

## PORCUPINE RAND

DANE STATION, T. & N. O. RAILWAY,  
June 16, 1911.

*Mr. J. L. Englehart, Chairman T. & N. O. Railway;  
Mr. R. S. Gourlay, President Toronto Board of Trade, and  
The Members of the Toronto Board of Trade.*

GENTLEMEN:

I will cut out the usual compliments paid on these occasions to distinguished visitors and get to business talk.

Railroad building is my vogue. I appreciate the onward movement of the T. & N.O. Railway, especially when it proved itself a lucky prospector and stubbed its toe on Silver Rock in Cobalt, but I do not appreciate constructing it as if it were a fishing rod, with all the "goods" to be got at the end of the line. I compare a railroad to the physical frame of a man—you must feed the brute to sustain him and make him do useful work.

With that object, a few days ago, I wrote L. O. Armstrong, C.P.R. Industrial Agent, Montreal, for an interview re reported survey of a line from Mattawa on the C.P.R. to the T.C. Railway in Pontiac Nord, Que. I got it. Mr. Armstrong stated that a railroad would have been built long ago north along Temiskaming Lake shore to Ville Marie, but for physical difficulties which were now being countered by locating a more easterly route, north to the Quinze Falls, to take care of the trade of the budding Mining Camps at Opasatica and Keekee Lakes, Que., and Larder Lake, Ont. He mentioned that the line from Mattawa would go on sure this time—that a line would also go on sure from Sudbury to Porcupine Lake via Gowganda; he said: I think the C.N.O. Ry. were the constructors of the latter line—that I should see Mr. M. J. O'Brien, who had charge of the survey, that he could give me details. I interviewed Mr. M. J. O'Brien at the Queen's Hotel, Montreal, after satisfying himself that my pass was vided by Mr. Armstrong. He said, in part, that at this period he was not at liberty to speak, but by putting two and two together, I learned from him that a Montreal Company had got a Dominion Charter for railroad construction with running rights to New Liskeard, that the line would strike the T.C.R. Ry. east of Abitita Lake upper, serving en route through the physical nature of the country it traversed. Larder and Opasatica Lakes first,—Keekee and Keewagama Lakes next, and at the end of the fishing rod the clay belt of the Transcontinental Road—thus putting a ring fence round the known mineralized zone, with the T.C.R. and C.P.R. enclosing it on the north and south sides, and the Mattawa and Sudbury lines on the east and west sides, respectively, with the T. & N.O. Railway running up the centre dividing the spoils, which you should fish for by sending out feeders to the Mining Camps to sustain it—therefore I suggest to you who declare you want the trade for Toronto, to harness the water power at Englehart or Wendigo Lake, which I have seen; start an electric railroad from Swastika, admitted to be the third best mine on the Porcupine Rand, although in the Larder Lake area; run it due east S.E. four miles to Dane on the T. & N.O. tracks, then take the Ontario Government Road to Larder Lake, eighteen miles long by one and a half chains wide, built at a cost of \$40,000 three years ago, now in A1 condition—thanks to the Minister of Public Works. Lay your tracks on it, York Radial style, to Larder City, then fourteen miles along the north side of Larder Lake to Opasatica Lake, which is six miles east of the Ontario-Quebec boundary—run it six miles further due east to Keekee Lake, Que., and then ten miles further E. N.E. to Keewagama Lake and another ten miles further to the T.C. Ry. This Electric Line could, with advantage, be run due west of Swastika, to tap the C.N.O. running north from Sudbury, near Musgrove, and other townships that are making gold discoveries due west of Larder Lake.

Why not let this projected Electric Road by contract for construction, giving the contractor the steel and say two years to hand over the line?—West Australian Government style, who got the 200-mile line from Freemantle to Kalgourlie built on above terms for half its prime cost. The Contractors trebled the contract amount by pushing the head of the line twenty miles at a time and carrying machinery, freight and passengers up to the Goldfields, though there was no freight to be carried out—an armed escort took out the gold. Water for the use of the engines had to be carried from the base.

JAMES H. TIGHE,

Member Toronto Board of Trade.