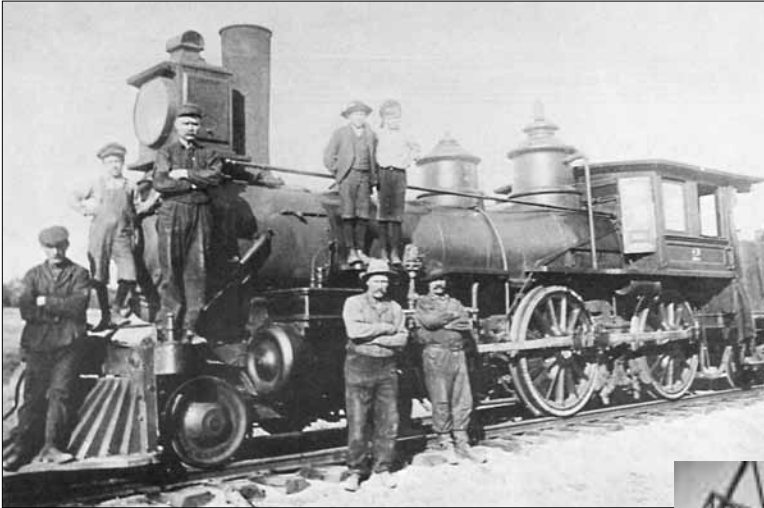


BRUCE MINES & ITS RAILWAYS



LEFT & BELOW: The 4-4-0 to the left (Courtesy Mrs. R. Lilly of Bruce Mines) is Rock Lake Mining Company's #2, their #1 being an 0-4-0T originally at Rock Lake. The history of these locomotives is not well-known, but #2 is not the Grand Trunk #156, below in an undated National Archives of Canada photo (PA 194513) at Midland, ON. There are significant differences between the two engines like positioning of the domes and bell, the style of pilot and spokes or lack of them on the lead truck. It is known the former Grand Trunk locomotive did become the regular "road" engine for the Bruce Mines & Algoma Railway and is seen in the wreck photo shown later.

RLM #2 was with the railway until about 1908 but its operational history is unknown. See the photos of the "burnt" locomotive further on.

Bruce Mines was named for Lord Bruce Elgin, Governor General of Canada 1847-54. Copper mining was done on Lake Huron's north shore from the mid 1840s until almost 1870. In the late 1880s the area had its first contact with railways as Canadian Pacific built a branch line from Algoma Mills to Sault Ste. Marie and used some of the quartz tailings from past mining (locally known as skimpings) for ballasting its track.

In 1898, two new copper mining concerns came to the "Bruce", one at the town, the other at Rock Lake, ten miles north. The "town" company, Bruce Copper Mines (BCM), spent large sums of money on surface projects including an ore concentrator, coal dock and over a mile of railway line connecting mill, shafts and dock. BCM had one known locomotive, an 0-4-0 tank type built in 1897 by Baldwin.

Not to be outdone, Rock Lake Mining Company also erected extensive above ground facilities, the most impressive being a huge concentrator on the shore of Rock Lake, two miles from the mine. A standard gauge railway was built connecting the two sites. Plans were to send mill production to a smelter at Dollar Bay in Michigan's Upper Peninsula and in order to reach the CPR, in 1899 the Bruce Mines & Algoma Railway was chartered by the same people who owned the mine. BM&A construction began in 1900 from the CPR Bruce station, two miles north of the town. Slow progress on the railway made it necessary for the mining company to literally drag a Baldwin 0-4-0 steam engine and ore cars overland to the mine site so ore could be moved to the mill. Further proof of the close relationship between the railway and the Rock Lake Mining Company came in the June 30, 1902 Mortgage Deed for the BM&A showing duplicate signatures.

In the 21st Century it is hard to imagine what fundamental changes came with the building of a railway into new territory. In 1970, the North Shore Sentinel, published in Bruce Mines, carried memories of the coming of the BM&A, written by a Mrs. E. L. Urquhart of Timmins. "Our pioneer home was located about fifteen miles from the Bruce, and perhaps three or four miles from the Rock Lake Mine... Al-



though I was a very young child when the railway line was built, I can remember the many ways it changed our lives. Living was naturally very simple and primitive in those days, with only a wagon trail connecting the various communities with Rydal Bank and Bruce Mines. Even this dirt road had been in existence for perhaps 20 years... When the railway was built there were still no modern contraptions like automobiles or telephones in the rural district.

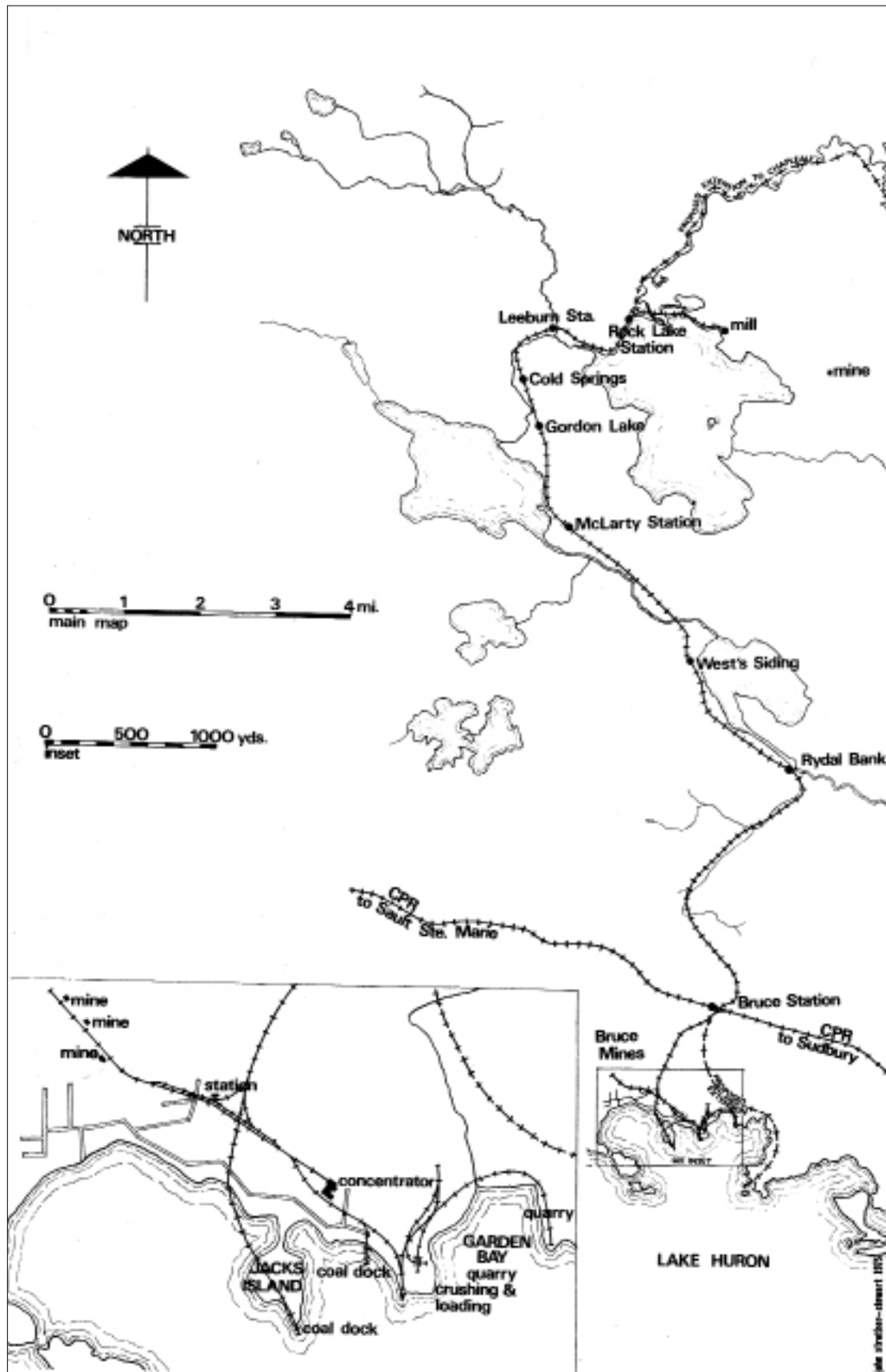
"Imagine then the thrill experienced by the pioneer people when suddenly they could ride to town by rail, sitting in comfortable plush seats in a regular passenger coach, instead of a clumsy lumber wagon, pulled by the farm's heavy draft horses.

"... the trains passed about a dozen feet down the bank from our front door... [They] made an official stop at the point where the line crossed the wagon road, quite close to our home, and this became known as Aberdeen Crossing, so named after our Township of Aberdeen... Our home became a sort of way station where local farm people could await arrival of the passenger train, or take shelter there after getting off the train while waiting for someone to pick them up."

The BM&A route followed the broad valley of the Thessalon River which widens into Ottertail, Gordon and Rock Lakes. Side hill construction and considerable curvature limited heavy rock work while three large trestles over the Thessalon River were the railway's major engineering works.

The Bruce Mines & Algoma Railway

Map drawn by John Strother-Stewart





All photos are of the Bruce Copper Mines operations in and near the town of Bruce Mines, but no sign of a railway track can be found in any of them. Perhaps this is appropriate, given that BCM provided very little revenue for the Bruce Mines & Algoma Railway.

The three photos to the left were obviously taken at different times and from different angles so specific comment is difficult. The top photo is dated specifically as August 21, 1902. In the bottom of the three, a blob on the horizon may or may not be a mine headframe, revealing the position of a shaft.

The listing of points along the railway seen at the bottom of the page comes from *Altitudes in Canada*, edited by James White and published by the Government of Canada in 1915. Every operating and projected railway plus trial lines and water-courses in Canada at that time is listed in the book.

Traces of both the railway to Rock Lake and mining activities in the town and throughout the region can still be found. A particularly useful example of this can be seen at Rock Lake where the tailings or "skimpings" from the mill have been spread out as a public beach.

Top Photo courtesy the Archives of Ontario AO 2707
Other two photos courtesy Merritt Strum

Miles from Bruce Mines	BRUCE MINES AND ALGOMA RAILWAY	
0.0	Bruce Mines, lake Huron, water	581.0
1.7	" Canadian Pacific Ry., Sault Ste. Marie branch, crossing	681
2.2	Summit, ground, 709; rail.....	704
6.0	Rydal Bank station.....	645
6.1	Ottertail lake, water.....	637
8.9	Thessalon river, water, 638; rail.....	657
11.0	Gordon Lake station.....	647
11.0	Gordon lake, water.....	638
12.1	Summit, ground, 703; rail.....	688
13.5	Thessalon river, water, 640; rail.....	658
15.0	Rock lake, water.....	644
15.6	Thessalon river, water, 644; rail.....	656
16.6	Rock Lake, mill	652

The final mileage from Bruce station to Rock Lake was about fifteen when construction ended in the fall of 1901. Residents refused to use the railway's official name or even its initials, instead settling on "The Nip & Tuck", perhaps as their opinion about the success and stability of the venture.

In 1902 the BM&A received a subsidy to push their line to Lake Huron from Bruce station, connecting with Bruce Copper Mines' industrial trackage and allowing the mining company an interchange with the CPR. The agreement between the BM&A and the mining company was complicated in that it included the cost of copper ore in pillars needing to be left in place to support the railway over mineralized areas. BCM had not been carrying out open pit mining and had no intentions of being forced to do so by the collapse of the railway's right of way, so the BM&A probably paid a good price for the copper ore left under its track. Although no documentation has turned up in support, it is thought the trackage built by Bruce Copper Mines connecting their coal dock, concentrator and mines was turned over to the BM&A at least in the sense of trackage rights and possibly outright ownership, but the date is unknown.

At this point the BM&A had 17 miles of track with 56 pound per yard rail and served copper mining customers on either end of the line. Movement of bulk raw materials and necessary supplies adding to the normal local freight and passenger business made for a successful operation and the owners had a right to be pleased, for the moment, at least.

As it turned out, Bruce Copper Mines contributed little to railway revenues. In spite of much publicized plans and dreams, little more than token amounts of copper concentrates were ever shipped. This venture under its original and subsequent owners up to 1915 brought up large quantities of rock and accumulated considerable tailings but mainly for development purposes rather than actual mining. That is, they spent most of their time, money and efforts pumping out flooded shafts, constructing headframes, renovating concentrator plants and extending underground access to ore bodies. None of these activities produced much product that could be transported in bulk and sold at a profit. One company had to pump out 27,000,000 gallons of water just to discover nothing worthwhile in old shafts and stopes. Another company built a powerhouse only to have it burn down before being put into operation. The steam locomotive owned by BCM was sold to a Montreal used equipment dealer in July of 1904.

BM&A affairs went from bad to worse in 1903 as Rock Lake Mine closed and the railway lost its other big customer. Later reports suggested the mining company took out any easily reached ore and made little effort to prove out reserves for future production. Now the railway had to make a living hauling baled hay, livestock, lumber and firewood. The single passenger car of record at the time was removed from regular service north of Bruce station and the company's two locomotives spent more time idle than in revenue service. Federal government statistics for the year 1904 showed 7,012 passengers had been carried and 22,120 tons of freight handled, none of it mining related. Operating and fixed costs exceeded revenues to produce a net loss of \$5404.60.

The motive power situation at the railway and Rock Lake Mining Company is confused, at best, and made even more so by the fact the two companies were closely related. The Baldwin 0-4-0T that had been dragged overland for the mining company apparently moved to the BM&A as their "dinkey" and would be employed as a switcher between Bruce Mines and the CPR interchange at Bruce station. A



ABOVE: The Rock Lake Mill is mirrored in the lake. Ore from the mine was delivered to the top of the structure, processed to concentrate it, and removed at the bottom into railway cars on the BM&A.

Photo courtesy Ian West



ABOVE: Aftermath of the July 1905 head on collision between the only two locomotives the BM&A owned. The engineer on the larger one died.

National Archives of Canada PA 210221



ABOVE: A postcard photo of the Jacks Island trestle leading to the BM&A coal dock. The view is believed to be looking towards the mainland from west of the island. The slight smudge in the centre is due to what remains of a stamp cancellation.

Photo courtesy of Dave Guay



ABOVE: Another view of the 1905 collision on the BM&A. The July 14 issue of the Bruce Mines Spectator was quoted in *The Call of Copper*, as follows.

"The Bruce Mines & Algoma passenger train and coal transfer train collided on a curve last Saturday morning about a quarter to ten near Frejd's farm half way between the C.P.R. and B.M. & A. stations causing the death of our esteemed townsman Engineer James F. Duncan.

"The small engine was hauling two carloads of coal from the coal docks to the C.P.R. station when the accident happened. It was customary we understand for the Dinky to wait at the switch about the time the passenger train was to return from the local but evidently the engineer's time piece was incorrect as he thought he could possibly make the C.P.R. station before the passenger would leave. A minute or two made a big difference in this case and the result a fatal accident and great destruction of property.

"The passenger train left the C.P.R. station shortly after the local passed through at its usual time and the train was running at about twenty five miles an hour when it struck. It was impossible for the engineer to see any distance ahead as the curve is a sharp one. The passenger train was in charge of conductor John Knight, James Duncan, engineer, Charles Rousseau, brakesman [sic] and Charles Harman, fireman. Messrs. Will Tuer and Roy Davis were in charge of the coal transfer train.

"The Dinky with its car loads of coal was running very easily when the accident happened as the engineer had reversed the engine and applied the air brakes as soon as he noticed or heard the passenger coming. As soon as he did this he jumped and also the fireman.

"Mr. Duncan evidently did not see the Dinky coming as the throttle was wide open when the trains came together. Young Harman, the fireman noticed the other train when it was a few feet away. He shouted, jumped and

saved himself but Mr. Duncan had not time to do anything. He made an effort to get out and was just in the act of jumping when the trains came together. His right leg was caught between the engine and tender and crushed to pieces. In the rebound Mr. Duncan managed to free himself but fell back on the coal nearly exhausted. After the collision cries of distress were heard but it was impossible to get near the sufferer for at least five minutes owing to the escaping steam. When found his hands were holding his leg and the pain that he endured must have been something terrible. Word was at once sent to Bruce Mines for assistance and Drs. Downing and Smyth were soon on the scene but when they arrived they found it impossible to save his life. They did everything that medical aid could do but it was of no avail and Mr. Duncan passed away in about an hour after the accident. He was conscious up to the last and spoke to his two sons William and Bruce. He knew he was dying and after saying a few words he passed away and James F. Duncan was no more.

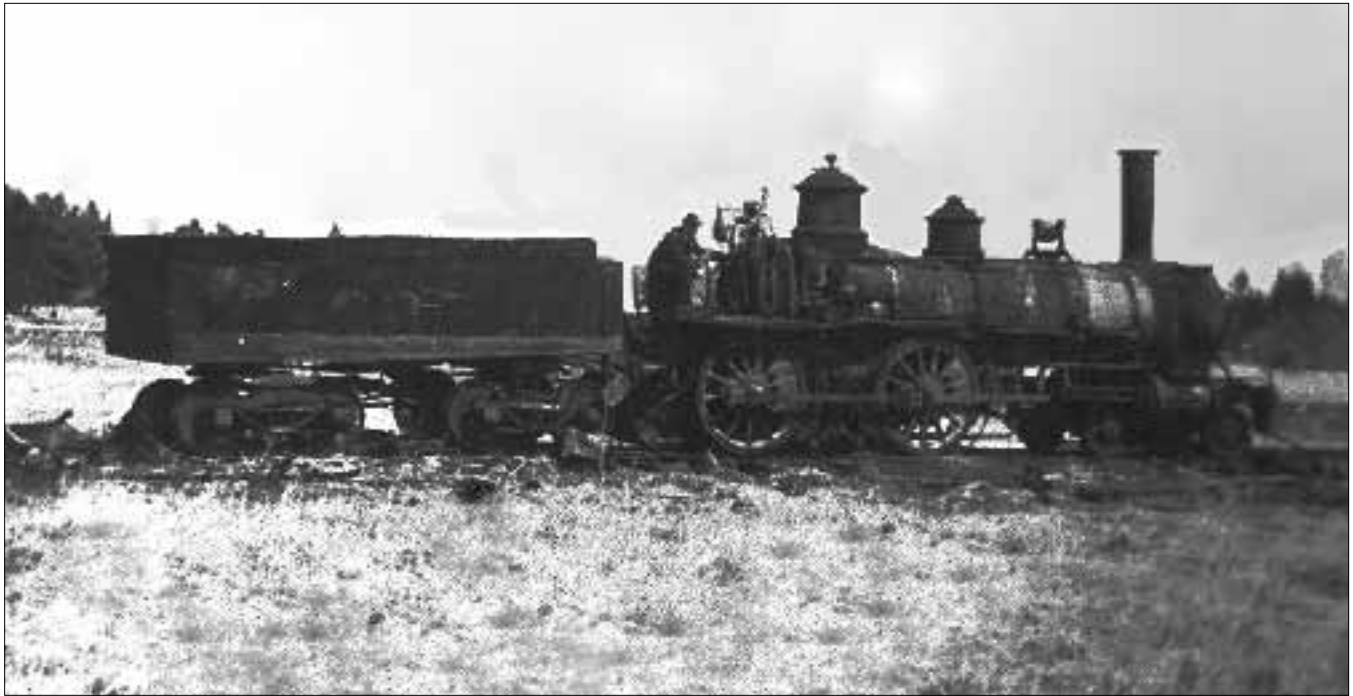
"Mrs. Peter McRorie was sitting in the passenger when the crash came and was thrown over two seats but not seriously hurt.

"Miss Thorton was thrown quite a distance but got off safely with a few bruises.

"John Knight was standing about four seats from the end of the car punching a ticket. He was thrown head first into the baggage car and received a bad shaking up.

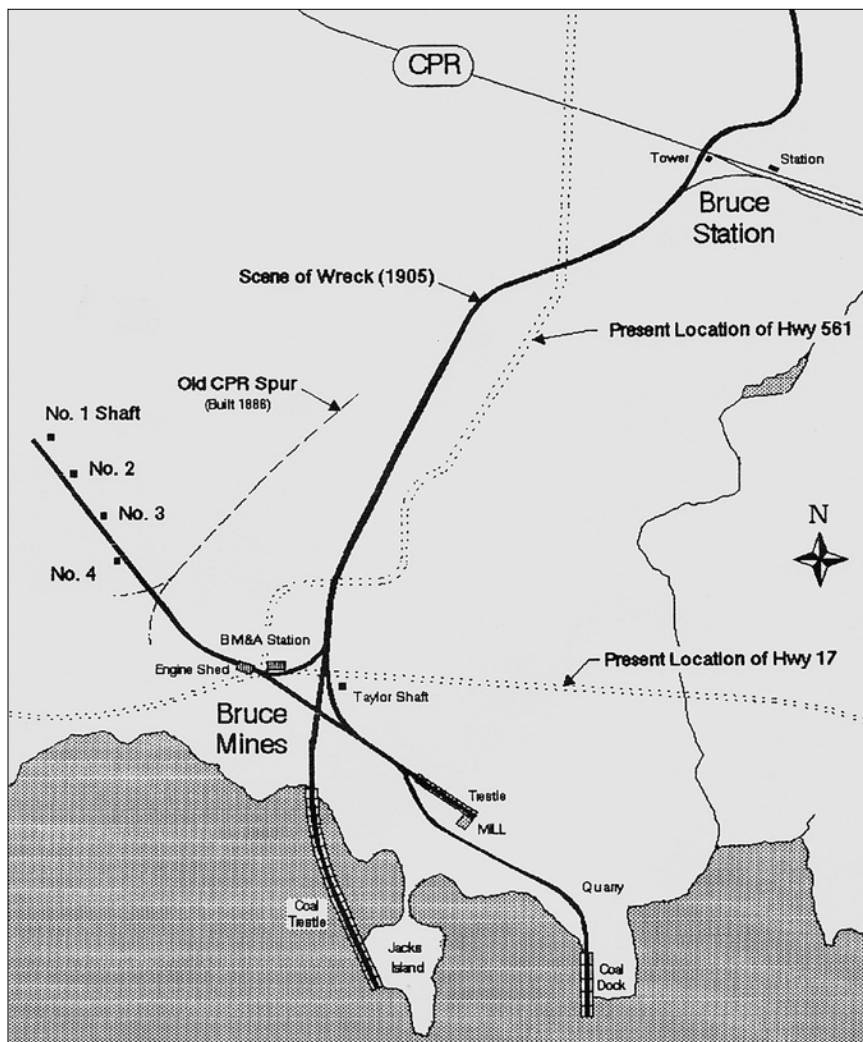
"Charley Rousseau was standing about six feet from the tender. He was thrown the whole length of the baggage car and hurt his back...."

Photo courtesy of Christian Moes



ABOVE: This is probably the former Rock Lake Mining Company's 4-4-0 after a fire destroyed the engine house. It may have remained in place for a number of years before scrapping, according to stories.

Courtesy Chris Moes



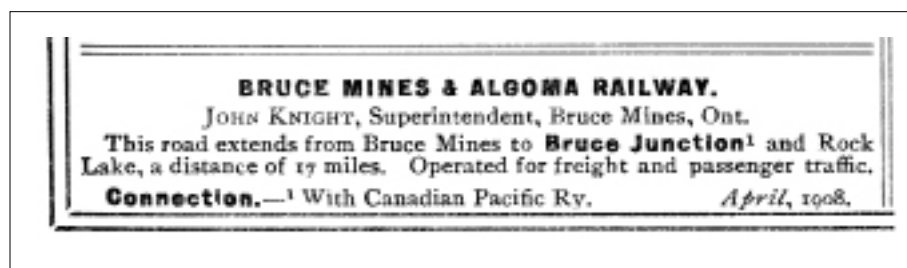
LEFT: a map of the railway and other features between Bruce Station and the town of Bruce Mines. The railway location in relation to roads known today is quite clear.

Courtesy Chris Moes

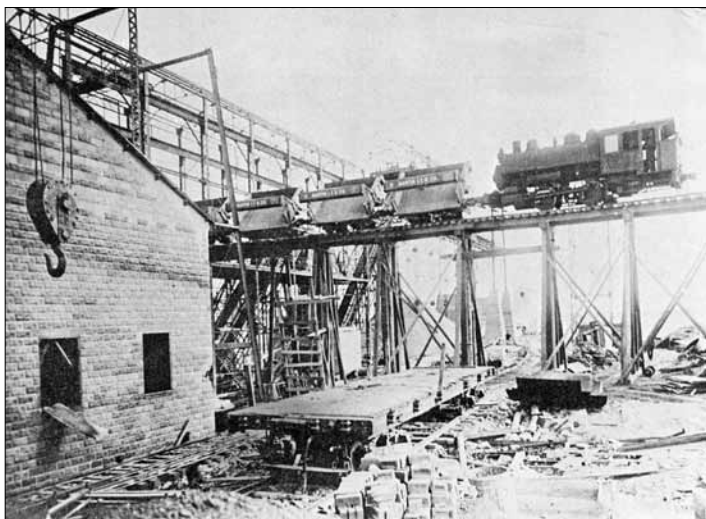
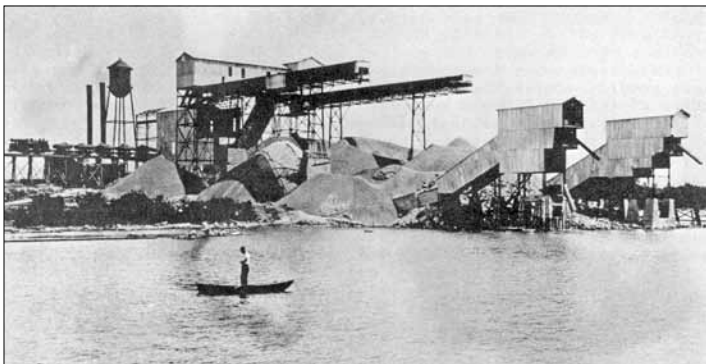


ABOVE: This is the former BM&A 0-4-0 wrecked in 1905 rebuilt and returned to service with the Stone Lumber Company on St. Joseph's Island along the north shore of Lake Huron. Stone specialized in hardwood products. The addition to the locomotive's stack is to catch sparks, a wise precaution for a machine working in the forestry industry.

Courtesy of the Sault Public Library



ABOVE: This notice appeared in a 1909 edition of *The Official Guide of the Railways*, a monthly industry publication providing timetables and information for all railways in North America.



THREE PICTURES ABOVE: Martin International Trap Rock operations, located on the shoreline east of Bruce Mines, were massive. The two top pictures show one or another of the Company's two 0-4-0ST locomotives bringing rock from quarry to crusher. The middle picture is from construction days at the crusher and considerable rail traffic would have been moving into the complex on the BM&A, soon to become the LH&NO.

The bottom photo shows a freighter being loaded from the stockpiles of trap rock. According to local sources, the chief market for trap rock was on the U.S. side of the lower Great Lakes. There is no record known of trap rock moving by rail, so the railway would not have gained from the quarry and crusher presence. The dredge and its scow working alongside the freighter would be deepening the approaches to the loading facility. There are brief reports of rock points interfering with vessel approaches which would have required divers to place charges before the dredge could do its work.

Three photos courtesy Merritt Strum

larger locomotive, a 4-4-0, was delivered to the Rock Lake Mining Company in June of 1901 and is identified on Colin Churcher's website and in a Grand Trunk Railway steam locomotive roster as GT #156. Despite the apparent official ownership this became BM&A's "road" locomotive. Given that another 4-4-0 of uncertain origin was also on the property and lasted until at least 1908, it is quite likely the BM&A and Rock Lake mining were in fact a single corporate entity.

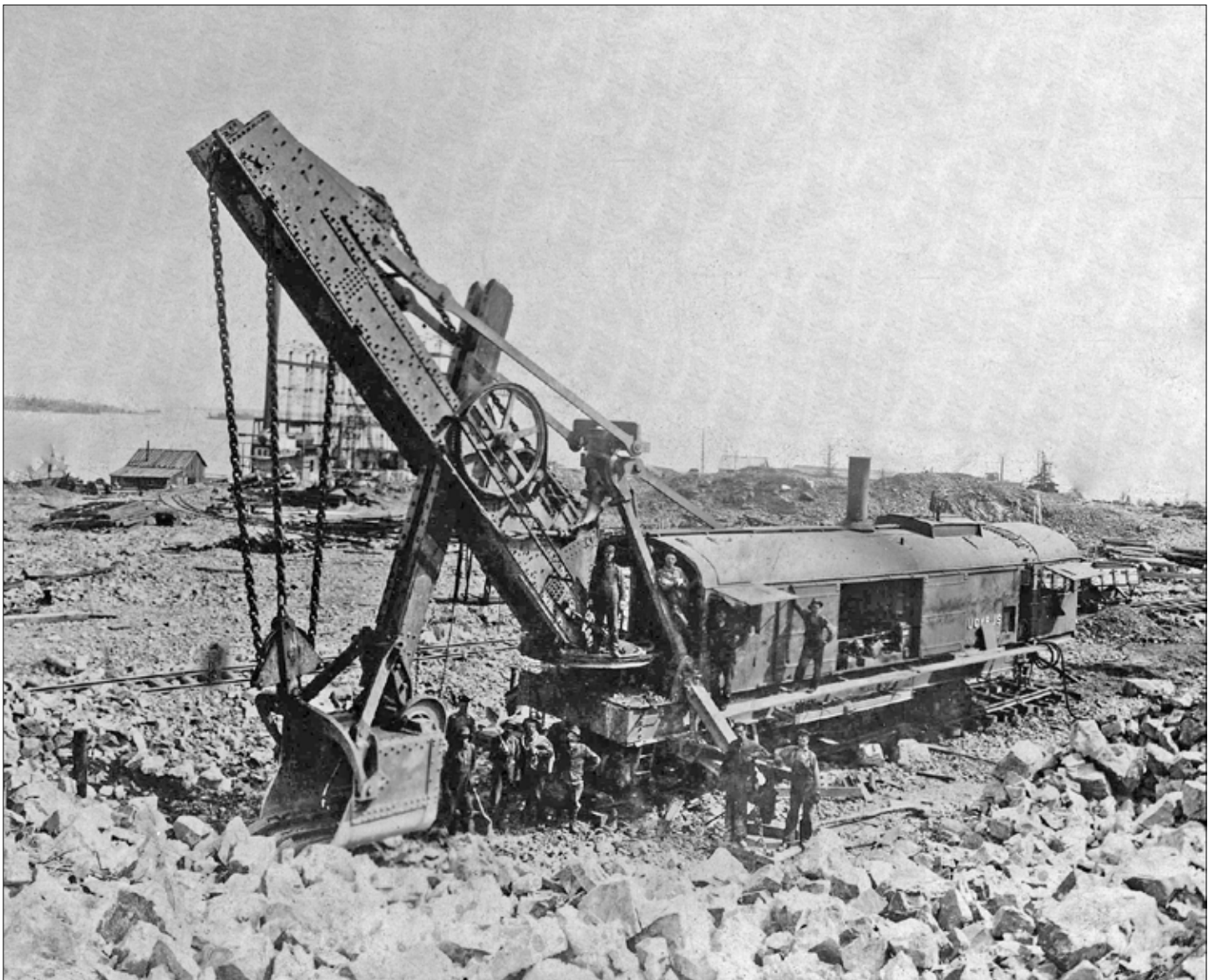
In 1904, to generate traffic, the railway built south within the town from former BCM trackage, constructing a trestle to Jacks Island and developed a 400', three track coal dock, in deeper water than that reached from the small BCM coal dock. Although other products were shipped to or from this dock, it is certain coal moved from it to the CPR at Bruce station for use by small coal dealers along the line and probably for sawmill power plants. Competition must have been fierce from established ports like Thessalon and dedicated coal docks at the Sault (ACR) and Algoma Mills (CPR).

Ever optimistic, the BM&A persuaded the provincial government to consider the railway a "colonization road" and thus received permission to extend rails to the CPR main line near Chapleau, then north to a connection with the National Transcontinental between Cochrane and Hearst and finally on to James Bay. Subsidies were promised on the basis of completed mileage but none ever had to be paid. The survey of the BM&A to the CPR main line was actually completed and apart from the recommended route, there were notes on rock outcrops, tree species and their expected cut per acre, all quite useful information if the extension had actually been built. Although the railway met genuine needs in the rural country north of Bruce Mines, it faced financial ruin in doing so.

The BM&A had more bad luck in July, 1905 when a northbound coal train, hauled by the 0-4-0T, met head on with a southbound passenger train with the 4-4-0 on the head end, killing the passenger engineer. The smaller locomotive seems to have lain derelict until 1912 when it was bought by Stone Lumber Company, refurbished by them and put into service over their four miles of track on St. Joseph's Island. The 4-4-0 was apparently repaired and returned to service. The railway did not report any operating statistics to the government for 1905 and the story for the next few years is hazy, with at least one year being reported as inactive. Local periodicals suggest service was provided "as required" for special events. There was a period of bankruptcy as well, so little took place on the BM&A apart from a fire destroying the enginehouse, thought to have taken place in 1908.

In 1912 the railway found a new customer requiring an extension eastwards of the former BCM trackage. This was Martin International Trap Rock who would quarry the native rock east of the town, past the old BCM coal dock. Although quarrying had been reported as early as the 1890s at this location, this would be on a much larger scale. They would operate their own trackage with two 0-4-0 saddle tank Vulcan locomotives, moving rock from the quarry to large crushers near the waterfront. The product would be stored until a ship was loaded using a complex conveyor system. The catch: quarrying was seasonal and crushed rock would be moved by ship rather than rail.

Reorganization of BM&A affairs took place in 1913, complete with a new name, The Lake Huron & Northern Ontario Railway. New financing was likely helped by publication of a promotional map of a railway seemingly interested in building all the way to James Bay. That map was drawn implying the line was complete over the 120 miles to the CPR main line. Confidence bloomed as the LH&NO erected an engine house for three locomotives. It appears the BM&A/



ABOVE: Early in the life of the quarry, drilling and blasting have begun and the Bucyrus shovel moves large pieces of trap rock around.

The view is roughly south and beginnings of construction on the crusher and loading facility are in the background.

Photo courtesy of Merritt Strum

BELOW: It is the spring of 1955 and four "industrial archaeologists" make their way toward the ruins of the trap rock crushing and loading facility.

Photo by the author



Rock Lake Mining 4-4-0 from the early days was counted as #105, a 2-6-0 acquired from O'Boyle Brothers Construction. The third locomotive is a mystery since the wrecked 0-4-0T would have gone to St. Joseph's Island by that time, although Colin Churcher's website suggests there was another engine on the LH&NO property. This may have been the derelict 4-4-0 pictured several pages back that had been Rock Lake Mining #2 shown on the opening page. Even if there wasn't a third locomotive when the structure was built, given the company plans for expansion, there would have been a perceived need for more engine house space and in the meantime the "third stall" could have been used for car repair work. In any event, the 1914 report by the LH&NO to the federal government indicates there was only one train crew employed by the railway.

Profitability would depend on bulk shipments of copper ore and mine tailings from previous operations and the new railway did get this, if only from Bruce Mines to Bruce station.

The new customer was Mond Nickel, a major player in the Sudbury nickel mining operations and owner of a large smelter at Coniston, just east of Sudbury. Quartz tailings from as far back as the middle of the 19th century were dug up from several sites around town with Mond wanting these first for furnace flux and then the bonus copper content (2% in one sample) surviving due to ineffi-



LEFT: Abandoned Bruce Copper Mines right of way leading towards the concentrator. The rails probably lasted until the 1930s before being torn up for scrap and by that time there was nothing to be gained by salvaging the ties.

Photo by Doug Scott

1974 Remnants

RIGHT: All that remains of the Bruce Copper Mines coal dock. Although track would have been laid to the dock when BCM first arrived, it was probably pulled up early in the 20th century. Judging by appearances, many people use the site to launch their pleasure boats.

Photo by Doug Scott



cient operations of the past. One report relates that during “mining” of the tailings, several happy discoveries of pure copper were made, leached out of tailings over the years. Mond also had faith in the copper content of ores in the former BCM property and surroundings since the company began underground mining along deposits BCM had once mined.

Despite frantic promotion and much sympathy in local news media, no work was ever done to extend the railway further north from Rock Lake. The “north end” of the old BM&A had deteriorated so badly operations were impossible. In the first flush of boosterism, to its credit, the new LH&NO had done track rehabilitation, allowing limited operations on trackage north of Bruce station and possibly right to Rock Lake. However, revenues weren’t sufficient to allow major repairs. This meant the major trestles over the Thessalon River needed replacing or at least major overhauling. Making the best of a bad situation, locomotive crews developed a strange game of “catch” where a train arriving at one of the shaky trestles stopped to give the fireman time to walk across the bridge. The engineer then opened the throttle a little bit, tied it down and got off the engine, allowing it to proceed across the trestle unmanned. When the train reached the far side, the fireman climbed up and stopped it, then waited for the engineer to catch up. There are no records of runaway trains, trestles collapsing under trains or any other catastrophic events, so limited

freight service was possible for a few years. The last passenger train north of the CPR ran on July 12, 1916 and it went no further than Gordon Lake, ten miles up the line.

Railway revenues from Mond Nickel traffic earned an operating profit of \$1600 in 1917, typical of the period, but since paying mortgage interest from the 1913 reorganization required a profit of \$35,000 each and every year, it was clear the railway was living on borrowed time. The mortgage cost was due to the new owners having paid off the original mortgage on the predecessor BM&A. Quarry operations in Bruce Mines were sporadic and contributed little revenue. Even when the quarry was busy, the product was shipped by water and little or no rail traffic was seen. In April, 1921 with war-time demand for minerals gone, Mond shut down and so did the railway. Official Guide entries continued for several years showing a schedule and construction plans, noting “Passengers beyond Rock Lake carried on construction trains at own risk” and finally with the admission “Service Discontinued”.

Briefly, in 1927, the railway was revived south of the CPR to provide services for another attempt at quarrying on the Bruce Mines waterfront, this time on the other side of Garden Bay from the original location. Rail was definitely laid around the bay to carry rock from the new location to the crusher site and part of this right of way survives into the 21st century. Some heavy concrete remnants with



ABOVE: The “new” locomotive on the LH&NO had been built in 1888 by the Brooks Locomotive Works for the Lake Shore & Michigan Southern and went to the O’Boyle Brothers Construction Co. of Sault Ste. Marie in 1911. LH&NO took ownership in April, 1914.

Photo by Sam West, courtesy of his grandson, Ian West and National Archives of Canada PA 210220



ABOVE: Another view of the Martin International quarrying operations. A steam powered drill rig works on the higher ground to the right of centre. In the background is the distinct shape of the stamp mill and accompanying water tank built by Bruce Copper Mining, so the view is roughly west, towards the town.

Photo courtesy of Merritt Strum

no known use also remain in the area.

According to newspaper accounts, the new quarry activity consisted of one huge blast to break up large amounts of rock but nothing further is known to have taken place. There is no evidence any of the newly broken rock was moved around Garden Bay for processing. The motive power for this undertaking is unknown but probably had to be LH&NO #105, although the locomotive would have required a great deal of restoration that long after having been in any kind of regular service. That the locomotive was still in the area agrees with anecdotal evidence.

Starting about 1930, a salvage operation of the quarry machinery was mounted and for years afterwards massive concrete foundations, collapsing tunnels and piles of unsold trap rock testified to the failure of the quarrying efforts.

During the 1930s, LH&NO rail was apparently all lifted by a Toronto scrap dealer, using only road transport as the railway had been out of service for too long to provide support for a light engine, a hoist and a few gondolas or flats for scrap. The right of way was sold for back taxes and only faint traces can be found today.

There were stories from the 1930s and later about remnants of a steam locomotive close to the original location of the LH&NO engine house, but no photographic evidence of this has come to light.

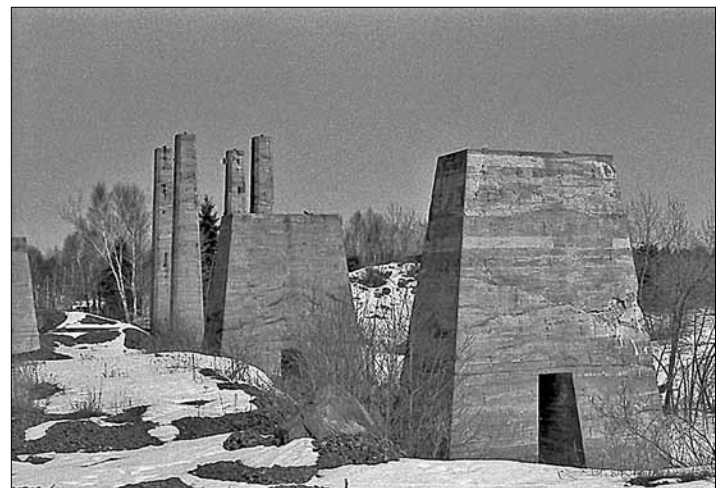
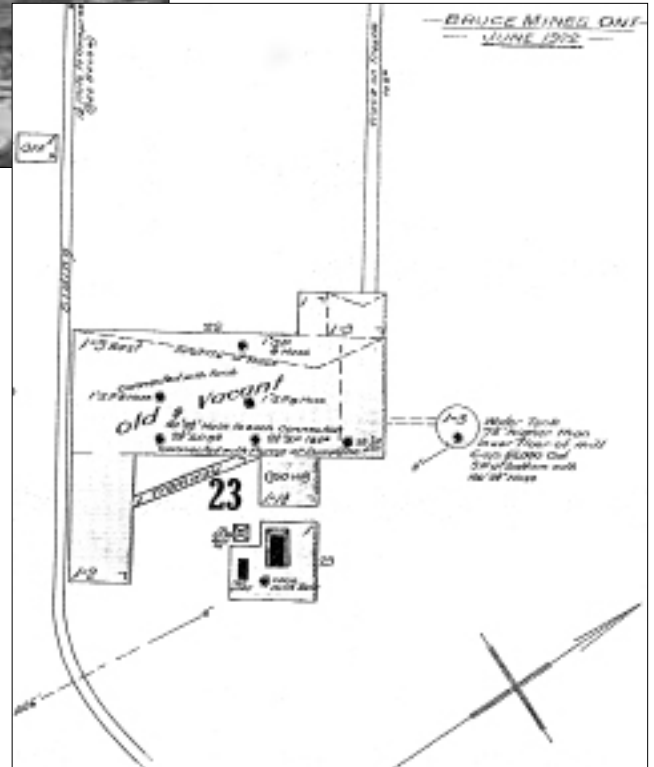
BELOW: A 1974 view, taken uphill from where the steam drill works in the photo above, shows the state of the original quarry. The crusher and loading facility were behind the ridge to the left of the picture's centre.

Photo by the author





LEFT & BELOW: These are closer views of the BCM concentrator and the same property on a portion of the 1922 Fire Insurance map for Bruce Mines. The photo was from the Ontario Bureau of Mines and used in the publication *The Call of Copper*, edited by Leigh Hornick and published in Bruce Mines in 1969.



TWO PHOTOS IMMEDIATELY ABOVE: These are 1974 views of the remains of the Martin International trap rock quarry processing and loading facilities and it is very difficult to match them up with the few photos available of the facility when it was in regular operation. Due to the new quarrying operation to the north requiring new loading facilities, none of this survives.

Photos by the author



ABOVE: Very little remains of the loading dock facility for the trap rock quarry, as can be seen here. All that was in evidence in 1974 was the small piece of retaining wall and a bollard for tying up ships.

Photo by the author



LEFT: In 1974, the author observes the proposed quarry site on the east side of Garden Bay, across from the original quarry and loading facility. Track had been laid around the Bay to reach the new site and the existing crushing machinery was to be used to ready the trap rock for shipping.

The blast making this fissure was very late in the quarry history and in fact the very last act of a failed enterprise. The date was July 28, 1928 and the *Sudbury Star* carried a detailed account of the event, beginning with a description of the mass of rock being fractured — a ridge 60 feet high and about 350 feet long, estimated to contain 17,000 cubic yards of trap rock, which translated into 45,000 tons of rock. The blast used 8,126 pounds (over four tons) of dynamite with the results seen here.

The newspaper also noted that a crow, ignoring the warning sirens preceding the blast, was the only casualty of the affair.

As far as is known, the blast itself was a success, but the new company was not able to carry on; soon machinery and locomotives were salvaged and all was quiet at the site for more than a half century.

Photo by Doug Scott



ABOVE: The above photograph was taken by Chris Moes, an ultralight flyer who has long held an interest in the mining, railway and other aspects of the Brice Mines area.

The photo was taken in April, 1989 before the ice went out and the overturned barge off the site of the crusher ruins is believed to belong to A. B. McLean of Sault Ste. Marie who had converted it from the hulk of the former railway car ferry *Chief Wawatam*. The Chief spent many years carrying railway cars over the Straits of Mackinaw between St. Ignace and Mackinaw City in Michigan.

The ruins in the crusher and traprock storage area are quite obvious and careful comparison with surviving photos of the original operation is needed to give them meaning. The top centre of the photo shows the flooded area in the original Martin International Trap Rock quarry. The 'jetty' in the left centre is now employed as a pleasure boat launching ramp and is thought to be remains of the original Bruce Copper Mines coal dock.

The barge was salvaged and the ruins replaced by a new marine loading facility for trap rock quarried several miles north of the town. An earth berm hides the site from homeowners further along the shore

Photo by Chris Moes

MAP OF THE LAKE HURON AND NORTHERN ONTARIO RY.

LAKE HURON & NORTHERN ONTARIO RY.

D. G. CURTIS, President. Bruce Mines, Ont.
H. APPLETON, Vice-President and General Manager. Bruce Mines, Ont.
JOHN H. McCAUL, Secretary-Treasurer. Bruce Mines, Ont.
J. A. ROOT, Commissioner of Lands and Industries. Bruce Mines, Ont.

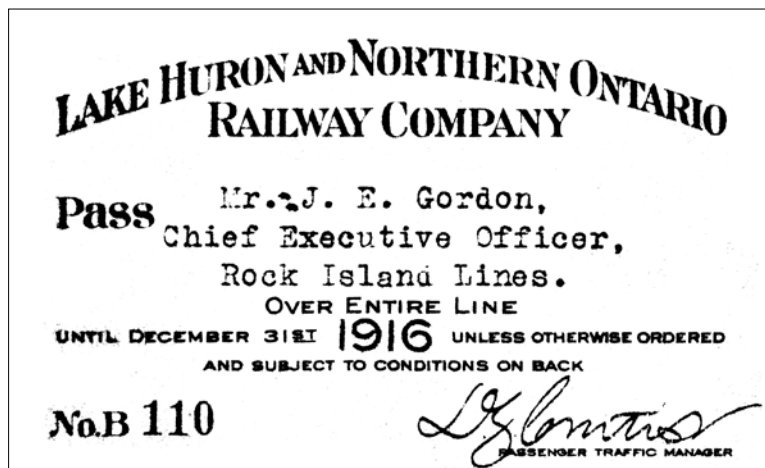
Passenger		Freight		Passenger	
LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE
11:00 A.M.	0	11:00 A.M.	0	11:00 A.M.	0
11:15 "	1	11:15 "	1	11:15 "	1
11:40 A.M.	2	11:40 A.M.	2	11:40 A.M.	2
12:00 Noon	3	12:00 Noon	3	12:00 Noon	3
12:15 P.M.	4	12:15 P.M.	4	12:15 P.M.	4
12:27 "	5	12:27 "	5	12:27 "	5
12:35 "	6	12:35 "	6	12:35 "	6
12:42 "	7	12:42 "	7	12:42 "	7
12:50 "	8	12:50 "	8	12:50 "	8
1:10 P.M.	9	1:10 P.M.	9	1:10 P.M.	9
Under Construction		Under Construction		Under Construction	

EXPLANATION OF SIGN.
Trains marked 1 run daily, except Sunday.
SEABOARD—Eastern time.

Additional mileage placed on schedule as completed.
Passengers beyond Rock Lake carried on construction trains at own risk.

CONNECTIONS.
1 With Canadian Pacific Ry.
2 With Canadian Pacific Ry.
3 With Canadian National Ry.
4 With Grand Trunk Pacific Ry.

ABOVE: This view of the LH&NO was published in a 1921 issue of *The Official Railway Guide* and at quick glance seems to show a railway having a main line over 300 miles long. The Grand Trunk Pacific shown on the map did exist, but was correctly called The National Transcontinental, then Canadian Government Railways and finally, Canadian National Railways. The Canadian Northern shown here also became a part of the Canadian National



ABOVE: This was a "Pass" issued by the LH&NO to allow its holder to ride free of charge over the line for a specified length of time. It may also be the product of someone with far too much time on their hands, since the CEO of a major railway line like the Rock Island wouldn't be much interested in the small railway at Bruce Mines.

Perhaps some major railway would — unthinkingly — return the favour with one of their own passes. Perhaps it was worth the chance, but no stories exist of such dreams coming true.



LEFT: Bruce station in 1974, at sunset, looking west. The building has been abandoned and the order board semaphore partially dismantled. The building would soon be torn down.

Photo by Doug Scott

RIGHT: A portion of the quarry ruins occluding the sun.

Photo by Doug Scott



This could have been former LH&NO #105, perhaps judged not worth the trouble by the Toronto scrap dealers, although that is hard to believe.

A new, very large quarry operation has returned to the Bruce area, north of both the previous site and Highway 17 and as this is written has dug out and crushed huge quantities of trap rock. As with previous incarnations of quarrying, the product seems to be exported largely by water.

Apart from a small amount of railway ballast sold and moved by the CPR from Bruce station, all product moves are by truck to the new dock facility on the west shore of Garden Bay where Martin International facilities were once located. The massive ruins that once dominated that part of the waterfront have been smashed and buried to make way for the modern facilities.

SPECIAL CREDIT TO

Nancy Leindecker, CEO/Librarian
of the
Bruce Mines & Plummer Additional
Union Public Library

For expediting many of
the photos in this section of the book