

The Mining Journal

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LUKE, General Manager

KENNETH S. LOWE, Editor

Hauling Agreement

Mining Co. of Cleveland announced last week that it had reached an agreement with the Chicago & North Western on a rate for hauling iron ore from its Groveland Mine in Escanaba County to the Port of Escanaba.

The agreement follows a lot of sparring between the carrier and the mining firm, and is public on the sidelines watching the struggle of titans.

The Western is associated with the Escanaba, it has been hauling to the Port of Escanaba for many years, first from the Marquette and eventually from all over the Upper Peninsula. The division point in Escanaba is the largest employer in the city. With reduction in rail rates, especially in passenger business, the Western has retrenched at Escanaba and has continued and even expanded its operation in the iron ore field. It has operated a pooled line to the Milwaukee Road since 1956.

The Western discontinued its ore hauling to Superior at Ashland, Wis., and the Iron Range (Ironwood) in the Upper Peninsula. Current annual production through Escanaba is more than a year of all kinds of iron ores are declining sharply in price. It is estimated that iron from low grade ores have been beneficiated in Escanaba.

The Iron Range, with the Cleveland Co. and its partners lead in spectacular pioneering which in iron industry here, has the oldest, Republic and Empire and also is pelletizing ore around in the Mather Mine. The pelletized ore moves to the Port of Escanaba and is not as near to its origin as the partners are located at the Michigan and the Escanaba shortest to the steel mills. The long reach across Sault and across Huron to Escanaba is the only ore line on Lake Michigan.)

It has been the great enterprise of the Iron Range as CCI has Marquette Range. Its Groveland-Randville returned in-landed shaft mine as an iron with beneficiation and CCI did in creating the sur-

face Empire Mine at the site of the old Isabella shaft mine. Hanna's exploration and development project at Randville was extensive and costly and included operation of a pilot plant there before construction of the big plant which can now turn out 2.1 million tons of pellets a year.

Transportation costs are as crucial as mining costs to iron industry profits. Hanna made long range plans for transportation of its Groveland ore as well as for making it into a saleable product. In the 1950s it optioned for purchase the Escanaba & Lake Superior Railroad, which runs from Escanaba to Channing and passes within 12 miles of the Groveland Mine. It bought the E&LS in 1962.

When the C&NW last year announced it would build a new Escanaba Ore Terminal to replace its present dock and create a storage yard and handling facilities, Hanna, which supplies half the volume of C&NW's Escanaba dock traffic, said it might build its own dock and handle its Groveland ore over the E&LS.

The North Western had second thoughts about its project with such a big part of its traffic uncertain, but it later announced that it was going ahead with its terminal in Escanaba and meanwhile it negotiated with Hanna on ore haul rate revision. Hanna agreed last week and put its own ore railroad and dock plans on the shelf. It said that the new North Western rate was nearly 20 per cent cheaper and would save it \$400,000 a year.

A Hanna spokesman said that its engineering showed that it could undercut the C&NW rate even so, but that there were other factors, including the success of the City of Escanaba's financing of the North Western terminal with \$16 million in industrial revenue bonds. The agreement does not create complete happiness because some Escanabans had hoped for two new ore docks and will now get only one, and some mourned the tax loss and declared that competition is good for the area.

The agreement, in the large view, appears to serve the public interest well and also that of the principals. It assures a large modern ore terminal with enough traffic to make it profitable. It sets up the C&NW in ore storage and shipping so that it is better equipped to draw larger volumes to the Port of Escanaba. The North Western lost \$2.2 million in 1967 on its railroading. If its U.P. operations can be made more profitable there's more hope of keeping its passenger trains operating north of Green Bay, Wis. The Escanaba-Ishpeming segment already is under the auditors' microscope.

'How Much Room Shall At The Bottom



National Whirligig: Shoulder Harnesses Ignored

(Andrew Tully is on a fact-finding holiday in Europe. During his absence, the National Whirligig will be written by distinguished government and political leaders.)

By ALAN S. BOYD
Secretary of Transportation
WASHINGTON — If you saw someone take down the safety net under a circus high wire, you would probably drop the performer a note.

I am sitting here with reports coming in from all over the country that the performers are taking down their own safety nets. I thought I would drop you a note.

The safety nets in question are shoulder harnesses that have been in stalled in all automobiles manufactured for sale in the United States since

Jan. 1. They are there because the department, after careful study decided they could save lives. Death Score: Zero

One report we studied was prepared in Sweden, where the shoulder harness was a common piece of equipment in cars. The study covered 28,780 accidents that occurred at speeds up to 60 miles an hour.

In 9,345 of those accidents all of the occupants in the automobiles had their shoulder harnesses fastened.

Nobody died in any of those 9,345 accidents!

Yet, we hear from car dealers all the time of buyers who hurry back the first afternoon they have free and ask them to take out the shoulder harnesses. One dealer told us a man

Editor's Mail

(Contributions are invited. Letters should be limited to less than 300 words. Only signed letters will be considered for publication. Personal attacks on individuals will be eliminated.)

University Case

To the Editor:
For many months I have refrained from speaking to the public via the press about the problems this year at Northern Michigan University. I have done so because I had hoped that Northern officials could compromise their disagreements and re-unite to work constructively for a better university.

However, because of recent developments, I now feel compelled to air my feelings. We have all heard comments from some that Northern's unrest is caused by "the confused and under-handed methods of the few to coerce the many" as a result of the activities of "a hard-core minority" who are interested in personal gain only. It is my only wish that the self-paying public not blindly accept these fallacious generalities without understanding what the situation really is. The remarks, I feel, are cruel and unfair.

Student and faculty disagreement with Northern's Board of Control on the one issue causing the unrest was not created by a "few." The disagreement includes not only a majority of the students and faculty, but also a significant number of the administrators. Thus, the issue is not one of the students versus the administration, but rather the university versus the board of control. Let me emphasize, too, that the disagreement arises as a result of only one board decision out of the hundreds made this year.

Significantly, too, the students who have expressed their views on the McClellan case are "so disillusioned with the United States" that they want "to destroy existing institutions." On the contrary, the students involved and those closest to the facts in the situation represent some of Northern's finest students academically.

These students are not the long-haired, draft-dodging, negativistic-thinking people. They are loyal Americans, conscientious, constructive-minded, optimistic and, most importantly, sincere. Again, my only wish is that the public remain open-minded enough "to see" the issues and not the slant that has been portrayed.

Some would like to exaggerate or distort the recent letter to NMU parents as evidence of their views. However, the record shows that the letter was authorized by the executive of

officials of the Student Government Association before the insert was made. Since the postage and envelopes were paid for by the Student Government and not the university, they had the right to make this decision. Also, since the insert decision came just after the parents' invitations had been sealed, the envelopes were slit open in order to save the expense of ripping the envelopes and replacing them with 6,000 new envelopes. I would agree with those who feel that it was not "in good taste" to include the two letters in the same envelope. But envelopes and postage are expensive items and a separate mailing would have been impossible. The insertion was carried out by nearly 32 students and student senators.

The issue at stake is — Can a college or university, or any employer for that matter, fire an employee simply on the basis of his views on public issues? Dr. McClellan was fired because of charges that he personally did not favor the way in which the university handled its expansion plans. This issue is certainly a public issue. Could you imagine the ramifications if every employer had the right to fire an employee simply because of the employee's views on public issues? No faculty member, teacher, worker or employee anywhere, whether he be employed by Northern Michigan University, General Motors, Lake Shore or what have you, would be definitely guaranteed of his right to speak on public issues. What could be more devastating to our American democracy? Possibly that is why the United States Supreme Court last week, in a case similar to Dr. McClellan's, ruled that "a teacher may not be fired for speaking out on public issues" unless his statements are proven to be reckless or knowingly false. Thus, again, I would hope that the public keep an open mind. We, the students, are content to let the federal court decide the case in August.

We see that the student body of Northern Michigan University is not trying to "destroy" anything. They are simply courageous enough to request that their governing board have respect for the supreme law of the United States. Do not let anyone make you believe that Northern's disagreement has any connection with other disturbances on our nation's campuses. DON L. KESKEY
NMU Student Body President
477 E. Arch St.
Marquette

From The Journal Files

60 Years Ago

The ore shipping business up, however, minor it may be to last year, was shown by the steamer's International Harvester Co. fleet and Bethlehem Steel Co. fleet, stalled 23,600 tons, cleared the Lake Superior & Ishpeming at Presque Isle.

is to shows and rides re-en under 16, through ar with the Beckmann and The Daily Mining Journal, of youngsters is expected ed round trip motor bus uette and Ishpeming will termoon.

being made of forest fire any evidence of incendiaries of which were sus- il and May in the Upper ire chiefs may seek a re- ratory rate paid impressed forest fires for such instances is year for men ordered nities was fixed at 25 cents rate as was in effect last show that incendiarism in- ducing periods of unem-

formerly of Marquette, d from the Lansing office vation Department to the e here to take charge of f projects, fire towers and the Peninsula, Durward e assistant chief of the field

30 Years Ago

noted yesterday afternoon in the appeal from case of one of the saloon ted for a violation of the licensing law, was found k his case to circuit court opinion as to the validity e case of the saloon men r by M. J. Sherwood and W. S. Hill, J. E. Bell and W. S. Hill are looking after the

tees and attendants are used mutilation of books rations of vandalistic in- the practice ceases steps eadly lessen the public's rary, in order that books later may be adequately

administration division in charge of fire prevention, announced here yesterday. Rural land inventories have been completed in Marquette, Chocolay, West Branch and Skandia Townships, and the crews are working in Ewing Township, Ishpeming, north and south of the Dead River Basin and in Forsyth, it was announced yesterday by Thomas Polkinghorne, junior supervisor and manager of the WPA project office in the Marquette County courthouse.

Walter F. Gries, a trustee of the Ishpeming Hospital, will be the principal speaker at a dinner meeting in the Northland Hotel next Thursday evening which will be attended by delegates to the two-day convention to the Michigan Hospital Association, Michigan State Records Librarians Group and the State Anesthetists' Association.

The Ishpeming Industrial Association band will make its first appearance of the outdoor summer season when it plays its opening concert at 8:15 Sunday night from the rock garden of the Mather Inn.

Fifteen teams, including 60 players, will compete here Saturday for the 1938 Upper Peninsula duplicate contract bridge championship.

Five cardinal aspects of life were stressed by Dr. Eugene B. Elliott, state superintendent of public instruction, in his commencement address to 74 seniors in the Negaunee High School last night.

Gunnard Antell, instructor in the Negaunee High School, has been appointed to succeed E. W. Shadford as athletic director at the playgrounds during the summer months.

John Nealey of this city has taken a position of telegrapher in the Marquette office of the Western Union Telegraph Co.

One of the big panes of glass in P. Mercier's barber shop on Division St. was broken by two boys who were scuffling on the sidewalk.

—Negaunee—
A Finn, who does not want his name known because of his fears of vengeance, was held up last night about 11 on the old track grade to the Milwaukee Mine at a point within a hundred feet of where it crosses the South Shore branch by three unknown men whom he thinks wanted to rob him. From the account which he gives of the matter, the Finn came out of the mixup much better than his assailants.

The committee of five supervisors who drove over the Goose Lake road to learn if improvements to that were as badly needed as the petitions to the board of supervisors pictured got unexpected proof when one of the horses of the team became mired in a bog. The horse, in his efforts to extricate himself, fell over on his side, and the harness had to be taken off before he could be rescued. Several committee members were seen after their return from the trip, but none had anything to say for publication, so no guess can be ventured as to what report they will make to the board in July.