

Source: The Mining Journal  
Marquette, Mi.  
Saturday, December 17, 1887

### The Contract Signed

For some time constructors have been figuring on plans prepared by Mr. J. A. Latcha, chief engineer of the DSS&A for the enlargement of the ore docks at Marquette and St. Ignace. The successful contractor was virtually decided upon two weeks ago and the contracts have been signed and permission at last given to make the matter public.

The contracts have been let to Thomas H. Hamilton of Toledo, one of the best known timber work contractors in the State of Ohio. His contracts call for the addition of 15,000 tons capacity to the ore docks at Marquette and of 10,000 tons to the ore dock at St. Ignace. The work is to be completed at both ports by the opening of navigation next May and Mr. Hamilton will commence operations at once. He will get all his machinery on the ground immediately and most of his timber, so that the work can be rushed when ice forms to aid it along. The capacity of the present docks, three in number, at this point is 18,000 tons of ore so that it will be seen from Mr. Hamilton's contract virtually calls for the doubling of the capacity of the Marquette ore docks. It is estimated that 4,000 piles will have to be driven for the new structure here, to say nothing of the work at St. Ignace. The building of the dock will certainly give employment to a host of men, both here and at that point and will verify the prediction made to The Mining Journal by Superintendent A. Watson some three months ago that Marquette would see the busiest winter in her existence this season when all the railroad work outlined was commenced.

During the last two seasons greater ore capacity has been sorely needed here. The docks were quickly chocked if vessels did not arrive promptly; that always loads up to the filling of the immense railroad yards here and the consequent retirement from service of hundreds of ore cars, leaving the mine managers in the lurch for cars. The big increase in capacity to be made in time for the next season's shipments will facilitate operations for both the South Shore and the ore shippers, besides making vesselmen better satisfied with the port. The new pockets to be provided will lay out anything in the ore dock line yet attempted on this lake

DSS&A

" - Ore Dock No. 3, Marquette, Mi.