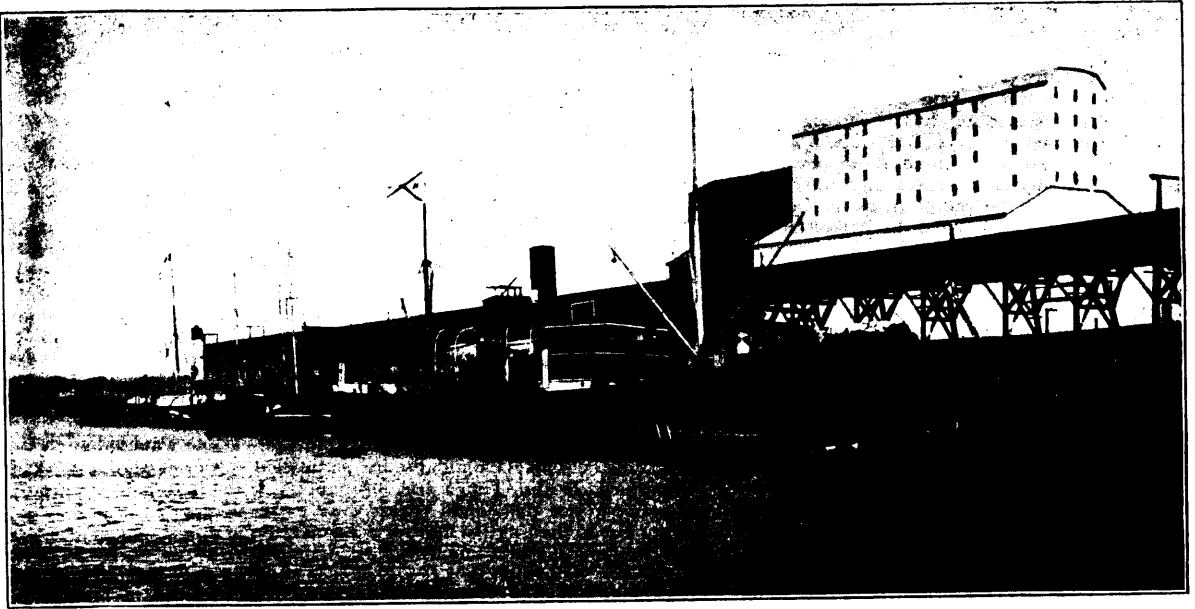


work at the mine, from which large shipments of iron ore are being made to Michipicoton Harbor, where the ore is shipped on the Co.'s steamers, 4 of which were recently brought out from England, & conveyed to Midland, Ont., for smelting. The ore dock at Michipicoton Harbor is 750 ft. long & 27 ft. wide at the bottom, 18 ft. wide at the top & 64 ft. high, running full length out into the bay. It supports 12 ore pockets, each of which holds one car load of 50 tons of ore. About 1,500,000 ft. of pine & spruce were used in its construction. The commercial dock, which is about

300 ft. from the ore dock, & parallel to it, is 300 ft. long & 40 ft. wide. Vessels drawing 20 ft. of water can tie up on either side of it. (June, pg. 174.)

Arthur White, Division Freight Agent of the C.P.R. at Toronto, who recently went over the branch from Michipicoton Harbor, said in an interview on his return:—"At the Helen mine he viewed with astonishment a mountain of almost pure brown hematite ore, which after careful tests by diamond drills is estimated to contain over 30,000,000 tons. The ore is being worked from the face of the mountain, the foot of which is almost on a level with the steel iron ore crusher now being placed in position for the purpose of crushing the ore, consequently the labor question is on the most economical basis, as, in the first place, the ore being so rich is dropped down the face of the mountain with very small blasts, & gravitation does nearly the whole of the business after that through the crusher & down the railway to the trestle works at the harbor, the line being on a grade down hill of 3 in 100, with only one exception, where it crosses the Magpie River, when the up grade for a short distance is against the traffic 1 in 100. The line is being equipped with 100-ton locomotives, & 50-ton capacity pressed steel cars for the ore. The ore in the first place has been disposed of to the new smelting works at Midland. Shipments will also be made to Hamilton & Deseronto, possibly to Montreal, & in addition, largely to the U.S. After the Co. had got through with the testing of the Helen mine, water was required for the steam boiler in connection with the ore crusher, & a lateral shaft was run into a mountain about three times as large as Mount Royal at Montreal, but in place of getting water the officials were agreeably surprised to find a continuation of brown hematite ore, & they ran 2 lateral shafts into this second mountain a distance of 250 ft. each, & about 5 ft. square, finding nothing but a continuation of the best of brown hematite ore. The line from Michipicoton Harbor to the Helen mine is most picturesque, being a continuation of beautiful lakes, having outlets by falls similar to the one at Montmorency, & in addition to the beautiful scenery it runs through a virgin country for forest products. The streams are full of trout, catches of fish averaging from 20 to 24 in. long being the rule, & not the exception. It is the intention to erect a summer hotel. Villages have sprung up, principally populated by miners & railway employees, & there are now already perma-



CANADIAN PACIFIC RAILWAY ELEVATORS AND DOCKS AT ST. JOHN, N.B.

nently settled along the railway between 600 & 700 men, most of them in comfortable residences, & none under canvas, while less than a year ago the whole population of the district was represented by two Indian families."

The main line is also under construction from Sault Ste. Marie towards Missanabie, on the main line of the C.P.R., the first 20 miles being under contract to J. Connée, & the next 50 miles to Fauquier Bros. Foley Bros. & Co., of St. Paul, Minn., are also said to have secured a contract for 100 miles. It is expected that 20 miles will be completed early in Sept. Large docks are being built at the Sault in connection with this line, as there will be extensive shipments of pulp-wood timber, etc., brought down. (June, pg. 174.)

Particulars of the aid given by the Ontario Legislature to this Co. appeared in our May issue, pg. 143. At its recent session the Dominion Government gave a cash subsidy of \$160,000 for 25 miles on the branch from Michipicoton Harbor, & for 25 miles from Sault Ste. Marie towards the main line of the C.P.R., 50 miles in all.

It is said the Co. has secured running rights over the C.P.R. bridge across the St. Mary's River at Sault Ste. Marie, which will enable it to reach Sault Ste. Marie, Mich., & run into that city over the line of the Michigan Lake Superior Power Co.

The ratepayers of Sault Ste. Marie, Ont., by a vote of 412 for & 19 against, recently carried a by-law granting concessions to the Co.

The Co. is seeking to prevent F. Ferry & Co., lumbermen, from crossing its line by a short railway to get their lumber out.

See also under heads "Manitoulin & North Shore Ry.," & "Ontario, Hudson's Bay & Western Rys. Co."

Arthabaskaville.—The Dominion Parliament at its recent session granted a subsidy of \$38,400 for 12 miles of this line from Victoriaville to Chester West, Que.

Atlantic & Lake Superior.—C. N. Armstrong, the promoter, is credited with saying that arrangements had been made between the shareholders & the bondholders by which the latter were given control of the road for the purpose of completing it, & that a representative of the bondholders was making arrangements for the immediate prosecution of the work by C. R. Scoles, of New Carlisle, as contractor. Joaquim Galindez, of London, Eng., was in Canada in July, & stated that after inspecting the line & interviewing interested parties, he had taken over the Baie des Chal-

eurs section on behalf of the bondholders' trustees, & that the uncompleted section to Paspébiac would be finished. Hon. Mr. Casgrain has been appointed to represent the bondholders in Canada. (Feb., pg. 41.)

A sheriff's sale of the line advertised for July 19 was postponed, C. N. Armstrong having filed two oppositions.

Bay of Quinte.—At the last session of the Dominion Parliament an act was passed extending the time for the completion of this railway for 5 years from the passing of the act. The Co. was also given extensive powers in regard to carrying on the business of generating & distributing electric power & energy & other motive power, also in regard to carrying on mining & timber business, & to deal in letters patent, franchises or patent rights. The bill as originally introduced met with some opposition in regard to the place & date of holding annual meetings. The head office was fixed at Deseronto, the directors being given power to change it by by-law. The annual meeting is to be held on the second Monday in Sep. of each year.

Between Deseronto & Deseronto Jct., about 4 miles, 65-lbs. rails are being put down in place of 50-lbs. ones.

Bout de L'Isle-Charlemagne Bridge.—At the recent session of the Dominion Parliament \$150,000 was voted towards building a single track standard railway bridge with 2 roadways, 10 ft. wide, from Bout de L'Isle to Charlemagne, at the junction of the Ottawa & St. Lawrence rivers.

Bracebridge to Baysville.—At the last session of the Dominion Parliament, a cash subsidy of \$48,000 was voted towards the construction of a railway from Bracebridge to or near Baysville, not exceeding 15 miles.

Brazil Lake to Kentville.—The Dominion Parliament last session voted a cash subsidy of \$35,200, to build 11 miles of railway from Brazil Lake, on the Dominion Atlantic, to Kentville, N.S.

Bridgetown & Victoria Beach.—See Granville & Victoria Beach.

The Canada Eastern is being ballasted from Fredericton for 20 miles along the line. The bridge over the southwest Miramichi is being replaced by a substantial structure.

Carleton & Miramichi.—The Dominion Parliament last session voted a subsidy of \$15,400 for a railway from Bristol on the C.P.R., southwesterly 17 miles. (May, pg. 143.)