

Vermillion iron range, which shipped one and a quarter million tons of iron in 1892, will be reached, and not much further on rail connection to the American West, and the cities of St. Paul, Minneapolis and Chicago will be secured.

The business of the road may be judged from the following contracts already entered into: The P.A.D. and W. has contracted with the Gunflint Lake Iron Company to carry for that firm alone 1,000,000 tons of iron ore in the eleven years, beginning with 1893; with one timber firm the railway has contracted to carry 5,000,000 feet of sawlogs a year to the booms on the Kaministiquia River at the upper end of Fort William. To handle the iron ore traffic, the railway is about to erect special iron ore docks at a cost of \$150,000; to secure the location of their docks at Fort William the town has granted the Company a bonus, and the fall of 1893 will see in use ore docks second to none on the lakes.

THE ONTARIO AND RAINY RIVER RAILWAY

This line has running powers over the Port Arthur, Duluth and Western to Sand Lake; from this point the road is to be extended northward to Sturgeon Falls, the head of navigation on Rainy Lake, a distance of about 135 miles. The completion of this line will give direct communication by rail or water with Rat Portage, the Huronian gold district, the Atickokan iron range and the extensive pine forests of the Lake of the Woods.