

in the near future, it is expected that a breakwater will be completed from end to end of the city as indicated in the plan, fully compensating for the drawbacks given the harbor by nature. The ultimate plans will provide for a well equipped and commodious harbor.

**CANADIAN NORTHERN RY.**—The portion of the town occupied almost exclusively by the C.N.R. is the whole waterfront from Arthur St., the centre of the town, to the extreme southern border of the city, where it connects to Fort William. This section of the city is called the C.N.R. terminals. The C.N.R. station, which until recently was the end of steel and the terminal point for all traffic from the west, is at the foot of Arthur St., adjoining the shore end of a wharf. The station is in addition the headquarters of the division from Port Arthur to Winnipeg. At the corner of Cumberland and Arthur Sts., the main corner of the town, the C.N.R. built the first of a series of large hotels, the Prince Arthur occupying nearly a whole block, and looking down over the bay. This was completed and put in service about 3 years ago, and the impetus given to tourist traffic thereby has been considerable. The summer traffic coming up the lakes on the lines of steamships that make Port Arthur their port of call, mostly lands on the piers to the rear of the C.N.R. station, within a convenient distance of this large hotel, which has the characteristics of the large city hotels of the better class.

To the south of the station are the vari-

the north city limit, where the two lines separate, the C.N.R. following the lake shore more closely from there to Nipigon, where the lines finally separate. This section, from the station northeast, is a portion of the new line the C.N.R. is opening through the clay belt of New Ontario.

**THE CANADIAN PACIFIC RY.** terminals at Port Arthur are not very extensive, with its vast terminals so close at hand in Fort William. All the waterfront property for some little distance north of the C.N.R. station, is C.P.R. terminal property. The station is located diagonally opposite the C.N.R. station, between the C.N.R. hotel and the waterfront. Practically all the terminal water facility possessed by the C.P.R. in Port Arthur is a grain elevator about half a mile north of the station. The C.P.R. main line follows that of the C.N.R. in a general way to the centre of the town, coinciding with or paralleling it from that point to the north city limits.

**PORT ARTHUR AND FORT WILLIAM Electric Ry.**—The head office of this municipal enterprise is in Port Arthur, where are also located the shops. The line from Fort William, entering on the Fort William Road, finally strikes Cumberland St., which it follows to the north side of Current River, beyond which is located the large industrial tract of land owned by the municipality. A branch of the electric railway runs up Arthur St., branching off to the south when it reaches the top of the high ground back from the shore, this line

### Tracing Carload and L. C. L. Traffic on the C. P. R.

W. R. MacInnes, Freight Traffic Manager, C.P.R., issued recently a circular dealing with the tracing of carload and less than carload traffic. The circular says that the indiscriminate and extensive commercial tracing now handled in the company's various offices, and originating directly or indirectly with shippers or consignees, has assumed such proportions that it is defeating the purpose sought by the shipping public, overloading the wires, and consuming the time of many clerks to no purpose. The tracing of either carload or less than carload shipments before they have had ample time to reach destination does not hurry the movement of shipments, but prevents prompt attention to legitimate tracing.

This matter came under the consideration of the Association of Transportation and Car Accounting Officers, which made a report to the American Railway Association. In the course of the enquiries it developed that shippers and consignees did not hesitate to start a tracer immediately their shipments were forwarded. As the result of the discussion the American Railway Association passed a resolution deprecating the practice of tracing from initial point to destination immediately the freight is offered for shipment, and advising delivery or furnishing passing reports to shippers or consignees, and recommending that the tracing of shipments should

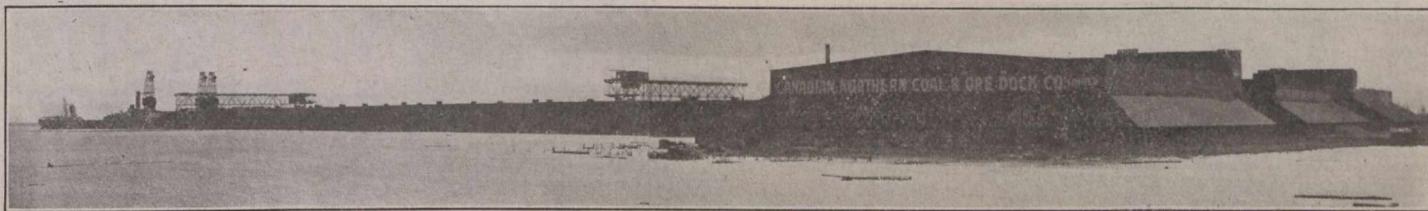


Fig. 10.—Plant of Canadian Northern Coal and Ore Dock Co., with Atikokan Iron Co., Beyond.

ous bulk freight wharves. Figs. 7 and 8 give a panoramic view of these terminal facilities as seen from the station. In the immediate foreground are the various C. N.R. package freight piers. Further along the harbor is the huge C.N.R. grain elevator, for many years the largest in the world, still holding that position, but there are larger ones under way. The capacity, 12,000,000 bush., has already been taxed to its limit and a considerable addition is being made, the unit construction of the elevator to be seen in fig. 9 making this possible. The location of the elevator is out in the harbor on a pile foundation, both sides of it being approached from the shore by a trestle.

Further along are the joint piers of the Canadian Northern Coal and Ore Dock Co. and the Atikokan Iron Co. The former plant is quite large, as shown in fig. 10, extending out into the harbor a considerable distance. The storage capacity of this plant is 500,000 tons of coal, handled by a system of belt conveyors, capable of discharging a 12,000 ton cargo in 12 hours.

Further along the harbor on the C.N.R. terminal property is the Thunder Bay Elevator Co.'s elevator.

The C.N.R. line entering Port Arthur from Fort William on the long tangent before referred to, runs into the terminal yards of the line, which are situated to the west of the C.N.R. elevators. Adjoining is the terminal locomotive house. Proceeding through the town, the line, after passing through the station, connects with the C. P.R. line, again following its own parallel right of way beyond Stephen St., to near

being about 1½ miles long. Between Fort William and Port Arthur, there is another branch line running out to the country club, along a road running due west. This line is upwards of a mile long.

### Change in Intercolonial Railway's Accounting System.

In connection with the reorganization of the Government Railways operating and maintenance staff, which appears on another page of this issue, a change has been made in the system of accounting on the Intercolonial Ry., the system in use on the Canadian Pacific and many other lines having been adopted.

The system heretofore in use on the I.R.C. was one under which everything was assembled in Moncton, and the accounts kept in the general offices.

Under the new system which is being put into effect, the accounting will be done by divisions. An accounting staff is being placed in the four superintendents' offices, and these offices will report to Moncton, where the total accounts for the system will be assembled.

Under the new system it will be possible to hold each superintendent responsible for the expenses in connection with the operation of his division, and the management will be enabled to make comparisons, so as to ascertain which superintendent is carrying on the work in the most economical manner, and will be in a position to more quickly check any waste in construction or operation.

be confined to show unusual delay in transit, and that no tracing be done until, in the usual handling of freight, shipments should have reached destination.

The C.P.R. took up the matter as affecting its own lines, and after full discussion among the freight and car officials at Montreal and Winnipeg, the circular was issued. The rules set out in the circular are as follows:—Tracers must not be started, or requests made to trace freight, until the shipment has had a reasonable time in which to reach destination, and then only at the request of shipper or consignee. When tracing a shipment give the initials and number of car, point of origin, route, date forwarded, commodity, and destination. Tracers in connection with carload freight should be addressed to F. A. Gascoigne, Superintendent of Car Service, Montreal, for Eastern Lines; and A. Hatton, Superintendent of Car Service, Winnipeg, for Western Lines. In the case of less than carload shipments, the necessary information should be obtained through agent at shipping point or destination.

On account of the increased price of fuel oil the Australian government will change its oil-burning locomotives back to coal burning.

An ample supply of draft timber bolts should always be kept on hand at car repair points, as the time required to straighten and rethread old bolts may cause serious delay to important lading. If new bolts are always available, old ones can be fixed up at a more convenient time.