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PROPOSED T. & N. O. TERMINAL ON JAMES BAY

As outlined in an address to the Toronto Branch, Canadian Society of Civil Engineers, March 26th, 1914

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[The subject matter of this article consists of a general review of the engineering work that has been done up to date preparatory to the establishment of a railway terminal on the shores of James Bay. It has been gathered together on the direct instruction of the Commission that has charge of the operations of the Timiskaming & Northern Ontario Railway; and it is good evidence of the forethought shown by the Commission in preparing for the carrying out of a project that must shortly be of great public importance. Mr. Kerry states that the work of preparing this information has been entirely under the direction of the Chief Engineer for the Commission, S. B. Clement, B.A. Sc., M. Can. Soc. C.E., and his staff, who are entitled to much credit for the careful and thorough manner in which the necessary data connected with the project has been gathered together.—EDITOR.]

THE construction of the Timiskaming and Northern Ontario Railway was commenced about the year 1900, the enterprise being undertaken by the Provincial Government of that date in a somewhat blind compliance to the popular demand that a very definite effort should be made to open up the large and unknown area of land that lay to the north of the main line of the Canadian Pacific Railway and between the north shore of the Great Lakes and the south shore of Hudson's Bay. Almost simultaneously, the Provincial Government sent out a number of exploring parties throughout this area. These parties were in charge of various members of the Ontario Association of Land Surveyors, and from their reports the province first learned of the existence of that large area of arable land that is now known as the Clay Belt, and shown in Fig. 1.

line of Lake Winnipeg. A second and larger unit is located entirely to the south and east of a line joining Orillia and Pembroke. The district lying between these two lines, with the exception of such towns as North Bay, Sudbury and Port Arthur, may be said to be entirely un-

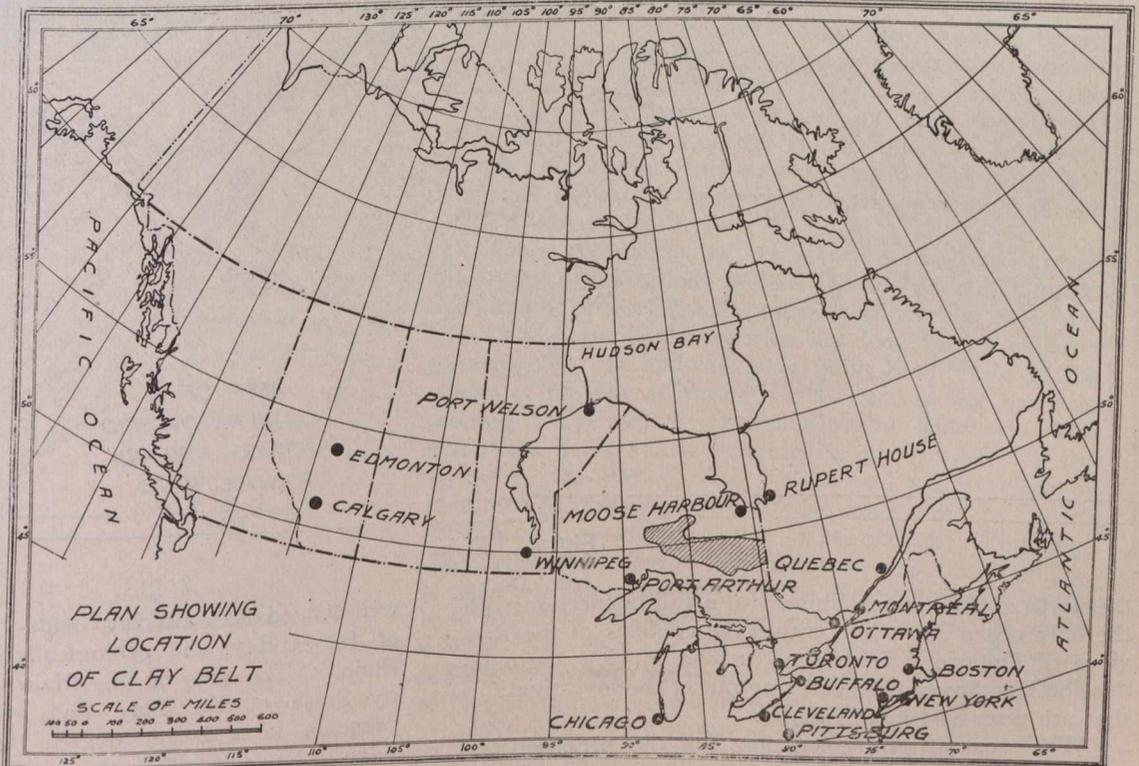


Fig. 1.

The importance of this so-called Clay Belt, not only to the Province of Ontario but to the Dominion of Canada at large, cannot be over-estimated. A study of the geographical distribution of our population at the present time will show that it consists of one large and rapidly growing unit which is located entirely to the west of the

settled; this was absolutely true little more than 10 years ago, and in large measure remains true to-day. A possible result of the existence of so definite a cleavage in the settlement of the Dominion is the growth of a distinct west and a distinct east. From a national point of view this, more than any other one thing, is what we all desire