

DOWNLOAD PDF PORT ARTHUR, THE GREAT LAKE TERMINUS OF THE CANADIAN PACIFIC RAILWAY

Chapter 1 : Canadian Pacific Railway – Thunder Bay Museum

Port Arthur, the Great Lake terminus of the Canadian Pacific Railway [microform]: its past, present and future by Canadian Pacific Railway Company Publication date

Macdonald 1st Canadian Ministry. British Columbia , a four-month sea voyage away from the East Coast, had insisted upon a land transport link to the East as a condition for joining Confederation initially requesting a wagon road. Macdonald saw it as essential to the creation of a unified Canadian nation that would stretch across the continent. Moreover, manufacturing interests in Quebec and Ontario wanted access to raw materials and markets in Western Canada. The first obstacle to its construction was political. The logical route went through the American Midwest and the city of Chicago, Illinois. To ensure this routing, the government offered huge incentives including vast grants of land in the West. Because of this scandal, the Conservative Party was removed from office in 1878. The new Liberal prime minister, Alexander Mackenzie , ordered construction of segments of the railway as a public enterprise under the supervision of the Department of Public Works led by Sandford Fleming. Surveying was carried out during the first years of a number of alternative routes in this virgin territory followed by construction of a telegraph along the lines that had been agreed upon. Macdonald confirmed that Port Moody would be the terminus of the transcontinental railway, and announced that the railway would follow the Fraser and Thompson rivers between Port Moody and Kamloops. The contract was awarded to Andrew Onderdonk , whose men started work on 15 May 1871. The Montreal-based syndicate officially comprised five men: George Stephen , James J. Angus and John Stewart Kennedy. Smith [4] and Norman Kittson were unofficial silent partners with a significant financial interest. On 15 February 1871 , legislation confirming the contract received royal assent , and the Canadian Pacific Railway Company was formally incorporated the next day. The large subsidy also needed to compensate the CPR for not constructing the line in the future, but rather right away even though demand would not cover operational costs. The Canadian Pacific Railway began its westward expansion from Bonfield, Ontario previously called Callander Station , where the first spike was driven into a sunken railway tie. That was the point where the Canada Central Railway extension ended. It then proceeded cross-country towards its final destination of Bonfield. Worthington continued on as the construction superintendent for the CPR past Bonfield. He remained with the CPR for about a year after which he left the company. It was presumed that the railway would travel through the rich "Fertile Belt" of the North Saskatchewan River Valley and cross the Rocky Mountains via the Yellowhead Pass , a route suggested by Sir Sandford Fleming based on a decade of work. This route was more direct and closer to the Canada–US border, making it easier for the CPR to keep American railways from encroaching on the Canadian market. However, this route also had several disadvantages. One was that the CPR would need to find a route through the Selkirk Mountains in British Columbia while, at the time, it was not known whether a route even existed. The job of finding a pass was assigned to a surveyor named Major Albert Bowman Rogers. Rogers became obsessed with finding the pass that would immortalize his name. He discovered the pass in April [16] [17] and, true to its word, the CPR named it " Rogers Pass " and gave him the cheque. However, he at first refused to cash it, preferring to frame it, saying he did not do it for the money. He later agreed to cash it with the promise of an engraved watch. This difficulty was overcome when a missionary priest, Albert Lacombe , persuaded the Blackfoot chief Crowfoot that construction of the railway was inevitable. In return for his assent, Crowfoot was famously rewarded with a lifetime pass to ride the CPR. A more lasting consequence of the choice of route was that, unlike the one proposed by Fleming, the land surrounding the railway often proved too arid for successful agriculture. The CPR may have placed too much reliance on a report from naturalist John Macoun , who had crossed the prairies at a time of very high rainfall and had reported that the area was fertile. This was over four times the maximum gradient recommended for railways of this era, and even modern railways rarely exceed a two-percent gradient. However, this route was far more direct than one through the Yellowhead Pass and

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saved hours for both passengers and freight. Despite these measures, several serious runaways still occurred including the first locomotive, which belonged to the contractors, to descend the line. CPR officials insisted that this was a temporary expediency, but this state of affairs would last for 25 years until the completion of the Spiral Tunnels in the early 20th century. By the end of , the railway had reached the Rocky Mountains, just eight kilometres five miles east of Kicking Horse Pass. The construction seasons of and would be spent in the mountains of British Columbia and on the north shore of Lake Superior. Many were European immigrants. In British Columbia, government contractors hired workers from China, known as " coolies ". They did the most dangerous construction jobs, such as working with explosives to clear tunnels through rock. The victims of sickness and accidents were not given proper funerals. Most of the remains were buried into the railroad and the families of the Chinese who were killed received no compensation, or even notification of loss of life. Many of the men who survived did not have enough money to return to their families in China, although Chinese labour contractors had promised that as part of their responsibilities. Yet the Chinese were hard working and played a key role in building the Western stretch of the railway; even some boys as young as twelve years old served as tea-boys. In , the Canadian government issued a formal apology to the Chinese population in Canada for their treatment both during and following the construction of the CPR. The bill received royal assent on 6 March . Some sections of track were incomplete or had not been used before, but the trip to Winnipeg was made in nine days and the rebellion quickly suppressed. This money was desperately needed by the CPR. However, this government loan later became controversial. This was due to Sir John A. Macdonald putting pressure on George Stephen for additional benefits. Macdonald announcing the completion of the Canadian Pacific Railway, November 7, . On 7 November , the last spike was driven at Craigellachie, British Columbia , making good on the original promise. Four days earlier, the last spike of the Lake Superior section was driven in just west of Jackfish, Ontario. While the railway was completed four years after the original deadline, it was completed more than five years ahead of the new date of that Macdonald gave in . The successful construction of such a massive project, although troubled by delays and scandal, was considered an impressive feat of engineering and political will for a country with such a small population, limited capital, and difficult terrain. It was by far the longest railway ever constructed at the time. It had taken 12, men and 5, horses to construct the Lake section alone. However, had these shortcuts not been taken, it is conceivable that the CPR might have had to default financially, leaving the railway unfinished. This train consisted of two baggage cars, a mail car, one second-class coach, two immigrant sleepers, two first-class coaches, two sleeping cars and a diner several dining cars were used throughout the journey, as they were removed from the train during the night, with another one added the next morning. The first official train destined for Vancouver arrived on 23 May , although the line had already been in use for three months. The CPR quickly became profitable, and all loans from the Federal government were repaid years ahead of time. In , a branch line was opened between Sudbury and Sault Ste. Marie where the CPR connected with the American railway system and its own steamships. That line opened on 12 June . The connection with Saint John on the Atlantic coast made the CPR the first truly transcontinental railway company in Canada and permitted trans-Atlantic cargo and passenger services to continue year-round when sea ice in the Gulf of St. Lawrence closed the port of Montreal during the winter months. By , competition with the Great Northern Railway for traffic in southern British Columbia forced the CPR to construct a second line across the province, south of the original line. Although temporarily suspended during the First World War , it was not until that the " Crow Rate " was permanently replaced by the Western Grain Transportation Act which allowed for the gradual increase of grain shipping prices. The Crowsnest Pass line opened on 18 June , and followed a complicated route through the maze of valleys and passes in southern British Columbia, rejoining the original mainline at Hope after crossing the Cascade Mountains via Coquihalla Pass. The local passenger service was re-routed to this new southerly line, which connected numerous emergent small cities across the region. Independent railways and subsidiaries that were eventually merged into the CPR in connection with this route were the Shuswap and Okanagan Railway , the Kaslo and Slocan Railway , the Columbia and Kootenay Railway , the Columbia and

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Western Railway and various others. Practically speaking, the CPR had built a railway that operated mostly in the wilderness. The usefulness of the prairies was questionable in the minds of many. The thinking prevailed that the prairies had great potential. Proving already to be a very resourceful organization, Canadian Pacific began an intense campaign to bring immigrants to Canada. Canadian Pacific agents operated in many overseas locations. Immigrants were often sold a package that included passage on a CP ship, travel on a CP train and land sold by the CP railway. During the first decade of the 20th century, the CPR continued to build more lines. Previously, westbound traffic originating in southern Ontario took a circuitous route through eastern Ontario. Several operational improvements were also made to the railway in Western Canada. In the CPR completed two significant engineering accomplishments. The Spiral Tunnels opened in August. It is 1, metres 5, feet long and, at its maximum, 96 metres feet high, making it one of the longest railway bridges in Canada. In , the CPR replaced its line through Rogers Pass , which was prone to avalanches the most serious of which killed 62 men in with the Connaught Tunnel , an eight-kilometre-long 5-mile tunnel under Mount Macdonald [32] that was, at the time of its opening, the longest railway tunnel in the Western Hemisphere. By then, the CPR had competition from three other transcontinental lines, all of them money-losers. In , these lines were consolidated, along with the track of the old Intercolonial Railway and its spurs, into the government-owned Canadian National Railways. Lawrence River with the loss of 1, lives, of which were passengers. Aiding the war effort meant transporting and billeting troops; building and supplying arms and munitions; arming, lending and selling ships. Fifty-two CPR ships were pressed into service during World War I, carrying more than a million troops and passengers and four million tons of cargo. Twenty seven survived and returned to CPR. CPR also helped the war effort with money and jobs. As a lasting tribute, CPR commissioned three statues and 23 memorial tablets to commemorate the efforts of those who fought and those who died in the war. The Great Depression , which lasted from until , hit many companies heavily.

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Chapter 2 : SS Keewatin | Tay Township Heritage

2. Port Arthur, the Great Lake terminus of the Canadian Pacific Railway: its past, present and future. 2.

Fort William and Port Arthur Streetcars Public transit in our city was first established in So in Port Arthur was authorized to construct and operate the first municipally owned street railway in Canada. In Port Arthur and Fort William became cities, and the Ontario Railway and Municipal Board forced Port Arthur to sell its section of the railway in Fort William to that city on March 11, and to submit to operation by a joint commission until Dec 1 The Street Railways continued operation until late , when the gas and electric Brill Buses took over, and the tracks all around both cities were either paved over or pulled up. Some South Syndicate Ave. Here is what it would look like from an operators view, and next is a ticket for each of the cities electric railways. You can vividly see the Prince Arthur Hotel in the background as well as the Pagota stating "Tourist Information" on its roof. The next is a very familiar Fort William stop in front of Chapples Limited, the area which is now fully enclosed by the unpopular Victoriaville Centre area today. This is the present day site of the re-cycle area on Front Street. Again, this first photo was taken at the Port Arthur Car barns. People would call this streetcar the Toonerville trolley well this is what my 91 year old dad told me , as it had only one pair of trucks front and rear and was much shorter than other cars were. The next shot here was taken along north Cumberland Street. The two story building further down is the F. Woolworth store and next to it is the Metropolitan store. Here are two black and white photos of different streetcars in front of the Fort William car barns on Walsh Street between Selkirk and Franklin Streets. There is a block of houses there today. This final picture is a scan of an old post card showing a Fort William streetcar heading towards the camera on Victoria Ave. The picture is taken facing east and shows the old Commerce Bank building as well as the St. Louis hotel on the left side. The huge structure at the end of Victoria Avenue was one of the many huge grain elevators from the time Elevator "B". Click on photos to enlarge! Posted by Dave Cano at 7:

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Chapter 3 : Canadian Pacific Railway

Port Arthur, the Great Lake terminus of the Canadian Pacific Railway: its past, present and future.

History[edit] The government of the Province of Canada determined in the late s to begin the exploration and settlement of Canada west of Ontario. Prince Arthur was then serving with his regiment in Montreal. This early form of regional government covered an area that reached from Sibley Peninsula to the United States US border. In they established their own Municipality of Neebing. They began a long and ultimately successful competition with Port Arthur to secure all the operations of the Canadian Pacific Railway, which moved to Fort William later in the century. The CPR completed its construction along the north shore of Lake Superior and decided to centralize its operations along the lower Kaministiquia River. This abruptly reduced business in Port Arthur. In addition, silver mining had been the mainstay of the economy since the s, but the boom in silver mining ended in October From onward Port Arthur was designated as the administrative centre for Thunder Bay District created by the Ontario government. A provincial stipendiary magistrate dispensed justice until , when the government created a judicial district and appointed a federal judge to lead the court. The federal Indian Agent was also usually located in the town. A large new courthouse was erected by the province in Attempts in the period " to secure manufacturing industries generally came to naught. Lumbering operations in Thunder Bay District were often directed by men resident in the city. Lakehead University was established on a site within the former city of Port Arthur. Port Arthur became a city in April The City of Port Arthur ceased to exist at the end of December Structures include the Baggage Building Arts Centre public gallery, a restored circa building, the Water Garden Pavilion, a skateboard park, running and cycling trails, as well as public art. The original crest depicted a wooden fort with wide-open gate with the motto "Gateway to the West. Brooke-Little, Bluemantle Pursuivant of Arms, featured a heraldic gateway in a framing sun, wavy bars representing water, blue fleurs de lys, a red cross, a lion holding a tree, a moose and a wolf. After she died in Vancouver in , her body was transported to Port Arthur to be buried beside her husband.

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Chapter 4 : Canadian Pacific Rail Terminus, Port McNicoll | Tay Township Heritage

Port Arthur was a city in Northern Ontario, Canada, located on Lake Huron. In January 1883 it amalgamated with Fort William and the townships of Neebing and McIntyre to form the city of Thunder Bay.

Silver had been discovered southwest of the city, and promoters were anxious to tap this resource, as well as providing a rail connection to Duluth, Minnesota. Nothing was done however, and the charter lapsed. Another attempt to revive the idea was made in 1877, but the application was thrown out of Parliament. Politicians had argued that the plan to build so close to the boundary violated their agreement with the Canadian Pacific Railway that, "no railway be constructed within 15 miles of the border. A photograph of an excursion train on the P. This particular event, complete with dignitaries from both Port Arthur and Fort William, was recorded in next issue of the Fort William Journal, one of the many local papers. Burk and James Conmee, M. P had their charter, their efforts were buoyed by further good news. American interests had begun construction on the Duluth and Iron Range Railway north towards the boundary, which offered to provide the sought after link with Duluth. As well, a large iron deposit had been discovered just across the border at Gunflint Lake, which was part of the now famous Vermilion and Mesabi iron ranges. The promoters however, could not afford to build, having only received a subsidy from the Dominion Government. With subsidies later granted from the Dominion, Provincial and Municipal Governments, construction was commenced in the fall of 1882. By December 1882, the railway had reached its Canadian terminus at Gunflint Lake. A six-mile branch, known as the P. However, very little iron was shipped by the railway and the mine closed. The railway was officially opened on June 1, 1883. It crossed the river on a large trestle and followed the Whitefish River Valley for some distance. From there it followed the chain of boundary lakes to Gunflint Narrows and the iron mine. From the date of its opening, the railway was in immediate trouble. In 1883, the silver market collapsed and the numerous silver mines along the line closed. Its perpetual bad luck and constant lateness would lead noted author James Oliver Curwood to dub the railway, "Poverty, Agony, Distress and Want. Under Canadian Northern, the "Duluth Extension" flourished. Many of the silver mines re-opened, and passenger traffic was up. However, the section of line between North Lake and Gunflint Narrows was abandoned in 1892, but it was quickly leased by the Pigeon River Lumber Company which was engaged in extensive logging operations in the area. However, a large forest fire would destroy a one-thousand foot trestle on North Lake in 1892, which severed the line to Gunflint and to the US. In 1893, all the rails west of North Lake were removed sold for scrap and apparently used in the war effort. In 1894, a forest fire destroyed a large trestle west of Mackies, severing the line to North Lake. With next to no business on that section of line, the loss of the trestle gave CN the perfect excuse to abandon that section of line. The rails were left in place and not removed until 1900. In March 1900, Canadian National gave the order to halt operations. The railway was losing money, which was compounded by the fact that many sections of line had deteriorated badly and needed to be repaired. In October of that year, CN formally abandoned the line and the rails were removed over the next year. Design by Maxwell Potvin

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Chapter 5 : Port Arthur, Duluth & Western Railway

Port Arthur, the Great Lake terminus of the Canadian Pacific Railway [electronic resource]: its past, present and future.

The Keewatin sailed to Owen Sound under her own power. She was halved at Levis, Quebec because the canals below Lake Erie, specifically the Welland Canal could not handle ships as long as the Keewatin. The ship was reassembled at Buffalo. Soon after, she was acquired for historic preservation and was later listed on the National Register of Historic Places in the United States. Her sister ship, Assiniboia, was also set to be preserved as an attraction, but burned in and was scrapped. In the last twenty years of her working life, like many passenger ships of that era on the Great Lakes , Keewatin and sister ship Assiniboia operated under stringent regulations imposed for wooden cabin steamships following the Noronic disaster in . Doomed by their wooden cabins and superstructure, these overnight cruisers lasted through the decline of the passenger trade on the lakes in the post-war years. As passengers opted for more reliable and faster modes of travel, Keewatin and her sister ship were withdrawn from the passenger trade in , continuing in freight-only service until September . Along with South American and Milwaukee Clipper , Keewatin was among the last of the turn-of-the-century style overnight passenger ships of the Great Lakes. Keewatin was eventually moved to Douglas, Michigan , in , where she was a museum ship across the river from the summer retreat Saugatuck, Michigan. In July of Keewatin was purchased by Skyline Marine and dredged from the Kalamazoo river with a one mile long, 10 foot deep, 50 foot wide excavation and dredged channel and moved to the mouth of the river and Lake Michigan on 4 June. Keewatin, manned with a crew of 10 was towed back to Canada and arrived in Port McNicoll on 23 June . The ship is open for visits from 24 May until 10 October. Amenities[edit] Keewatin is one of the largest of the remaining Edwardian era passenger steamers left in the world. The ship has thus become a time capsule of those days, along with a few other ships lucky enough to survive, such as Nomadic , lake steamer TSS Earnslaw , currently still operational in New Zealand , and surviving ex-Manly ferry MV Baragoola out of service held in Australia. Keewatin is also noted[by whom? She and Assiniboia joined three others, Manitoba, Athabaska, and Alberta the latter two also built in Scotland. The ships took two and a half days to make the trip each way, including half a day traversing the Soo Locks. The ship was known as Keewatin Maritime Museum, permanently docked, from until its relocation in . Relocation[edit] In August it was announced that the vessel had been sold to Skyline International Developments Inc. This is possible because of the cooperation of the local and State officials in obtaining permissions and permits to dredge the harbor where Keewatin sat for 45 years to allow the ship to be moved. A not for profit foundation, the Diane and RJ Peterson Keewatin Foundation has been formed to operate the ship and restore her. Skyline Developments, a publicly held corporation that is rebuilding the 12, acre Port McNicoll site, is funding this project. Keewatin was moved from Kalamazoo Lake on Thursday, 31 May , and docked about a mile down river just inside the pier for continued maintenance before entering Lake Michigan. It departed Saugatuck for the big lake on Monday, 4 June , to continue its journey northward to Mackinaw City. There it had a temporary layover before the final leg of the trip to Port McNicoll. The town staged the celebration, which included a voice choir as part of the ceremonies. In late plans were being discussed to move the Keewatin to Midland, Ontario. By March it became clear that the Keewatin would remain in Port McNicoll for another summer pending further relocation options.

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Chapter 6 : Old Time Trains

By December , the railway had reached its Canadian terminus at Gunflint Lake. A six-mile branch, known as the P.A.D & W of Minnesota, was constructed across the border to the Gunflint Iron Mine. However, very little iron was shipped by the railway and the mine closed.

William at some point around mid-day. This was always good value because you got to be part of the standard departure sequence and have a couple of hours of good fun, all for a few cents. Summer trips Over the remaining years in the s our family made at least four trips on the CP steamers, usually one way, thus avoiding some of the long and unpleasant driving. There was always something going on onboard. About half an hour out of Port Arthur , before passing the Sleeping Giant, a lifeboat drill was held. I had my Titanic-based doubts that this would have been of any use at all had an emergency arisen. On one trip, the Keewatin had a new skipper and he made about five tries to get his courage up to get the ship into the dock at Port Arthur Fort William in the face of a very strong north wind which wanted to push the ship sideways in the narrow slip. After many tries, we did safely dock, loaded up Port Arthur passengers and departed, two hours late. I wondered if there was any possibility of making up this time. In the engine room I got my answer: This was done and twenty-four hours later we were pretty well on time at the Soo. Both ships crossed and docked at the Soo on Sunday at the same time and spent about two hours there. Some said it was to allow the skipper to attend church, while others said it was to allow lunch ashore for those who wished to. I think neither of these reasons was correctâ€it was simply operations. The Keewatin, stern facing the camera, and the Assiniboia alongside the outer face of the dock at Sault Ste Marie. Note shorter stack on the Assiniboia after conversion to oil firing. Entering the Canadian Soo lock, from the bow of the Keewatin. Note optical illusion of curved water surface, caused by the shape of the channel walls. On one trip we were able to see the Kee do her stuff and really step out, after the skipper decided to pass all the plodding traffic ahead. With plenty of hard work in the stokehold and clouds of black smoke, we marched up one side of the long queue and out into Lake Huron. I was told that we were making more than 16 knots during this sprint to keep the schedule. Once in Lake Huron , passengers did not take long to peel off their jackets and take in the scenery from a lounge chair or play shuffleboard on the top deck. The air and sea temperature went from the 50s on Lake Superior , to the 70s, more like one would expect in July or August. Passengers enjoy a bit of shuffleboard, being watched by a gent with his cup of tea, on the top deck of the Keewatin. This must be in Lake Huron, given the shorts being worn! The Page family bundled up on deck Dining on the CPR steamers was a Victorian experience: Orders were taken verbally by the waiters, most of whom were university students. With many choices on the menu, there were inevitable mix-ups, in fact it became a game to guess who among us would get what dinner. I recall that it was all good food, and that it was only the second time with none since that I had Baked Alaska for dessert! Most of the fellow passengers were American tourists, taking a sea voyage to avoid the tedious roads, or breaking their transcontinental train trip. Once, to my surprise, I met several of my teachers from Port Arthur Collegiate. Away from the school, they were human afterall! Arrival at Port McNichol was always like something out of a movie, certainly unlike the grungy quay-side at the railway yards in Fort William. With manicured gardens, a neat little station, a very clean boat train waiting, and people looking for their arriving friends, the Port McNichol terminus was a suitable end of the two day, mile trip. Arriving at Port McNichol, from the bow of the Keewatin. The boat train is waiting, just beyond the station with its tiddly gardens. Note tropical-style white band on trees in the foreground. I was fortunate enough on one trip to watch the Second Engineer take indicator diagrams of each cylinder when under full power. This was done periodically to ensure that the engine was balanced, ie, producing the same horsepower from each of the four cylinders. If there were discrepancies, the output could be fine-tuned by a screw adjustment on the reversing link for each cylinder, in effect changing the cutoff to balance the output. On this occasion, the horsepower per cylinder was within the tolerance allowed, with each cylinder producing horsepower. The Second was pleased with that,

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with no follow-up required, other than entering the results in the engineroom log. I was into my second year in mechanical engineering by that time, and marveled at the real-life example of thermodynamics in action: In modern terms this would be a four-stage turbine, doing exactly the same thing, but, in my case, it was all within one real engine! Early in the s, the Assiniboia was re-boilered and converted to oil firing. This gave the Assiniboia a more modern look than the Keewatin , a distinction between the two vessels which remained for the rest of their service lives. I never saw where the Keewatin was coaled, or if this was done at each end of the circuit. At the Fort William end this was probably done at the dockside coaling tower downriver, adjacent to the roundhouse. Given the huge coal storage and handling facilities on Island No. The end My last trip was downbound in August I never saw either ship again. The Keewatin was withdrawn from service at the end of the season in , while the Assiniboia lasted another two seasons in freight service only. No doubt the oil conversion job and other fuel-saving modifications made her more economical and convenient to operate, making her the logical choice to remain in service. The Keewatin ended up as a museum ship at Douglas Michigan, where it still resides. The Assiniboia sailed down the St Lawrence under her own steam and met a fiery fate some time later in the US. Lawrence canal then available , having crossed the Atlantic from the builders in Scotland. All photographs by the author.

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Chapter 7 : Canadian Pacific Railway - Wikipedia

Canadian Pacific Railway Limited (TSX: CP NYSE: CP) is a Canadian railway transportation company that operates the Canadian Pacific Railway. It was created in when the CPR's former parent company, Canadian Pacific Limited, spun off its railway operations.

Railway fever was in the air and both the federal and provincial governments were eager to provide generous subsidies and loan guarantees whenever it came to railway expansion. Anxious to extend their reach, Mackenzie and Mann began purchasing or leasing a number of regional lines in Ontario. By they had obtained authorization to build as far east as Montreal. The railway was able to market itself to the farmers as "one of their own. Smelling trouble, the CNoR began to move quickly in order to protect its lucrative markets in the west and growing markets in the east. That translated into a rapid acceleration of its expansion plans. The CNoR was running in overdrive. It was now a race to the finish line. The CNoR hastily revised its plans so it could extend to Edmonton by Other ventures included interurban electric railways, where Mackenzie had considerable expertise. In , after receiving guarantees from the BC government, there was little doubt the CNoR was well on its way to establishing a second transcontinental railway. Heavily capitalized, almost entirely by government funding, it turned out much of the investment actually originated in London. Once the war started, the money dried up. Although the railway was near completion, lack of funding led to delays, which translated into declining revenues. The railway was finally completed coast to coast in It was a bittersweet moment. By then the company was in serious financial trouble. Although the prairie runs remained profitable revenue, also down during the war, was insufficient to cover both debts and operating expenses. The CNoR was about to become the first casualty. Instead they were turned down flat. The government jumped in, snatched up the railway, and nationalized it. Although the railway was still a going concern, it needed additional investment to complete its expansion and time to build its business and customer base. They began with a single railway - miles long - and within 20 years had a system that stretched over 10, miles and covered seven provinces. The inquiry lauded their planning skills and economical methods of construction. Both men were knighted for their efforts in All text, content, original photographs and any other media on this site are protected under Canadian copyright legislation. Content on this site cannot be reproduced without the written permission of the copyright holder. Please view our copyright statement for more infomation.

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Thanks to R. L. Kennedy's online paper "Canadian Pacific Railway Great Lakes Steamships" for factual data and dates. All photographs by the author. Bytown Railway Society, Branchline, February , page 3.

Three new ships were ordered in Scotland, these were Alberta, Algoma and Athabaska all were feet long and capable of carrying 2, tons of package freight and passengers. The three ships provided service three times a week, originally leaving Owen Sound on Tuesday, Thursday and Saturday. Connecting train service departed from Toronto at November 7th, was the most famous date in railway history. It was also an infamous date, for on that day, the S. Algoma went on the rocks in Lake Superior, with the loss of 48 lives 35 crew and 13 passengers and the ship itself. There were only 14 survivors including just 2 passengers. Algoma shipwreck It was not until May that another ship replaced the one lost. On that date the Manitoba was launched in Owen Sound, after just 9 months of construction. It was the largest vessel on fresh water, at 2, tons. These boilers were the largest shipment by rail in North America. Canadian Pacific decided there was a market for better passenger service on the Great Lakes and ordered two new ships from Fairfield Shipbuilding and Engineering Company in Govan, Scotland, who had just finished building the Empress of Ireland and Empress of Britian. These ships, larger than the existing two, were outfitted entirely with first class cabins accommodating passengers; they were the S. Assiniboia at 3, tons, and the S. Keewatin at 3, tons and feet in length. They went into service in October following final outfitting in Owen Sound and with five ships, the C. They also carried a bigger freight cargo including thirty to forty automobiles belonging to passengers. The ships were equipped with four fire tube Scotch boilers operating on pounds pressure, that were hand-fired coal burners supplying quadruple compared to the more common triple expansion steam engines rated at horsepower and burning about twenty tons per day. Cruising speed was 14 knots. Nicoll on Georgian Bay where a new port with bigger elevator facilities was built. The complete line was opened in May Sailing distance was miles from Port to Fort William. This was further reason to relocate everything to a bigger harbour. In , the steamship headquarters was moved to Port Mc. The Manitoba called at Owen Sound once a week. By , the Alberta and the Athabaska were relegated to freight service. They were eventually sold in August The Assiniboia and Keewatin were the first boats on the Great Lakes to have radar, which was leased from Marconi. In addition, the wireless operators were employed by the Marconi Wireless Telegraph Company of Canada. Following the Noronic disaster in in Toronto harbour with the loss of many lives, stricter regulations began to take effect. This was to result in modifications to ships, the requirements of which eventually became too costly to justify in a declining market. An automatic sprinkler system was installed in along with three fire-resistant steel bulkheads, in the two ships. In , the Manitoba was sold and scrapped, no doubt in part due to the new regulations. Over the winter of the Assiniboia was converted to burn oil in two Foster-Wheeler water-tube boilers. This train operated on a fast schedule with few stops enroute. In it operated between June 11 and September 12 providing a direct connection from Toronto to Port Mc. The train left Toronto on Wednesday and Saturday at Noon arriving in Port at 3. Eastward steamship service required a southbound train from Port on Mondays and Thursdays, leaving at 8. Freight service operated before and after the passenger season. This was a big break bulk freight operation requiring large sheds. Cheaper "Lake and Rail" freight rates attracted so much business in fact that it was often necessary to route the box cars all-rail to avoid backlog delays. Waybills were annotated, "Diverted all-rail RR convenience. The "Kee" being retired on November 29th The Assiniboia last sailed November 26, after which it was sold and towed to New Jersey to become floating restaurant however, it burned in November of The Keewatin was sold for scrap in November but resold in June and became a marine museum in the U. Public Time Table cover ad for steamship service. Keewatin at Port Mc. Ontario Archives Boat train with G5 class steam engine and buffet-solarium cars Bermuda hidden and Antigua Note the immaculate grounds. Brown Collection Assiniboia and Keewatin were both similar size lake boats. Passengers walk short distance from Steamboat train with one-of-a-kind buffet-observation-parlor

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car to the S. Nicoll, August 15, Nicoll, which had become a twice-weekly service that was still hauled by steam. The sight of G5 class Pacific hauling its spotless train of modern lightweight air-conditioned coaches with a heavyweight buffet-parlor on the end was something special! Because the ships arrived back in Port Mc. Nicoll at 8 AM on Mondays and Thursdays, the passenger equipment for the southbound boat train laid over at Port, but not the engine and crew. They returned to Lambton in extra freight service! Then, a northbound extra freight would be ordered at Lambton, with the passenger engine, to haul whatever few cars of freight there was to Port and then return in passenger service with the boat train! Steam Boat at West Toronto Depot. Box cars in background are on interchange track. Kennedy Weeds, shortened train hauled by a road switcher, RS10 , are all indications the end is near. Next season would be the last.

Chapter 9 : CP Rail - Canadian Pacific Railway - CPR

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