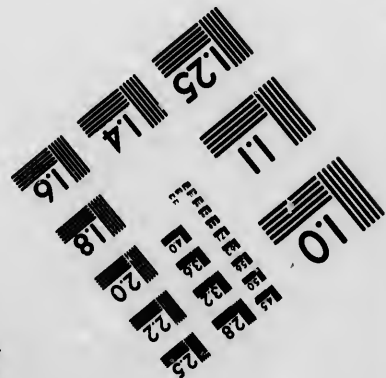
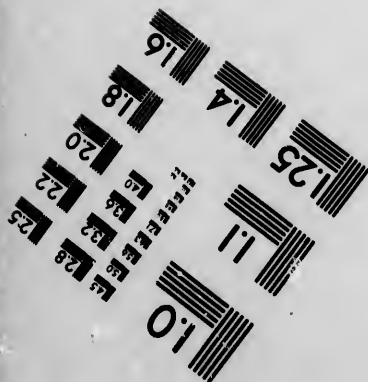
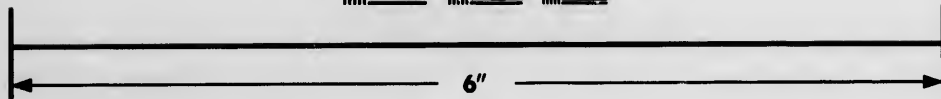
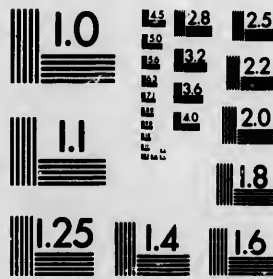


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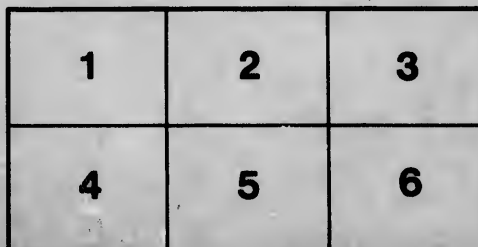
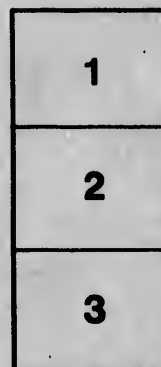
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DESCRIPTION OF THE TOWNSHIP OF RANKIN,

Sault Ste. Marie, Ontario.

The Township of Rankin is situated on the banks of the River Ste. Marie in the District of Algoma, Province of Ontario. It is bounded on the west by the town of Sault Ste. Marie; on the east by the Garden River Indian Reserve, and to the north by a range of mountains some five (5) miles back from the river. It contains ten (10) square miles (6,400 acres), and with the exception of a sandy ridge which crosses it from east to west, along which runs the line of the Canadian Pacific Railroad, is all good farming land. This ridge, though sandy on the surface is underlaid by the best quality of clay for making bricks or pottery, which can be manufactured close to the track on both sides, at a distance of about two (2) miles from the heart of the town; the best kind of wood, too, for burning brick, abounds on the spot.

Along the river front the banks are low, but dry, and the land rises gradually till the valley of Root River is reached, at a distance of from two to three miles from the front. Along that valley the land is of superior quality, heavily timbered with elm and other woods, indicating rich soil.

Good mill sites could be established along this river, which winds through the property for about three miles, crossing this river and proceeding in a northerly direction to the foot of the mountain range. The land is level, and rises gradually; is entirely free from stones and contains extensive ranges of pasture where hundreds of cattle could be fattened every summer, the locality being well watered by numerous running brooks of the purest water. This part of the Township is traversed from east to west by the Great Northern road from the Bruce mines to Goulais Bay, Lake Superior, a road built by the Government thirty years ago, and settled

from one end to the other. About a mile north of this road, within the township, are two partially developed and promising copper mines, which, notwithstanding the depressed state of the market, could even now be worked with profit.

Fronting on the River St. Mary, and following the course of the stream, the property is about three miles wide. At the site of the proposed Town of Purtoerah the channel of navigation runs close to the shore, and the bottom is free from rock and favorable for driving piles and building wharves at the least possible cost, while near the eastern boundary the line of the Canadian Pacific Railroad runs less than half a mile from the front. A coal depot established here to supply the Canadian Pacific Railroad, the Grand Trunk and other railways going to the Sault, for they *must* all cross this property, would be a great advantage to the roads, as well as to all steamers of every class engaged in the navigation of these waters.

A town started here cannot fail soon to become the most important commercial center of all that region. There is no place on the Canadian side, from Owen Sound to Port Arthur (a distance of 700 miles), where the Canadian Pacific Railroad steamers can touch, while here they can find ample accommodation and convenience for connecting with the shipping traffic. Then, too, the unequalled convenience of transportation from this spot, either by rail or water, must induce the growth of private industries, such as factories, foundries, distilleries and dry dock, etc.

It has been estimated that *at least 60,000 cords* of what is called pulp wood can be got off this property, all within three miles of the river, and fully half of it within *one mile*. This can be loaded on vessels at a cost to the owner not exceeding an average of two dollars and thirty cents (\$2.30) per cord; the freight will never exceed two dollars and fifty cents (\$2.50), while at Detroit, Cleveland or Buffalo, it will always bring at least six dollars and fifty cents (\$6.50) per cord. The township, too, contains vast quantities of other wood and timber, such as hard maple, birch, ash, elm, tamarack, cedar, spruce, hemlock, pine, poplar, etc., etc., for all of which there is a demand on the spot at remunerative prices.

Then, too, the millions which must be expended within the next three or four years by the Grand Trunk and other railways going to the Sault, as well as in the completion of the Canadian Canal now in course of construction, and the still larger sums which must be expended on the United States side of the river, directly opposite, upon their new canal and other public works, cannot fail to contribute towards the progress of that locality and add largely to the value of property in that vicinity.

MARCH 20, 1890.

The following is a report submitted by Wm. M. Strong, Esq., a civil engineer, topographical surveyor and mineralogist, after having made an exhaustive examination of the property at the request of Mr. Joseph Taylor, Detroit :

SAULT STE. MARIE, Sept. 10, 1890.

JOSEPH TAYLOR, Esq.,

Detroit, Mich.:

DEAR SIR,—I have examined the tract of land known as Rankin Township, Ont., and beg to report as follows :

The property is situated about five miles below the International Bridge on the St. Mary's River, has a river frontage of about three miles, and extends back to and a short distance into a range of precipitous rocky hills of the Laurentian formation. The tract is supposed to contain about 6,400 acres, and in years past was timbered with a growth of pine and other timber, which has been burnt off, and in its place has sprung up a second growth of light timber, mostly poplar, balsam, spruce, etc., with some beech, elm and a few pines of former growth still standing.

The timber is generally suitable for pulp wood. The soil from the base of the hills to the river front, with the exception of a sandy ridge crossing the property, is a clay loam with clay subsoil, and judging from the farms in the immediate vicinity, would prove to be a fertile tract of land under cultivation.

WATER FRONT.—Along the front of this tract the St. Mary's River, in point of width, is more contracted than at any other place between the property and the Sault. The bed of the stream consists of clay, and from the United States Government chart of the river the depth of water ranges from fifteen to forty feet, the deep water extending, in many places, quite close to the banks. From an examination of the shore it becomes evident, that a moderate outlay of capital would provide dockage sufficient for all purposes that it might be required for, should a railroad and manufacturing town ever spring up at this point.

The land by a gradual slope rises back from the river to and beyond the Canadian Pacific Railway line, and is naturally well adapted for railroad yard or other purposes.

A spur from the present track of the Canadian Pacific Railway, one mile in length would be sufficient to connect the river front with the main line.

It seems altogether probable, that any future lines of railroad entering Sault Ste. Marie, Ont., will cross this property. Should the Grand Trunk Railway build to the Sault, and make their terminal grounds here, and in connection with the Canadian Pacific Railway, establish coal docks, or in other ways occupy the ground, an important town site might be established.

Certain lines of manufacture could be carried on here to advantage.

The elements to be considered in this connection are: 1st. Raw material. 2d. Power. 3d. Labor. 4th. Market, which includes transportation.

1st. *Regarding raw material*, the most important which suggests itself is copper matte containing nickel, large quantities of which are being produced at Sudbury, about one hundred miles west on the Canadian Pacific Railway, and the entire product is now being shipped abroad for refining.

Refining this matte could be, by means of electricity, successfully accomplished at home, and in addition, the manufacture of bare, and insulated copper wire for electrical purposes would prove profitable.

I quote from the *Engineering and Mining Journal* of August 30, 1890:

“The Elmore Patent Copper Depositing Company, of London, are taking orders for deposited copper pipes, etc. It requires an electro motive force of from .2 to .3 volts to effect the chemical reduction of copper sulphate solution, and

if we assume the combined efficiency of engine, dynamos, leads and bath to be only twenty-five per cent., then each indicated horse power will deposit 888 grains or 1.95 pound of copper per hour.

This shows a ton of coal used in a modern engine will deposit a ton of copper."

A current of electricity carried a distance of five miles would discharge about fifty per cent. of the current that leaves the dynamos, or in other words, using power developed by the Water Power Company at Sault Ste. Marie, Ont., and delivering a current of electricity at a distance of five miles, two horse power would be required at the Sault to do the work that one horse power would do on the ground. This, however, at \$10 per horse power, would be less expensive than driving one half the dynamo plant by steam when the plant is required for continuous duty.

Next to the copper industry, wood pulp and paper would invite capital.

2d. POWER.—Having convenient coal docks and cheap water rates from coal ports, the question of fuel would present no serious obstacles. Good steaming coal in cargo lots costs this year \$2.45 per ton at Sault Ste. Marie, Mich.

Root River, a small stream which crosses the property, could be made to develop a small power which might be turned to some advantage. Estimated to be about thirty horse power.

3d. LABOR.—Labor in this country at present is not abundant, and commands \$1.50 per day, but were factories to start up labor would be attracted, and soon a resident population would supply this demand.

4th. MARKET AND TRANSPORTATION.—A large foreign market, in addition to that afforded by Canada herself, would be open to the products of a copper industry.

Many miles of electric light and power circuits are being established, requiring large quantities of copper.

Transportation from and to this property can be had, 1st. By water from all ports on the great lakes. 2d. By the Canadian Pacific Railway east and west to the Atlantic and Pacific Oceans, and by the Minn. S. S. M. & A. Ry., and the D. S. S. & A. Ry., to all other points south and west.

TOWN SITE.—Assuming six hundred and forty acres could be platted and sold for business or residence purposes, ten lots per acre would yield six thousand four hundred lots, and

if these could be made to realize on an average \$25 per lot the total value would amount to \$160,000.

Conclusion: While I cannot say that it is impossible for railroad grounds or docks to be established nearer the "Soo" than this property, I am satisfied that here, dockage can be provided for less expenditure of money than at any other point from three miles below the bridge up to it.

The reason for this lies in the fact that the bed of the river over this last mentioned distance, consists of sandstone and boulders, and would require extensive rock blasting. As to the immediate prospects of the Grand Trunk building to the "Soo," or the requirement of the Canadian Pacific Railway in regard to coal dock, etc., I am not prepared to offer an opinion, and can only state that, should the property be required for any of the purposes mentioned, it will be found to possess no physical disadvantages.

I have examined the mineral prospects upon the property, and will submit a separate report as soon as I finish the assays of samples taken.

Very respectfully yours,

WM. M. STRONG.

Mr. Strong in the above report states that the property extends back to, and a short distance into, a range of precipitous rocky hills of the Laurentian formation. This range of hills or mountains, stretches from Lake Huron to the head of Lake Superior, and any line of railway must of necessity keep to the south of it, to be able to make connection with the water front, hence every road going to, or coming from the Sault, *must* cross this property; the line of the Grand Trunk was located across it several years ago. The Canadian Pacific Railway, in building their road, in some places encroached upon the located line of the Grand Trunk, and in consequence of this, the latter company have, by Act of the Provincial Parliament, acquired the right of relocating and building their line *south* of the Canadian Pacific Railway, so that the Grand Trunk, when built, *must* run between the Canadian Pacific Railway and the water front. In support of

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

"Sault Ste. Marie, and am of opinion that they would save
 "money by receiving a portion of their coal supply near the
 "Ontario Soo, if water freights are no higher than they are
 "to St. Ignace. If there is sufficient depth of water and
 "proper facilities for handling coal, I feel quite confident
 "that the water rates would be no higher from Cleveland or
 "Sandusky than they are from Ashtabula to Gladston.
 "Please let me know if you are ready to build a wharf to
 "sufficient depth of water provided that this company
 "undertakes to build the siding upon its completion.

G. SHAUGHNESSY

Asst. Pres. U. P. R. Co.

Again, in a letter from Mr. Shaughnessy to Col. Rankin,
 dated 15th of July, 1870, the former remarks :

"Any concern using coal can get their supply there, by
 "water, at very low rates, and if advantage is taken of the
 "facilities which nature affords there to a very great extent
 "by establishing private industries, such as distilleries,
 "breweries, pulp mills, lumber mills, etc., etc., from which
 "we might receive a reasonable amount of traffic, we shall
 "be very glad to put in the necessary siding, etc.

DETROIT, MICH.,
 October, 1890.

