

most attractive, Fort William was decided upon as the lake terminal point. The city was instrumental in securing for the company a 1,600 acre tract of land to the south of the city, on what was known as the Mission property, a piece of land years ago set aside as an Indian reservation. This was the only available outlet to terminal water, as all the waterfront on the north side of the river and on Island no. 1 was already taken up or contracted for, and it has proved to be an ideal site for railway terminals in view of its 7 miles of waterfront.

The G.T.P.R. line from Superior Jet. en-

of company as well as private coal. The nature of the coal dock construction and plant has not yet been decided upon.

On the south side of the turning basin are to be three freight sheds, 900 by 60 ft. each, two of which have been built. To the north of the elevator site is a rail dock 600 by 60 ft. The whole frontage of the freight sheds and elevators in the dredged slip has a cribbed wharf with concrete top. The property on the Mission reserve north of the G.T.P.R. along the Mission River has all been set aside as industrial sites, in the same manner as that reserved by the C.P.R. on Island no. 1, and there are already sev-

ters the town near the same point as the other two lines, in the suburb of Westfort. From just north of the C.P.R. gravity yard, the line swings off in a northeasterly direction, continuing on a tangent nearly 3 miles long into the heart of Port Arthur, where its terminals are located. Other than the station, the C.N.R. has practically no connections in Fort William. The station is now located on the long tangent mentioned. A line branches off from this siding at Albert St., turning north 3 blocks west of Syndicate Ave., the station being located where this section crosses Victoria Ave. This section again connects with the

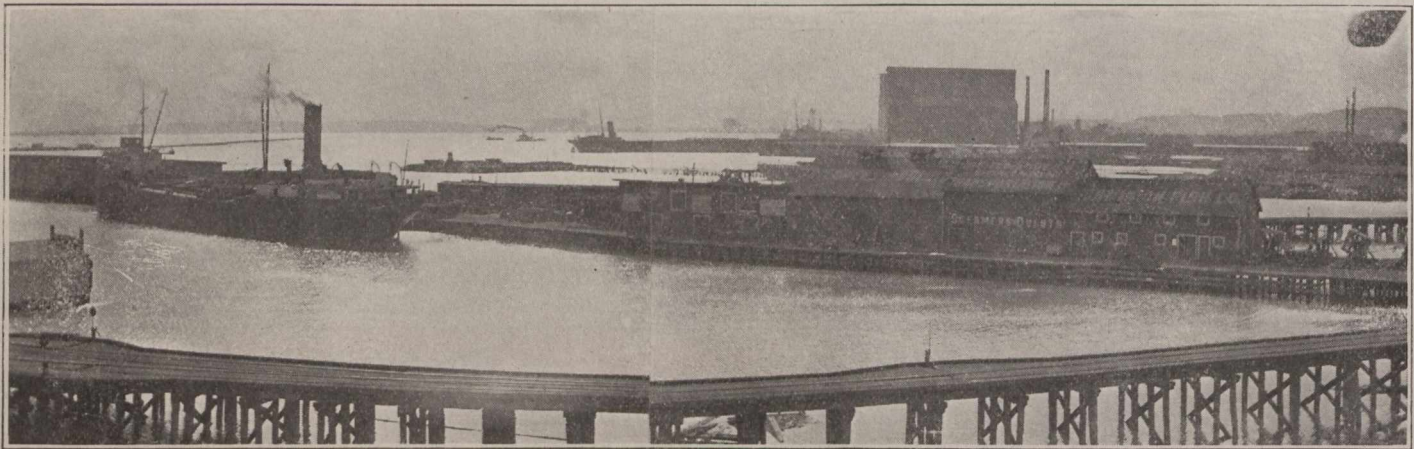


Fig. 8.—Piers to the Rear of Canadian Northern Ry. Station at Port Arthur.

ters Fort William from the west over Empire Ave., turning due south near the western city limits and crossing over the Kaministikwia River on a swing bridge. From that point, lying in an east and west direction, are the company's terminal yards, which include a 12 stall locomotive house, which it is intended to enlarge from time to time as occasion demands. The terminal wharves are to be at the east end of this projection of land, at the mouth of the Mission River, which, as mentioned earlier, has recently been dredged to standard conditions. The whole arrangement is as shown in fig. 1.

In the position indicated, what is said

eral large concerns established as indicated.

One of the big problems that confronted the G.T.P.R. was the entrance into the city for passenger trains. At present, the line that runs down over the Kaministikwia River to the Mission yards, has a branch leading down alongside the river, immediately to the south of the C.P.R. hump yard in Westfort. This comprises the present passenger and freight terminal for the line, a freight shed and pier having been completed at this point for temporary accommodation. Entrance to the union station is now being completed, the trains instead of turning south and over the river will con-

tangent near the northerly city limits.

THE PORT ARTHUR AND FORT WILLIAM Electric Ry. is owned and operated by the corporations of the two cities. The lines in Fort William are quite extensive, reaching from the north city limits, through Westfort, and on to the G.T.P.R. Mission terminals, following the main thoroughfares through the older section of the city to the bridge across the Kaministikwia River, from which point, through the Mission, it has blazed out a new road to the new terminals. At the north end of the town, there is a branch line running across to the old C.P.R. coal dock. Another branch leaves the main track near the river bridge, running along Montreal St. through the industrial section at the extreme west end of the town to the city limits. A contemplated line, that it is expected will shortly be built, will leave the present line in the Mission yards, cutting across to the Mission River, which it is proposed to bridge, up through Island no. 2, and then back to the main line over the upper deck of the bascule bridge shown in fig. 4. A very large section of the city is now well served, and with the opening of the new line, considerable property that is now inaccessible will be opened for development.

Port Arthur.

Considered from a transportation standpoint, Port Arthur is essentially a Canadian Northern town, as the present eastern terminus of the company's western lines is there, and in consequence, the C.N.R. has many activities in and around the city. The layout of the city is shown in fig. 6, a plan of the water front portion of the town, including all the railway connections into Port Arthur from both directions.

The harbor facilities have not been as well planned by nature as those at Fort William, as the whole harbor front is exposed to Thunder Bay, except in the small portion of the centre of the waterfront protected by a breakwater. Laboring under this disadvantage of limited harbor advantages, the most has been made of the situation with this limited breakwater, and

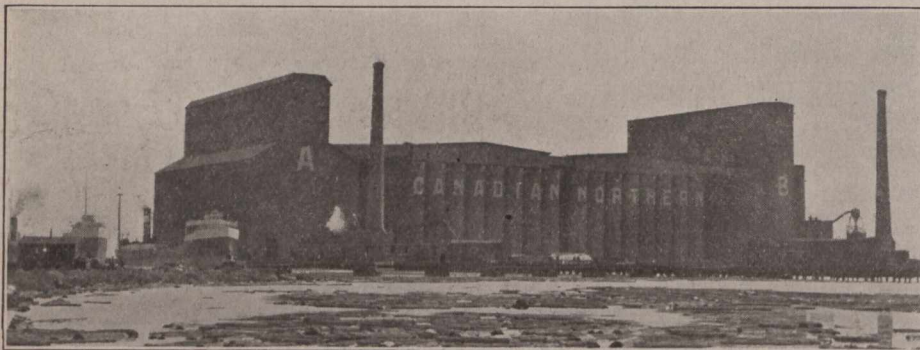


Fig. 9.—Canadian Northern Railway Grain Elevators.

to be the largest grain elevator in the world is in course of construction. The initial portion of the elevator, completed two years ago, had a capacity of 3,250,000 bush., and this has been added to during the last year, making a total storage capacity of 6,000,000 bush. The ultimate capacity of the first large unit will be 10,000,000 bush., with five more like it to follow as the grain traffic demands. In front of the elevator, there has been dredged out a turning basin, the dredgings from which have been used to form the land to the east of this point. On this made land, it is proposed to construct large coal docks for the handling

time along Empire Ave., joining the C.P.R. line a short distance south of the union station. By this means entrance to the heart of the city is obtained, the use of the street being under agreement with the municipality. Opposite the union station on the river front, the company has acquired a 600 ft. frontage on which a 600 ft. wharf and 400 by 60 ft. freight shed have been constructed, so that passengers from the boats may be landed conveniently to the station, there being a subway nearing completion under the railway yards to provide for access between the station and water front.

THE CANADIAN NORTHERN RY. en-