

CHARLEMAGNE TOWER.

Death of the Man Who Developed the Iron Resources of Minnesota—The Opening of the Vermillion Range and Its Sale to a Syndicate in 1887.

PHILADELPHIA, July 25.—A private dispatch from Waterville, N. Y., announces the death at his summer residence there of Charlemagne Tower of this city. Mr. Tower was in his 81st year and his death was due to paralysis. He leaves four daughters and a son and an enormous fortune. Mr. Tower was born in Oneida county, N. Y. He graduated from Harvard university in 1830. He studied law in New York city, where he practiced his profession for some time. He became the owner of large bodies of coal lands and was a director in several corporations. He was actively interested in the construction and management of the Northern Pacific railroad and a member of its board of directors for several years.

The greatest and most successful undertaking perhaps of Mr. Tower's long business career was his development, in connection with George H. Ely of Cleveland, of the iron resources of Minnesota, now well known to the world as the Vermillion range. It was about fifteen years ago that Mr. Tower learned of the existence of iron ore deposits near Vermillion lake, a body of water ninety miles west of Duluth. The country was then a wilderness, the forest almost without paths and exploration a matter of great difficulty. It took an Indian runner four days to make the journey from Duluth to the lake and Mr. Tower's son, who made the trip to examine the land, was six days and a half in traveling from one point to the other. An expert was, however, sent out by Mr. Tower in 1875 to make a thorough examination of the land and the report was so favorable that he determined to buy some land and build a railroad to bring the ore to market. He accordingly purchased about 20,000 acres of mineral land near the lake. Years were required to get things into shape and it was not until 1883 that Mr. Tower had things in readiness for the construction of the railroad. He laid out a line of road from the lake to a point on Lake Superior about thirty miles northeast of Duluth called Two Harbors. Here Mr. Tower bought property, constructed docks and acquired terminal facilities. The mines were opened and a force of men set at work digging ore. Meanwhile the railroad was being built. All through the winter of 1883-4 a force of 1,500 men were laboring in the Minnesota woods felling trees, grading and laying ties. The expense was enormous, but Mr. Tower was equal to the demands upon his resources. Hundreds of thousands of dollars were expended and not 1 cent was coming in.

Through the spring of 1884 the work was pressed with vigor and late in July the road was completed. On July 31, 1884, the first train load of ore passed from Vermillion lake to Lake Superior, whence it was shipped on barges to Cleveland. Before the close of the year 68,000 tons of ore had been shipped from the mines and by 1887 the annual output had been increased to 400,000 tons. On June 5, 1887, Mr. Tower disposed of his large interests in the Vermillion range to a syndicate, which proposed to extend the railroad and develop the mineral resources of the district to the east and northeast of the property which he had developed. On that day in this city Mr. Tower handed over to the syndicate the stock and bonds of the Duluth & Iron Range railroad and the title deeds to some 20,000 acres of land and received in return certified checks on banks and financial institutions to the amount of over \$6,000,000. The syndicate to which Mr. Tower disposed of his property was composed of Gen. H. H. Porter of the Pullman palace car company, J. C. Morse of the Union steel company of Chicago, Marshall Field of Chicago, D. O. Mills of New York, J. D. Rockefeller of the Standard oil company and a number of others.