

MANY MINES SHIPPING LATE IN THE SEASON

Situation Is Without Precedent in the History of Iron Business in Minnesota, Ten Running at the Close of November.

The end of November finds about ten of the iron mines in Minnesota still shipping. The situation is without precedent in the iron mining history of the state. The weather turned colder last night, and if it continues for a few days, shipping will come to a close very rapidly.

But if it should turn mild again there will yet be a great deal of ore guarded, considering the lateness of the season. Some little ore has been shipped as late as the first days in December in past years, but never before has the last day of November found ten mines in this state still in the shipping list.

The Duluth & Iron Range road is still shipping from all of the Vermillion range mines and from the Fayal and Genoa on the Mesaba. It has shipped to date about 3,552,100 tons as compared with 5,009,000 tons for the entire season last year. The windup of shipping is not in sight.

The Duluth, Missabe & Northern road will not cease shipping before the latter part of the week, at least. The mines in the immediate vicinity of Hibbing that ship over this line ceased forwarding ore yesterday. The Missabe is still shipping from the Mountain Iron, Adams and Spruce mines. The road to Friday night had shipped 5,462,721 tons as compared with about 3,437,158 tons last year. The road expects to ship about 5,600,00 al-

remarkable in the history of the iron mining in Minnesota as regards favorable conditions. The weather at no time has been cold enough to make the use of steam necessary to thaw out the ore. It has been cold enough to make the ore slow at times, but it has not been sufficient to cause any serious delay. One year ago at this time the roads had expended thousands of dollars in thawing out ore. The roads are exercising much caution about filling the pockets unless there is a boat ready to receive the product. It is said that the thawing of ore last November cost the Duluth & Iron Range road something like \$25,000. The shipping interests this year have not only been able to forward more than they had hoped to, but have handled it on practically the same basis of cost as in summer.

It was reported about a year ago that the hard ores of the Vermillion were to be rushed at a central plant to be located in Two Harbors, instead of at the individual mines. The report at that time was based on the theory that the Highland Canal & Power company would soon be in a position to furnish electrical power from Duluth. The plan has not been abandoned, as some appear to think. It is to be carried out, but whether the mining interests will depend on the electrical power to be generated by the canal and power company is not known.

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together for the present season. It begins to look as if the Duluth & Iron Range and Duluth, Missabe & Northern would have a tie to play off next season.

The Great Northern is now shipping from only one mine, the Stevenson, the big Corrigan, McKinney & Co., property. The road has shipped to date about 4,156,000 tons and yesterday expected to increase this about 25,000 tons at least. The Great Northern last season shipped 2,237,000 tons, and it is reported that the road will ship 6,000,000 next year.