is room for several more towns before the great resources of this wonderful region are adequately developed. There again the citizens of Marquette are rapidly realizing that only upon diversified industries can permanent prosperity be builded. The shipment of iron ore will always remain an important item but the day is passing when the life of the town dependent on it. Ere long here great ore docks will simply become one of the factors in Marquette's wealth and prosperity, albeit an important one. Hence the Queen City can contemplate without alarm the establishment of another iron ore port and the knowledge that another railroad is seeking to divert a part of the business brought hither by the South Shore will but serve to stimulate her enterprising citizens to increased activity in the multiplication and diversification of here industries. Nothing but inexhaustible sloth and negligence on the part of her own citizens can retard or destroy the rapid and substantial advancements of Marquette as an industrial center.