

Source: The Daily Mining Journal
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July 3, 1888

Tuesday

The First of August

Over 500 men are rushing the work of ballasting the new track of the DSS&A from Nestoria west to Iron River, the junction with the NP. The men are working in four directions, west from Nestoria and east from Dogwood and west from Dogwood to east from Iron River junction. Three steam shovels are being worked night and day and unless the mosquitoes kill the men the South Shore will be ready for through traffic by August 1. The mosquitoes have been a terrible pest on the road so far. Only about 40 miles of track now remain to be ballasted and the big force engaged will soon cover the two gaps. At Thomasville workmen are busy building the round house and shops for the western division and trains go out almost daily from Nestoria with material and supplies.

The last rail was laid on the extension west at 8 o'clock in the morning of June 22. Although the Soo made a great noise about beating the South Shore with its through line yet it seems to have proven another case of "the race not always goes to the swift," for the South Shore will beat the Soo after all. The latter road being far from ready for regular traffic. One wonderful thing on a new road, helped the South Shore out, and that was the fact that not a single washout occurred on the new line in spite of the extraordinary rainfall this spring, when even the old roads suffered repeatedly.

~~DSS&A~~
MStP&SSM