

making the focal point of all the expeditions at a place favorably situated for the sending of furs and bringing in of supplies. Much the same conditions exist today, only the nature of the commerce conducted has changed, and with it the old style of transportation.

Reference to the map of Fort William, fig. 1, will give an idea of the layout of the port. The river, as it approaches the lake from the west, divides, forming three mouths, the two minor streams being called the Mission and McKellar Rivers. These three mouths form two islands—Island no. 1 and Island no. 2. Including the shore of the rivers along the islands, and

river, near the location of the present locomotive house. Here were located the original yards, station, etc., but the latter development has taken the major portion of the development along the line to the west.

For the handling of the incoming grain traffic from the west, a large yard was constructed in Westfort. About two years ago, this becoming congested, additions were required, and in view of the success of the hump yard in operation at Winnipeg, this old poling yard was converted into a hump yard, a description of which appeared in Canadian Railway and Marine World, Nov., 1911. The conversion of the yard was simply carried out, all that was required being

1,000,000; and Empire Elevator, 2,250,000. In addition, the Dominion Government has in prospect another elevator along the Thunder Bay frontage towards Port Arthur, to have a capacity of 3,500,000 bush. Other smaller elevators are located about town near the C.P.R. tracks.

Near the river mouth is located the old C.P.R. coaling plant, shown in fig 3, formerly employed for all kinds of coal, but in future to be used for coal not belonging to the company, the new plant on Island no. 1 handling the company's coal.

Near the point where the main line leaves the river are the old yards and roundhouse. The divisional shops adjoining are well

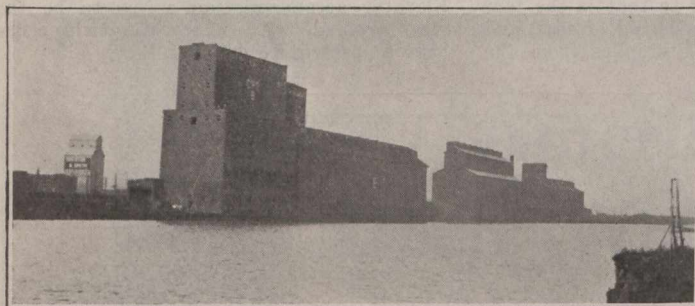


Fig. 2.—Several C.P.R. Elevators at Fort William.

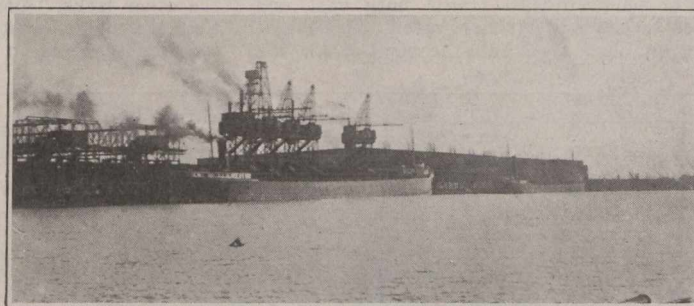


Fig. 3.—Old C.P.R. Coaling Plant at Fort William.

on both shores of the mainland, Fort William has a harbor frontage of nearly 28 miles, a condition which is probably without peer on this continent for a city of similar size.

THE CANADIAN PACIFIC RY. was the first railway to enter the town, the first through train between Montreal and Winnipeg passing through in 1886. At that time it was nothing more than a straggling settlement, fringing the river near its mouth. In consequence, the C.P.R. was enabled to easily secure what property it needed for contemplated future expansion, gathering in all the property along the whole length of the river as far west as Westfort, the westerly suburb of Fort Wil-

a single hump at the centre of the yard, in line with the yard cross over track, a similar cross over in the opposite direction being also put in, and the tracks outside the built up hump removed. This yard is only for eastbound traffic, its principal employment being that of breaking up incoming trains from the west, separating the various cars that are to go to each elevator along the river front. Reference to fig 1 will show that the yard is so located that there is not a single retrograde movement, all but two of the elevators being further along the river. The cars running over the hump descend into the outgoing yard, and are taken along to the different elevators.

The C.P.R. has five elevators, located at

equipped to handle motive power east and west of Fort William. To the west of these yards was the former location of the C.P.R. station. The trend of the town being in a southwesterly direction, the company about two years ago built a station further southwest, in the location shown in fig 1. It is built as a union station, to be used conjointly with the Grand Trunk Pacific Ry., which is inaugurating a passenger service on the Lake Superior Division this spring. Formerly, the terminal docks of the C.P.R. Upper Lakes Steamship Service were located near the former site of the station. At the same time that the station was removed to its present position, a new wharf and shed were built immediately to

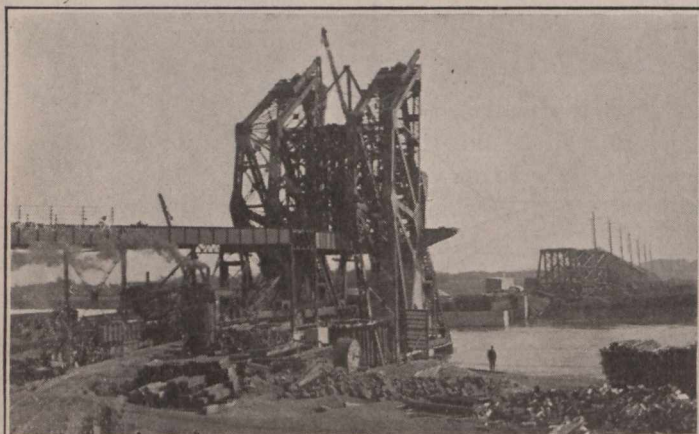


Fig. 4.—Bridge Leading Across to New C.P.R. Terminals, Fort William.

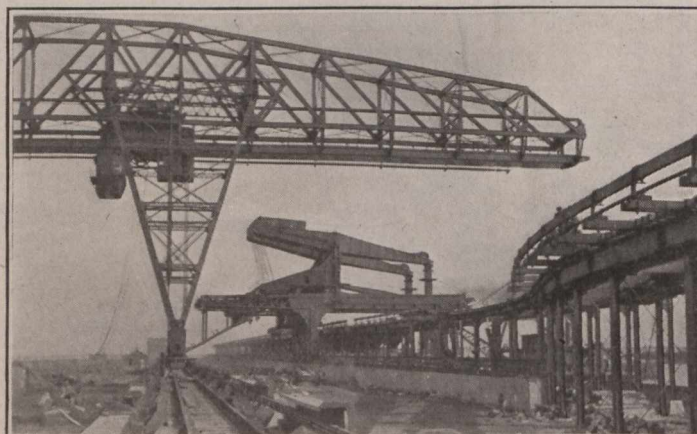


Fig. 5.—New C.P.R. Coal Handling Plant on Island no. 1.

liam. The C.P.R. has thus had a stretch of river front of upwards of four miles, which to the officials at that early day, seemed more than sufficient to meet the requirements for all future expansions. How short their vision has fallen has recently been witnessed by the cramped condition of the C.P.R. terminals, necessitating the purchase by the company of a large stretch of ground on Island no. 1.

The C.P.R. coming in from the west, strikes the river front near the western city limit, from that point following the river, leaving the latter near the northern city limit. The original ramifications of the company were near the mouth of the

points along the river from Westfort to the river mouth, as shown in fig 1. A has a capacity of 1,250,000 bush.; B, 500,000; C, 1,250,000; D, 3,750,000; and E, 2,000,000. In addition, a privately owned cleaning elevator at Westfort, is in process of construction. Four of these elevators are in pairs, C is an annex to A, which is the unloader, and similarly B is the unloader for its annex E, both of which are shown in fig 2.

Along the river front are other elevators, all served by C.P.R. tracks. From Westfort easterly, there are: Western Elevator, 1,250,000 bushels; Consolidated Elevator, 2,250,000; Ogilvie Flour Mill Elevator,

the east of the station, with which it is in easy communication through a subway under the tracks. This new freight shed and passenger terminal is 960 by 60 ft., and is one of the most complete terminal freight and passenger wharves in existence.

The mainland facilities becoming too crowded, and possibilities of further development in that direction becoming prohibitive on account of the high cost of the land, arrangements were completed whereby the C.P.R. obtained control of practically the whole of Island no. 1, on which it is the intention to construct large terminals to relieve the terminals on the mainland. To make possible the use of these two