

Iron ore - Brazil
Hill to Gaspard Farrer

August 15, 1911

Van Hise foolish to permit any negotiations for the ry. before he has shown sufficient quantity of ore to justify enterprise warranting a ry. Ry. should follow the river. For ore need heaviest train loads possible. We will move in 7 mos. this yr. about $1\frac{1}{2}$ million tons of ore a month or at rate of 18 millions per yr. in addition to our other traffic to & from head of Lake Superior which latter amounts to several hundred car loads daily. To handle 5 or 6 million tons a yr. no need for more than single track line; 8 trains daily in each direction. 60 cars to train would handle 6 million tons in 300 days. We are hauling 120 cars, 50 short

tons each run of 100-115 miles in 7½ to 9 hrs. on road. Our average cost of freight hauled on our Mesabi Div. of 340 miles, covering our main line from Crookston to Lake Superior and including all expense of hauling, track maintenance, bridges & buildings & equipment - all except taxes. "When we bear in mind that the Great Northern was built from east of Rocky Mountains to Puget Sound, 800 miles (Cascade Tunnel included) for ~~\$~~6,000,000 including 100 locomotives, 5,000 freight cars and 150 passenger and sleeping cars, it seems to me that a line following a river grade should handle 25,000 tons a after being built and equipped with 3 electric stations for ~~\$~~2,000 per mile, 4,000 cars to do the hauling

See card 2

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I note what you say about John Stevens for such a job. He is capable in every way but for work at so great a distance he would be unnecessarily expensive. We have a man named Alex. Stewart, a native of Monkton, N.C., who is very capable and as honest as an eight day clock, who would be fit to take charge of the work. He is now in charge of our line from the Rocky Mts. to the coast including all Coast terminals & the electric works at Cascade Tunnel. Large ocean steamers would necessitate 36 ft. depth at the harbor and dredging is not expensive.

JJH LetterBook, 5/27/11 6/10/16, p. 55