

the tourist safe and easy access to the boats. Opposite the lower end of the platform of this station the C.P.R. hotel, "Kaministiquia," has been built at a cost of \$50,000. Like all C.P.R. hotels, the "Kaministiquia" is a first-class modern hotel, thoroughly equipped and most comfortable for tourists. Fort William, as a divisional headquarters of the C.P.R., has its complement of round-houses and shops, and it is stated that a foundry for car wheels will be shortly established, where the wheels for all the rolling stock of the C.P.R. will be made. Some idea of the advantage to Fort William of the concentration of the C.P.R. interests may be gathered from the fact that in freight sheds, elevators and docks, 400 men are employed, and this is in addition to the engineers, conductors and brakemen for the division. The wages disbursed by the C.P.R. at this point, apart from the large sums expended on new constructions, is upwards of \$20,000 monthly.

#### **THE PORT ARTHUR, DULUTH AND WESTERN RAILWAY**

The P.A.D. and W. has been completed from Fort William to the international boundary, and has been extended five miles into Minnesota to tap the Mesaba iron range. It passes through the silver mining district, comprising Beaver, Badger and Silver Mountain camps; through the choice pine limits of Western Algoma; through the Gunflint Lake and Seine River iron ranges; through the present farming townships, and the rich Whitefish Valley, now thrown open to settlement. The length of the line, as built, is 91  $\frac{1}{4}$  miles; a few miles further and the great