

from Little Bay de Noquet to Ontonagon. The roads will probably form a line between Michigan and Wisconsin. The particular point is of course unknown, as the company have not yet made a survey of the country.

The recent bill passed at the extra session of the Legislature last autumn, fixes the route from Fond du Lac through Oshkosh, Neenah, Menasha, and Appleton. From the latter place a line will run in a northerly direction to the most eligible point on the Menomonee river.

In regard to the country in a northerly direction from Appleton, but little is known beyond the Oconto river. But few men have traversed the route to Lake Superior; and those who have, represent a large portion of the country as uninviting, and incapable of sustaining a large population. The fact is, that the country between the third correction line and the Brule river is an unknown region, and actual survey only can determine the feasibility of the route for sustaining a railroad after it is built.

Nearly in a north line from Appleton, in the vicinity of the fourth correction line, on the north side of the Menomonee, the celebrated iron ore beds of Marquette county, Michigan, begin to show themselves, and continue in different locations for the distance of fifty miles in a northerly direction, while they extend about the same distance east and west. With a railroad penetrating this great iron region, the vast mineral resources which now lie hidden and unimproved, will be capable of a development that will astonish the world.

These iron ores possess many of the characteristics of the ore beds in northern New York. They are chiefly of the magnetic and specular varieties, and are found in ridges of nearly pure metal. No less than fourteen large beds of this ore were found by the surveyors, in running out the township lines, as well as numerous smaller ones, and the surveyors computed that not more than one-seventh of them had been discovered. In one place, the ore forms a regular cliff, rising