

that the day will come when our people will acknowledge the North-Eastern railroad to be fully as important as the one from Madison and Columbus, *via* St. Croix to Lake Superior. Its importance to the people of this valley is immense. When the day of completion draws nigh, and the iron, lumber and other products of the north find their way to this region, our people will begin to understand the foresight which is possessed by those who have been instrumental in originating this grand trunk line to the richest part of the mineral regions of Lake Superior. I may be able to write, at some future day, more particularly in regard to the agricultural facilities of this hitherto unknown northern region.

---

## II

In my former article, I made a general statement in regard to the copper and iron regions, which will contribute to the business of this North-Eastern railroad. I wish to show the extent and value of these metallic products of Lake Superior. My information is derived from the reports of the surveyors of public lands, and from individuals who have traversed those sections of country, in quest of pine lands.

The beds of iron ore have not been discovered south of the Menomonee river, but the similarity of geological structure leads to the belief that they will eventually be found on the Wisconsin side of that stream. The dip and course of the veins or beds in Michigan indicate their continuance into Wisconsin. They have been traced across the Montreal river, and extensive deposits of magnetic and specular iron ore were discovered in the Penokie range of mountains, which skirt the south shore of Lake Superior, by Col. Whittlesey, who was attached to the Government survey under Dr. Owen. The country north of the Oconto river, is an extensive pine region, and has been traversed by land hunters and trappers, and in the winter the shanties of the lumbermen may be found near