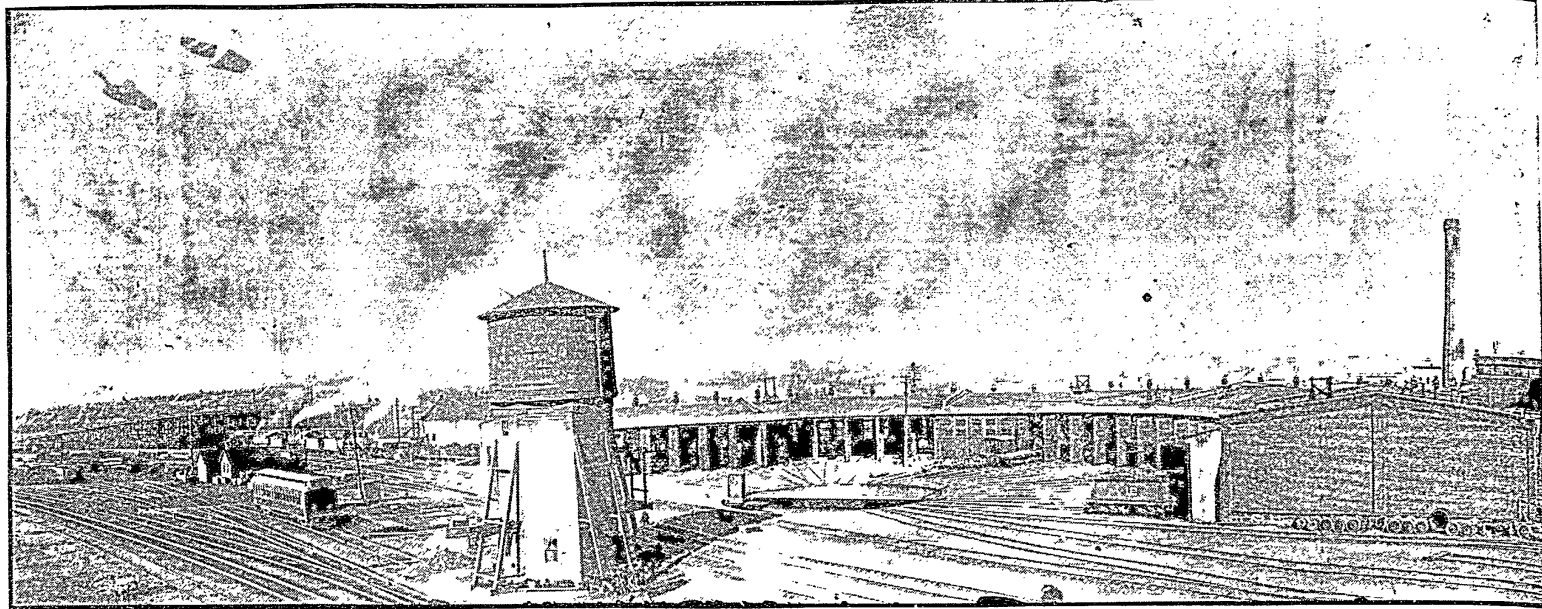


DULUTH MISSABE AND NORTHERN ROAD



SHOPS OF THE DULUTH MISSABE AND NORTHERN RAILROAD LOCATED

THE Duluth, Missabe & Northern Railway company will bring to Duluth during the present year close to eleven million tons of iron ore. It is probable that for its mileage it is the heaviest freight traffic road in the world. For the season's work this year it will have moved enough ore alone to fill above 230,000 cars, which would make a train long enough to cover its whole trackage several times over.

The position of the Missabe road is unique among the railroads of the country by reason of the immense tonnage of freight produced in the country in which it operates. Built primarily for the purpose of bringing the ore down from the Mesaba range

to the docks, it has been extended only upon lines justified by the opening up of new mines and its equipment has been added to proportionately. There has been nothing speculative about it or its development. It was not built with a view to supplying transportation for future development, but found immediate demand for its equipment as soon as it was installed. The one thing that the road has had to reckon with has been to so adjust its administration that it would have the means of handling the freight that has increased in such huge proportions from year to year. And the operation of the railroad has not been the most important concern of its chiefs, for a part of its terminal equipment are the great Missabe ore

docks—the largest in the world with storage capacity for 325,000 tons of ore. The rapidity with which the development of the Missabe equipment has been forced to its present tremendous capacity may be indicated by the fact that a couple of years ago it was said that there was a prospect that within a year or two the road would be able to take care of a half dozen million tons of ore. That same season that record was reached and last year it was able to handle eight million tons. This year the total tonnage moved will reach the immense total of 11,600,000 tons and now there is none so daring as to put a limit on the possibilities of further development. It can only be said that it will

certainly be proportioned to the demand made on the resources of the railroad and its docks by the development of the new mines that are being opened up in the country into which the line has been extended in the past year and which contains magnificent potentialities in mines of known and unknown magnitude.

ROAD'S HISTORY OPENS WITH THAT OF RANGE

The Duluth, Missabe and Northern road came into being during the first year of shipping operations on the Mesaba range. The Merritts had found ore and they wanted to get it to market. There was no railroad to permit of its transportation to Duluth and they built the first installment of

the Missabe. That was fourteen years ago and the first shipment was that famous four thousand tons which was taken down to the Allouez Bay docks and shipped east—and which came very near putting the range out of business temporarily because the iron masters did not know how to handle the ore. The difficulties which overtook the Merritts in their extensive operations did not interfere with the development of the road in other hands. The present Missabe ore docks were started to handle ore from the railroad and the entire plant fell into the hands of the Rockefeller interests when John D. Rockefeller came into the field. Since that time there has been no halt made in the progressive development of the road in its ex-

tension, equipment and terminal docks. The Rockefeller interests, which were represented in the handling of the properties by W. J. Olcott—who was one of the first to recognize the magnificent possibilities of the range as a feeder to the transportation company—found that the way to make the property pay was to develop the mines as fast as possible. But, though the mining interests of the connection were extensive—the owners were more ambitious of carrying ore than of mining it. Closely allied to the Missabe was the Bessemer Steamship company, then controlled by Rockefeller, and it was with a view to the development to the uttermost of this transportation system that the Consolidated Mines company turned over

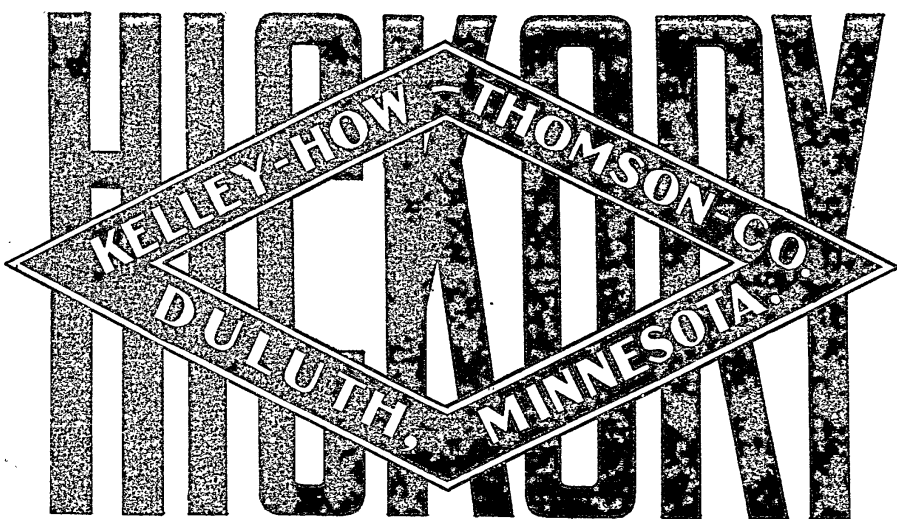
its mining interests and left its representatives free to devote their time to the railroad administration. In 1908 the road with its docks and equipment passed under the control of the United States Steel Corporation and became one of the operating companies of that corporation.

VAST SUMS SPENT ON DOCK BUILDING

Since the first ore dock of the Missabe was built in 1883 an immense amount of money has been spent upon dock construction and equipment. Always the consideration in view by the engineers and managers of the company was the installation of equipment that would save time in the handling of cars on the docks and in

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