

the accuracy of Mr. Stroung's report, as to the natural advantages along the water front of this property, attention is invited to the following letters, from Mr. Olds and Mr. Shaughnessy, addressed to Col. Rankin :

"MONTREAL, 15th of April, 1890.

"COL. RANKIN,

"*St. Lawrence Hall, Montreal.*

DEAR SIR:—"I have looked over the plan of the location of our line through your property at Sault St. Marie, Ontario and am favorably impressed with it. I have long been aware of the lack of dockage facilities at this point, and until you called upon me, have been unable to see how what I consider necessary improvements for the interchange of traffic with Lake craft, could be provided. - Your plan for the construction of a siding from our main line about four miles east of the bridge, to reach the water front, bounded by your holding, seems to meet the case exactly, and it is my opinion, that the necessity for the construction of a side track, through your land to the water front will become daily, more and more apparent to our company. Given dockage accommodation, with sufficient depth of water to accommodate the class of steam vessels now plying on the upper and lower lakes, in my opinion, the creation of improvements necessary to accommodate the growing traffic of the lakes, must be a question of but a very short time from this. There can be no doubt whatever as to the advantage to this company of such improved facilities for the interchange of traffic.

"Yours truly,

"GEORGE OLDS,

"*General Traffic Manager.*"

Again, in a letter from Mr. Shaughnessy, Assistant President of the Canadian Pacific Railway, to Col. Rankin, dated Montreal, 17th of May, 1890, the following passages occur :

"With reference to the spur track to the water front on your property which we disensed a short time ago, I have been in communication with the connecting lines west of