

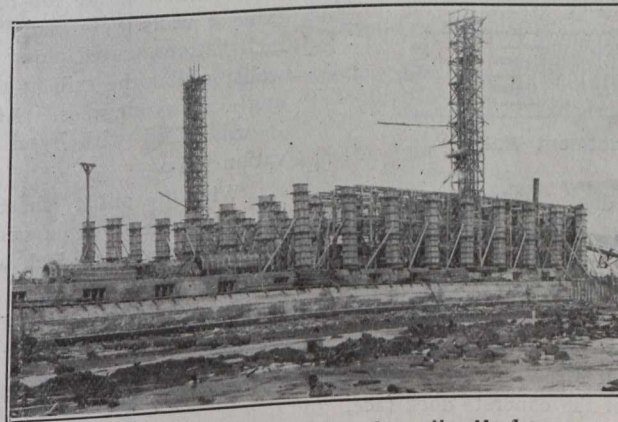
# The Canadian Engineer

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## DOCK DESIGN AND CONSTRUCTION IN FORT WILLIAM AND PORT ARTHUR

By WM. C. SAMPLE.\*

With an ideal location, associated with many other natural advantages, Fort William and Port Arthur, popularly known as the "Twin Cities," are destined to become one of the greatest inland ports of the American continent. Fort William and Port Arthur are separate townships, with their own municipal governments, but for all practical purposes may be considered as one port. Fort William's harbor consists chiefly of river frontage. The Kaministiquia River, popularly known as the "Kam," together with its offshoots, the McKellar and Mission Rivers, is the means of providing Fort William with 26 miles of land-locked harbor, with the addition of two islands by way of good measure. The natural channels of these rivers have been dredged to a depth of 30 feet; the "Kam" widened to 600 feet; the McKellar to 400 feet, and the Mission to 500 feet. A turning basin upwards of 1,000 feet in width is about to be made 6½ miles from the mouth of the "Kam" and this will necessitate the removal of upwards of twenty-three acres of solid earth.



Showing Dock Wall, Taken from the Harbor.

building plant (the western dry dock) where upwards of 900 men are employed, and from which many of the finest lake steamers have been turned out.

Those of my readers who may be interested in the Twin Cities harbor development might, with advantage, communicate with W. R. J. Burdett, the genial and energetic labor commissioner of Fort William, who will be pleased to supply them, as he has supplied me, with all available information.

As will be noted, Nature has provided the Twin Cities with the necessary water frontage, and it remains for the Dominion and civic authorities to take full advantage of the unique opportunities offered them of making the cities into the greatest of all lake ports. Much has been done in this direction, but more remains to be done. It behoves the responsible authorities to map out some approved system of planning and

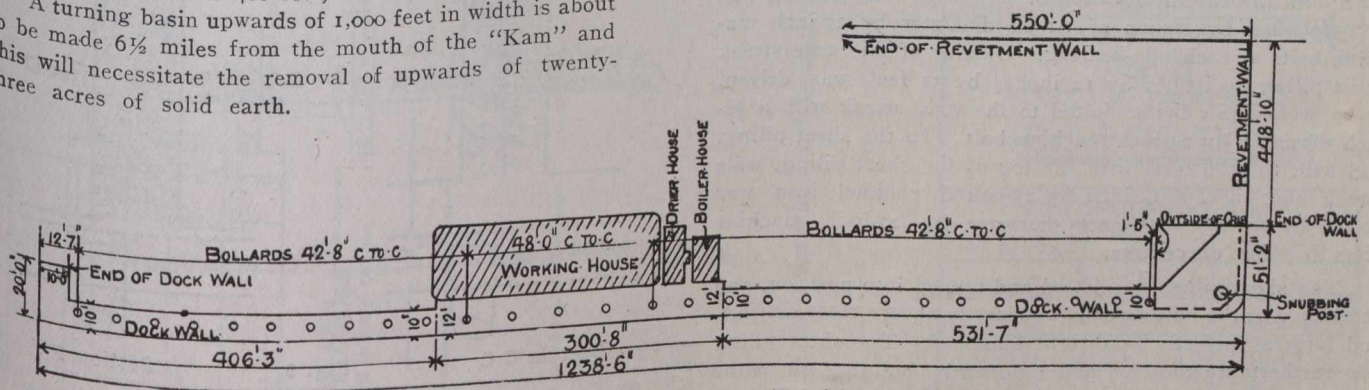


Fig. 1.—Twin City Dock Construction—Layout Plan.

Port Arthur, to whom Nature has not been quite so lavish in her gifts of water frontage, has, nevertheless, a harbor of which she is justly proud, and, furthermore, is the lucky possessor of a fine up-to-date ship-

laying out their docks, and to see that all such work actually carried out is of a stable and permanent character. There is a decided tendency in these days to think only of present needs, and not of future requirements, and it is to be hoped that the authorities will avoid this error, and bear in mind that future generations will judge their work. There should be little fear of the result, however. The public men of Fort William and Port Arthur, backed up by the Dominion Government, are determined that their port will become a

\*Mr. Sample is now a Consulting Engineer in practice at Fort William. Prior to coming to Fort William he occupied important Municipal Engineering positions with the Sunderland, Bootle (Liverpool) and Sheffield Corporations, and for five years acted as Designer and Estimator to the Brooklyn Grade Crossing Commission who are carrying out improvements aggregating \$10,000,000 in value. He is a Charter Member of the American Society of Engineering Contractors.