

Lake Superior - Commerce May 18, 1887
Hill to the Exec. Comm. of Manitoba Road, N.Y.

"The pressure for extensions of our lines to Southern Dakota increases daily. I have had to-day delegations in from Yankton, Sioux Falls, Marshall, and Milband, all anxious to get a connection to Lake Superior and I have no doubt that these people will in some way secure this connection, all of which increases the importance, in fact, the necessity of sufficient tonnage to take the business away from the head of Lake Superior. As matters stand there is today a scarcity of tonnage and the present outlook is that it will take until the next crop to move the grain that is now in store at the head of the Lake. All extensions of our lines and any reductions in rates from whatever cause they

come, that tend to increase the amount of tonnage at the head of Lake Superior will greatly advance the lake rates, the through rate from the interior point to Buffalo or the sea coast will not be materially reduced, nor will we get the benefit of our natural advantages until there is provided a line of steamers that will carry off this surplus business. We have now more than enough business from our own lines to sink a daily line of boats before they left the docks at Superior." One of oldest Lake captains has been looking over different shipyards on Lakes & reports that builders of wooden vessels do not like to increase capacity of their boats beyond 2000 tons, because of limited draft in Sault Ste. Marie canal. Gives cost of steel ves-

See Card 2

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sels of 3,000 gross tons, which are more expensive but cheaper in the end. "With such a line of boats we would be able to maintain rates on the Manitoba road."

JJH LetterBook, 11/26/86 - 6/6/87, p. 614