

HISTORIC SITES AND MONUMENTS BOARD OF CANADA**RAILWAY STATION REPORT**

Title: Former Canadian National Railways/National Transcontinental Railway Station
Minaki, Ontario

Source: PETERSON PROJECTS, Murray Peterson, Winnipeg

RSR-307

INTRODUCTION

The former Canadian National Railways (CNR) station at Minaki, Ontario, was built by the National Transcontinental Railway (NTR) in 1910 (Figure 1),¹ and was the community's first and only railway depot. Minaki, which never organized a local government, is located approximately 300 rail miles northwest of Thunder Bay, Ontario and 105 rail miles east of Winnipeg, Manitoba (Figure 2). The centre has historically been a major summer resort locale on the Winnipeg River in the Lake of the Woods cottage district of northwestern Ontario and southeastern Manitoba.

For many decades, guests of one of the CNR's flagship seasonal resorts, the Minaki Lodge, used the station. The depot offered freight and passenger service, office space for local railway employees and residential space for the station master and his family. Sitting on a hill above the Winnipeg River, the station and the entire area have undergone significant change: the uncertainty surrounding the Lodge has led to the station's abandonment by the railway company. The closure and finally the destruction of the Lodge by fire in 2003 have led to further decline. The station, which is still owned by the CNR, is now used on a seasonal basis as a gift shop and was, until recent timetable changes, also used by VIA Rail passengers waiting for their trains.

HISTORICAL ASSOCIATIONSThematic

The construction of this large station in a remote area of northern Ontario illustrates the optimism of governments, businessmen and citizens during Canada's growth phase between 1900 and the First World War. Much of this growth was achieved through railway construction, which played a crucial role in supporting large-scale immigration and the burgeoning prairie wheat economy. Stations, repair facilities and trackage were often built larger than necessary, to ensure sufficient service for future traffic.

The Grand Trunk Pacific Railway (GTPR)/NTR system was created in September 1903 by a complex agreement between the government of Canada and the Grand Trunk Railway (GTR), a

British-owned railway located in eastern Canada. Then Prime Minister Sir Wilfrid Laurier firmly believed, along with many of his contemporaries, that Canada's growth could support two and even three transcontinental railways. Unlike Sir John A. Macdonald, Laurier was not interested in protecting the monopoly of the Canadian Pacific Railway, and saw increased rail service as the only method of efficiently fostering settlement and long-term economic growth in the West and in northern Ontario and Quebec, thereby benefiting all of Canada.²

The NTR portion of the line was to run from Moncton, New Brunswick to Winnipeg, Manitoba – 1,804 rail miles³ laid out in an almost straight line – despite crossing hundreds of miles of Canadian Shield and some of the most difficult terrain imaginable (Figures 3-5).⁴ Construction began in the spring of 1906, although much of the surveying through northern Quebec and Ontario lasted well into 1908.⁵ While construction on this eastern section moved slowly, GTPR officials attempted to have the federal government complete track 245 miles east from Winnipeg to Superior Junction, near Sioux Lookout, Ontario (Figure 6), where it would meet up with their own 200-mile branch line from port facilities at Fort William (present-day Thunder Bay, Ontario). This would give the GTPR access to the lucrative western grain shipments by bypassing the incomplete NTR line east of Superior Junction.⁶

The federal government did not support this rerouting scheme, as it would have resulted in a severe reduction in traffic over the NTR east of Lake Superior, traffic that was necessary to the economic health of the new line. As a result, the government set out to delay construction between Winnipeg and Superior Junction in what was described in a later Royal Commission as “a prize example of skulduggery.”⁷ The last spike of the GTPR/NTR system was driven in November 1913⁸ and the first through train arrived in Prince Rupert, British Columbia on 8 April 1914.⁹ Under the agreement, the NTR was built as a public venture, to be leased to the GTPR after a period of grace with a fixed annual fee based on a percentage of the final construction cost. But due to cost overruns and lack of traffic, this agreement was never honoured and nearly to the day of the arrival of that first train, the federal government announced it was taking over the operation of the NTR.¹⁰ When the Canadian Northern Railway (Canada's third transcontinental) was nationalized in 1918, it was entrusted with the control of the NTR. The GTPR was nationalized in 1920 and when the GTR declared bankruptcy, the federal government added it to its holdings and by 1923 completed the formation of the CNR to oversee operations of all its railway holdings.¹¹

The construction of the Minaki station represents the pattern of railway development in northern Ontario, in which geography often dictated the creation of sectional or divisional points where large flat areas could be utilized to construct switching tracks, water towers and other railway-related structures. As with other points along the line, the station was built almost immediately after completion of the line and in Minaki, the depot was completed in 1910.¹² This year-round connection fostered growth at Minaki and the development of the service industries and businesses – especially in the tourism sector which proved to be Minaki's most important industry.

The failure of the GTPR/NTR scheme and its amalgamation into the CNR system did not adversely affect Minaki. In fact, in the late 1920s the CNR decided to add Minaki to its expanding list of wilderness resort hotels by renovating and expanding an existing lodge built in 1914. The new Minaki Lodge and its popular golf course¹³ were mainstays of the local economy for more than half a century.

For many decades the station was the hub of the community. The offices and workspace were filled with railway employees servicing trains, the right-of-way, passengers and freight. The waiting rooms, both outside and inside, were filled from spring to fall as trains transported guests to and from the resort. The creation and modernization of the highway system, a downturn in the popularity of the resort in the 1970s¹⁴ and major changes in the railway sector all combined to reduce the use of the station to the point of closure in the 1970s. The owners of the Minaki Lodge asked for expressions of interest in 1982 to “restore the Minaki Station for aesthetic and commercial purposes,”¹⁵ and it was soon converted into a seasonal gift shop, a role it continues to play in the community, despite the loss of the Lodge to fire in 2003.

Local Development

This area of northwestern Ontario, the Lake of the Woods region, is known to have been used seasonally by Aboriginal groups as early as 6,000 B.C. – hunting large mammals on the shores of glacial Lake Agassiz. Aboriginal use of the region became more sedentary as the massive lake receded and the region’s forests and lakes formed. Permanent villages were established approximately 1,000 years ago.¹⁶ This society was well evolved by the time European fur traders and explorers arrived in the area in the early 18th century. This fur trade era, which lasted approximately 150 years, gave way to the railway era and the construction of the Canadian Pacific Railway in the 1870s. Surveyors for the GTPR/NTR system pushed through the area in the 1906-08 period, followed by construction crews who completed the line through to Winnipeg by 1911.

Minaki, an Ojibwa word meaning “beautiful country,” was originally named Winnipeg River Crossing by the 1870 Wolseley Expedition traveling west to the Red River Settlement (present-day Winnipeg).¹⁷ In the early 1900s, a log cabin was built by Leonard Holst, a local entrepreneur and surveyor, and opened as Holst Inn, one of the area’s first resorts (Figure 7).¹⁸ The area’s popularity as a summer destination for families, businesspeople and hunting and fishing enthusiasts was undeniable, and it was GTPR/NTR railway officials who suggested the construction of a resort near the train station in 1913. Opened on 26 June 1914, the Minaki Inn reportedly cost \$200,000 to build and furnish.¹⁹

The train station was an integral part of the ongoing success of the Minaki Inn, and the railway facilities also included a large wooden water tower (Figure 8). As part of the outdoor experience provided by the Inn, the station was designed with a large open-air waiting area on its east side (Figure 9). Originally, passengers detrained and walked to a large dock where a barge waited to take them around the point to reach the Lodge by water.²⁰ This has since been replaced by roads.

The popularity of the Inn, and therefore the traffic through the station, increased after the First World War. The CNR sought to create a “first class wilderness resort” by completely renovating the facilities. The night before the grand opening in 1925, the structure burned to the ground. Undeterred, the CNR rebuilt the log structure using Swedish builders and Welsh stonemasons and opened the Minaki Lodge in 1927.²¹ The facility took its place among the finest resorts in Canada, ensuring the community’s economic viability and guaranteeing heavy use of the train station.

The monopoly of transportation that the railway enjoyed in Minaki and throughout northwestern Ontario began to lessen in the 1920s as a modern roadway system began to develop. By 1950 construction of the Trans-Canada Highway was underway, ending the isolation of many communities throughout the country and linking small towns to larger urban centres by road. This was the beginning of the period of decline of railways in Canada. The Minaki railway station suffered from the development of new transportation methods as more and more guests drove automobiles to the Lodge. The Lodge's financial struggles, which began in the late 1960s, had an adverse affect on the economy of the entire region as well as passenger numbers and freight at the station.²²

The station stood empty and boarded up until 1982, when the Ontario government, as part of its redevelopment scheme for the Lodge, convinced a Kenora gift shop, the Blue Heron, to open a store in both the Lodge and in the train station.²³ The gift shop still operates in the former station during the summer months, occupying the ground floor except for the waiting room. The station sees only a few train passengers each year, and because rescheduling has the east- and west-bound VIA Rail trains arriving at 2:00 am and 5:00 am respectively, passengers and those waiting for passengers no longer have access to the inside of the station to wait.

Minaki, which never had a large enough year-round population to organize a local government, has seen many of its major employers – government departments, police, commercial endeavours, the Minaki Lodge and the railway – leave. Although its importance in the day-to-day lives of citizens has been reduced significantly, the railway played a crucial role in the early development of the area.

The station remains an important example of this early development. It is the community's first and only station and its size is testament to the optimism held by the government and the railway of the future growth and success of the area.

ARCHITECTURE

Aesthetic/Visual Qualities

The station at Minaki is typical in size and original design to many depots built along the GTPR/NTR system in northern Quebec and Ontario. Elongated, simply massed with a partial second storey and modest ornamentation, the wood-clad depot measures 20.5 feet x 88.5 feet²⁴ (not including the overhanging eaves) and rests on a concrete foundation. Also included in the design is an unusual outdoor covered waiting area measuring 20 feet wide and 32 feet long (not including the overhanging eaves). Built on the station's east end, its eaves almost touch the eaves of the main building.

This standard plan, identified as NTR #2, 100-180,²⁵ was similar to stations built at small communities or in more isolated locales along all three transcontinental railway lines in the pre-First World War era. This specific plan was used in the construction of seven stations along the 238.3-mile Sioux Lookout, Ontario, to Winnipeg NTR line, known as the Redditt Subdivision: McIntosh, Millidge, Niddrie, Hudson and Minaki (all in Ontario) and Vivian and Dugald in Manitoba. All were completed in 1910 and 1911 and only the Minaki station remains.²⁶

The most identifiable exterior features are the oversized eaves supported by prominent wooden brackets (Figure 10) and the trackside bay window (Figure 11) that gave the station master an unobstructed view of the track in both directions from only 16 feet away. The overhanging eaves of the south (trackside) façade offered protection from the elements for waiting passengers, and ran the entire length of the elevation and a short distance along both sides (Figure 12). Windows along the south elevation are plain and set in unadorned wooden frames, and the original wooden doors are designed both in pairs and as singles.

The north façade of the station, facing away from the Winnipeg River, includes window and door openings similar in design to those of the trackside elevation (Figures 13 and 14).

The partial second storey of this station is located farther to the east end of the depot and measures 23 feet x 20.5 feet. Both the one-storey and two-storey sections are covered by medium-pitched hip roofs without the small dormers that are often found on similar stations (Figure 15).

Like so many stations across Canada, the Minaki depot represents a balance between functionality and style. The railway companies sought to provide usable space for its customers and employees in an affordable, easily built and maintained structure. This gave rise to standardized plans with simple, sturdy materials and designs. But the companies were also cognizant of the public nature of their stations and the important first impression they could create. This gave rise to ornamental detailing around windows and doors, the ever-present oversized bracketing and, in some cases, more exuberant use of materials, colour and design elements. The Minaki station is a handsome and functional structure.

Alterations to the exterior of the station have been few and relatively minor, and its original wood cladding has not been stuccoed like many of its contemporaries. A 10-foot-square addition was made to the rear of the depot as a kitchen/bathroom. It was completed prior to 1938 (Figure 16). A second, larger addition was completed on the northeast corner as bathroom space for the waiting room (Figure 17). It is unknown when this second addition was completed, but neither of these alterations has negatively affected the original character of the building's exterior.

Functional/Technological Qualities

In general terms, the interior organization of any railway station is designed to provide ample space for the variety of services carried out within its walls. Public waiting rooms, often divided into general and women's areas, a ticket office, a baggage room, a station master's office (usually including a bay window), and general office space, would all be included in such a layout. The system of interior partitioning separated the public from business areas, keeping the undesirable noise and dust of the baggage area away from the waiting rooms and ensuring privacy for the station master and other employees. While we do not have visual, anecdotal or architectural records describing the original interior, it would have been similar to the majority of other stations in the type of amenities that it housed and how and where they were housed.

The west end of the station originally held the baggage area, over 450 ft.² of interior space separated from the rest of the building by an interior wall with a sliding metal fire door (Figures 18 and 19). Two double doors on the front (south) façade and one on the rear suggest heavy usage of this area by the public and railway employees. Some of the original concrete floor is still visible in the west end of this space.

Next to the baggage area is a space with a raised wood floor that appears to be original material (Figure 20). It is not accessible from an outside door, suggesting that it might also be employee space or possibly public space for picking up and dropping off packages. The large office area includes the bay window for the station master's work area (Figures 21 and 22), and at the east end the stairs up to the second floor and down to the basement. A small kitchen/bathroom is located at the north end of this staircase (Figure 23). The east end of the building holds the large waiting room (Figure 24) that had a ticket counter in its interior wall (Figure 25). Newer washroom facilities have been added to the rear of this space.

The ground floor of the station has seen extensive alteration over time as its use has changed. Partitioning has been removed and original materials and finishes have been covered or replaced.

The station also boasts a large basement (Figure 26). This space includes a large coal room, several boilers and a combination of wooden and brick columns to support the upper floors (Figure 27). Little has been done to alter this area, which has also been used for storage and as a workshop.

The second storey of the station is divided internally into four roughly equal-sized rooms, totalling 470 ft.² of space for living quarters (Figure 28). The original layout has not changed, although this space shows signs of neglect (Figure 29).

ENVIRONMENT

Setting

The immediate physical setting of the station within Minaki has changed little over the years (Figures 30 and 31). Sitting high on the bank overlooking the Winnipeg River, the station's locale includes a rocky outcropping – a common feature of the area's landscape – just to the north. The wooden water tower, an original part of the railway yards, has been removed, as has been a switching track located in front of the station (Figure 32).

What has changed significantly in the setting is the intimate connection between the station and the nearby Lodge, which was reduced to ruins by fire in 2003. Although the station's role in the day-to-day life of the community has been severely reduced, it maintains its visual presence and stands as one of the last reminders of Minaki's heyday when the station and the Lodge made it part of a successful national resort chain: part of a "perfect North Woods vacation," in the company's own literature (Figures 33 and 34).²⁷

Community Status

The station's role in the community has steadily lessened. It reached its zenith as the railway company exploited the growing wilderness recreation movement by promoting their chain of rustic lodges and hotels in magnificent wilderness locations. Tourism became a staple of the local economy and the station was at its centre. As use of the Lodge lessened, however, and as the highway system matured, the CNR station was underutilized. Closed by the railway, it was converted into a seasonal gift shop in the 1980s. In this role, the altered ground floor is used for display and sales, the original waiting room for storage. Neither the second floor nor the basement is currently used. Until recently, the few train passengers using this stop could wait for their train in the gift shop. Schedule changes at VIA Rail, moreover, have now created a situation where no traditional railway activities occur in the station.

While the station is well known within the community, the number of permanent residents in Minaki is steadily diminishing, replaced by seasonal visitors who have fewer connections to the area's past and to the railway station's pivotal role in the community's early development.

Endnotes

- 1 C. Bohi, *Canadian National's Western Depots* (Toronto, Ont.: Fitzhenry and Whiteside Limited, 1977), pp. 54-55, 124.
- 2 *The Canadian Encyclopedia* (Edmonton, Alta.: Hurtig Publishers, 1988), vol. 2, p. 1184.
- 3 *Canadian Railway and Marine World* (hereafter *CRMW*), June 1910, p. 461.
- 4 Dale Wilson and Gordon D. Jomini, *Canadian National and Canadian Pacific in Northern Ontario* (Calgary, Alta.: Calgary Group of The British Railway Modellers of North America, 1984), vol. 1, p. 1.
- 5 "The Construction of the National Transcontinental Railway," in *CRMW*, August 1912, p. 389.
- 6 G.R. Stevens, *History of the Canadian National Railways* (New York: The Macmillan Company, 1973), p. 212.
- 7 Royal Commission Report, quoted in *ibid.*, p. 215. This branch line was not completed until April 1911, five years after the original contract was let.
- 8 *CRMW*, December 1913, p. 578.
- 9 Bohi, pp. 13, 55.
- 10 *CRMW*, June 1915, p. 211.
- 11 *The Canadian Encyclopedia*, vol. 3, p. 1433.
- 12 Bohi, p. 55.
- 13 David E. Scott, *Ontario Place Names* (Edmonton, Alta.: Lone Pine Publishing, ca.1997), n.p. The 9-hole golf course was created by the CNR by purchasing a farm in Manitoba and hauling 30 rail cars filled with topsoil to the site.
- 14 "Minaki," Kenora Library Information File, unreferenced newspaper article, 27 September 1985. One of the stated reasons for the downturn in tourism in the early 1970s was the discovery of high levels of mercury in the Winnipeg River.
- 15 *Kenora Miner and News*, 25 March 1982, n.p.
- 16 "Timeline," courtesy of Lake of the Woods Museum, Kenora, Ontario, 2006.

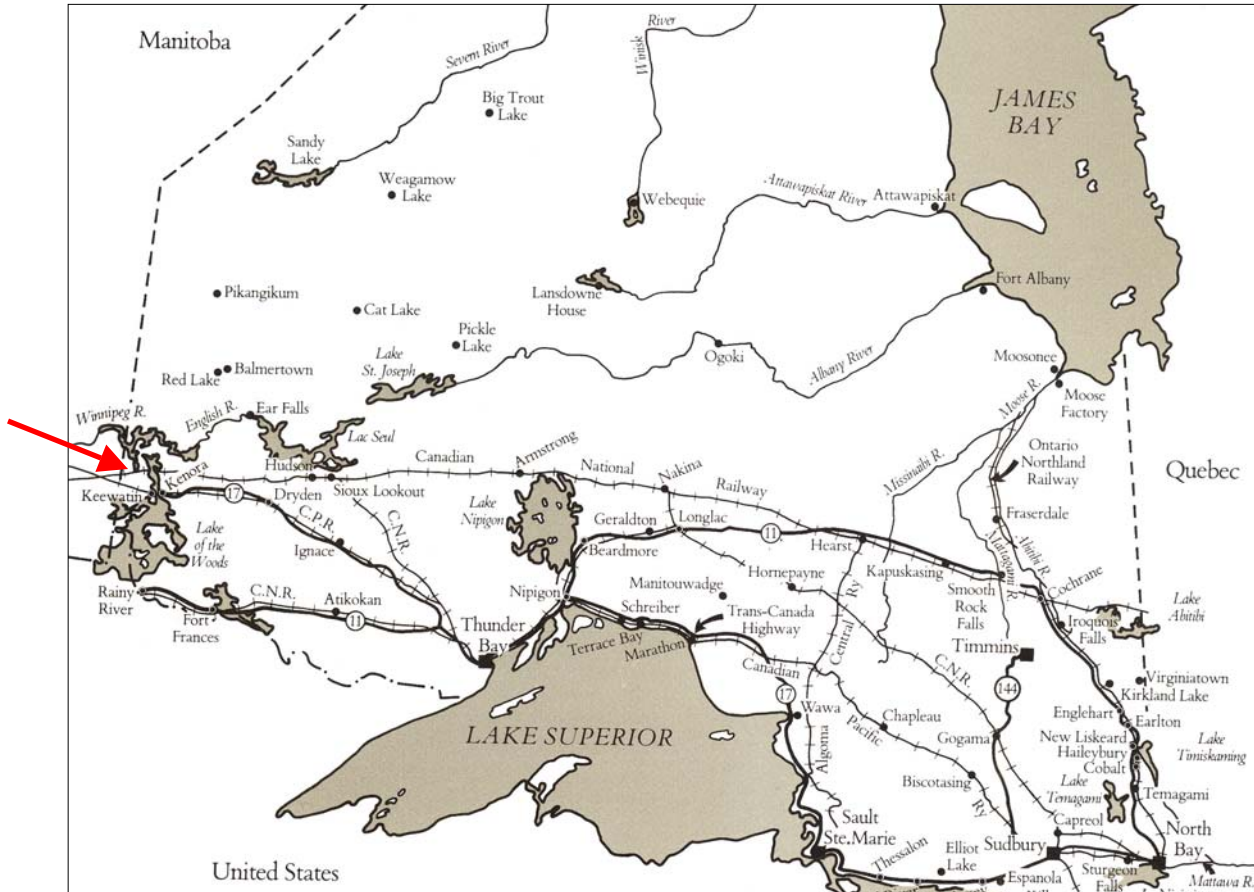
17 Scott, n.p.; and *Kenora Miner and News*, 21 August 1981, n.p.
18 Biographical information on Leonard Holst is gleaned from Library and Archives Canada
holdings found at www.collectionscanada.gc.ca.
19 *Kenora Miner and News*, 17 June 1914, p. 1; B.D. Moskowitz, "Secluded Minaki Lodge,
Luxury in the unspoiled wilderness of Ontario, Canada" in *Travel & Leisure*, April 1985,
n.p.; and *Cara Operations Limited, 2003 Annual Report*, p. 7. The Canadian Railway
News Company (operating today as CARA) may have originally run the Minaki Lodge
as part of its nationwide string of hotels/resorts for GTPR/NTR.
20 N. Pollock-Ellwand, "Minaki," unpublished manuscript held at the Lake of the Woods
Museum, Kenora, "Minaki" file.
21 "Minaki: The Waldorf of the wilderness," *Toronto Star*, 11 June 1983, p. G1. The
construction crew, after completing its work on the Minaki Lodge, moved west and
finished the Jasper Park Lodge.
22 "A brief history of Minaki Lodge," *L.O.T.W. Enterprise*, 18 October 2003, p. 19. The
Lodge was purchased by a Winnipeg-based real estate firm in 1955, which sold it to a
group of American investors in 1966. It was sold to a Winnipeg businessman in 1971,
who defaulted on provincial government loans. Between 1974 and 1986, the new owner,
the Ontario government, spent an estimated \$50-million upgrading the facility and
improving roads and the Minaki airstrip, reopening the facility in 1982. The government
sold the Lodge in 1986 to the Four Seasons hotel chain, which in turn sold the property to
the White Dog First Nation in 1994. After losing \$6-million, this group sold the Lodge to
a Texas businessperson who opened it for three weeks before closing it again. An Alberta
businessperson bought the resort in 2002 and operated it from May 2003 until it was
abruptly closed and put up for sale on 1 September 2003. It was destroyed by fire on 12
October 2003.
23 *Kenora Miner and News*, 17 November 1983, n.p.
24 Original plans for the station could not be located; all measurements by author, January
2009.
25 Bohi, p. 88.
26 Ibid., pp. 55, 88, 124.
27 *The Literary Digest*, 28 March 1931, p. 6.

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 1 Former CNR/NTR station, Minaki, Ontario; built in 1910, designed by the NTR; trackside or south elevation. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



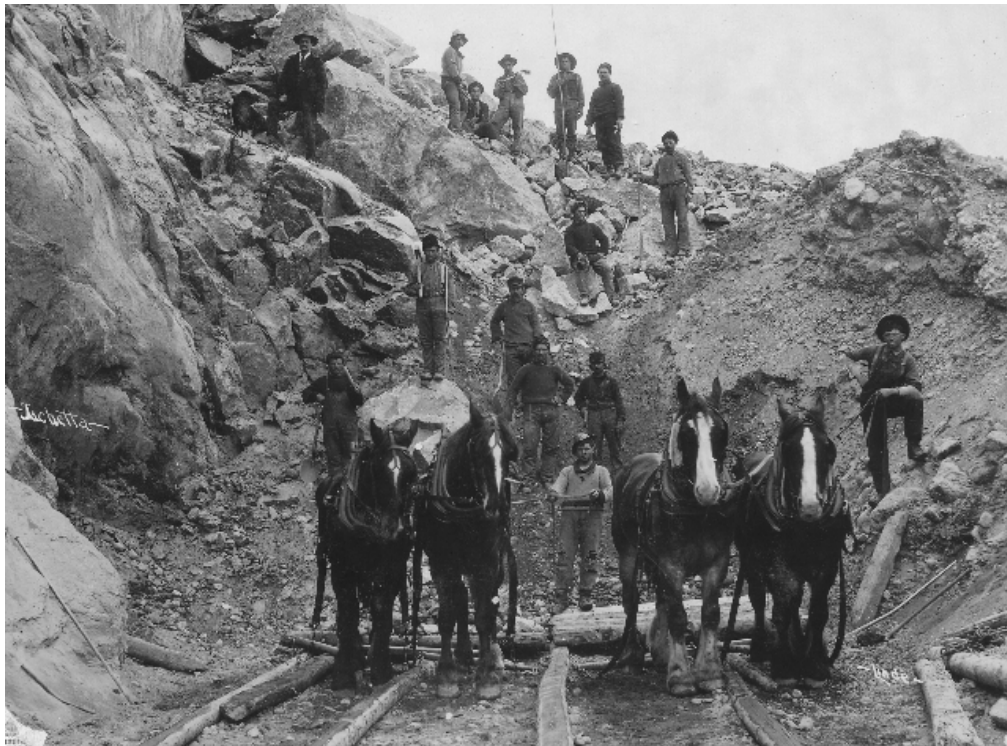
- 2 Northern Ontario. An arrow indicates the location of Minaki, Ontario. (M. Bray and E. Epp, eds., *A Vast and Magnificent Land [Thunder Bay, Ont.: Lakehead University, 1984], p. 205*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 3 NTR construction, Minaki region, ca.1906. The numerous rock cuts for the entire line were hand drilled and then blasted. (*Carl Gustave Linde Collection, courtesy of Lake of the Woods Museum, Kenora, CNR-4*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



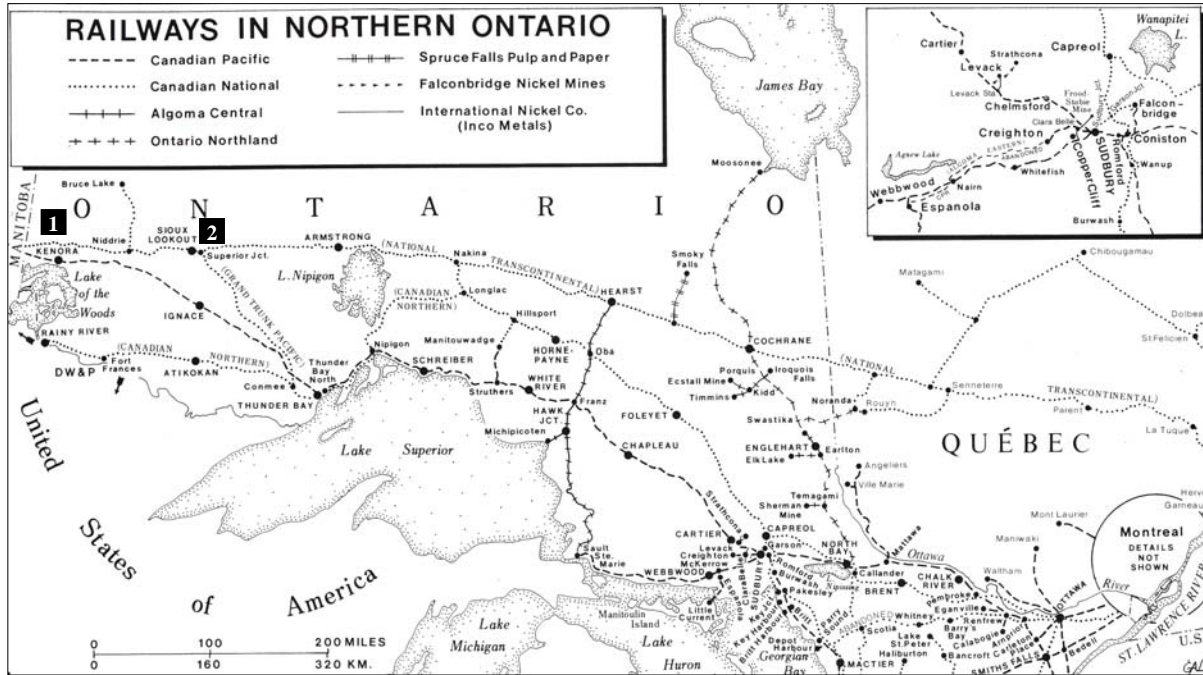
- 4 NTR construction, Minaki region, ca.1906. Once the rock was blasted, the material was hauled by horses on stone boats along wooden rails (often nearby trees) commonly known as "pole-tracks." (Carl Gustave Linde Collection, courtesy of Lake of the Woods Museum, Kenora, CNR-3 [top] and CNR-6 [bottom])

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 5 NTR construction, Minaki region, ca.1906. The blasted rock was then used to build up the roadbed through swamps and along lakes and rivers. (*Carl Gustave Linde Collection, courtesy of Lake of the Woods Museum, Kenora, CNR-9*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 6 “Railways in Northern Ontario, Minaki is #1, Superior Junction is #2. (D. Wilson and G.D. Jomini, Canadian National and Canadian Pacific in Northern Ontario [Calgary, Alta.: Calgary Group of The British Railway Modellers of North America, 1984], vol. 1, p. 2)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 7 This 1911 image shows the Holst Inn (greatly enlarged from its original size) on the left and the GTPR/NTR bridge across the Winnipeg River on the right. (*Library and Archives Canada, www.collectionscanada.gc.ca, Lyall Commercial Photo Company, Copy negative 1966-094 NPC, PA-029822*)



- 8 View of the Minaki, Ontario railway station and water tower from the west, no date. (*Library and Archives of Canada, Copy Number e010691839*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 9 This view of the Minaki Railway station from the east with water tower in the foreground, ca.1915, shows the open-air waiting area. (*Western Canada Pictorial Index #44928, CN Collection*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



10 Former CNR/NTR station, Minaki, Ontario, detail of brackets on the track side (south) façade. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



11 Former CNR/NTR station, Minaki, Ontario, bay window and second storey, track side (south) façade. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



12 Former CNR/NTR station, Minaki, Ontario, overhanging eaves on the track side (south) façade. (*Murray Peterson, 2009*)



13 Former CNR/NTR station, Minaki, Ontario, town side (north) and west façades. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



14 Former CNR/NTR station, Minaki, Ontario, town side (north) and east façades. (*Murray Peterson, 2009*)



15 Former CNR/NTR station, Minaki, Ontario, track side (south) and west façades. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO

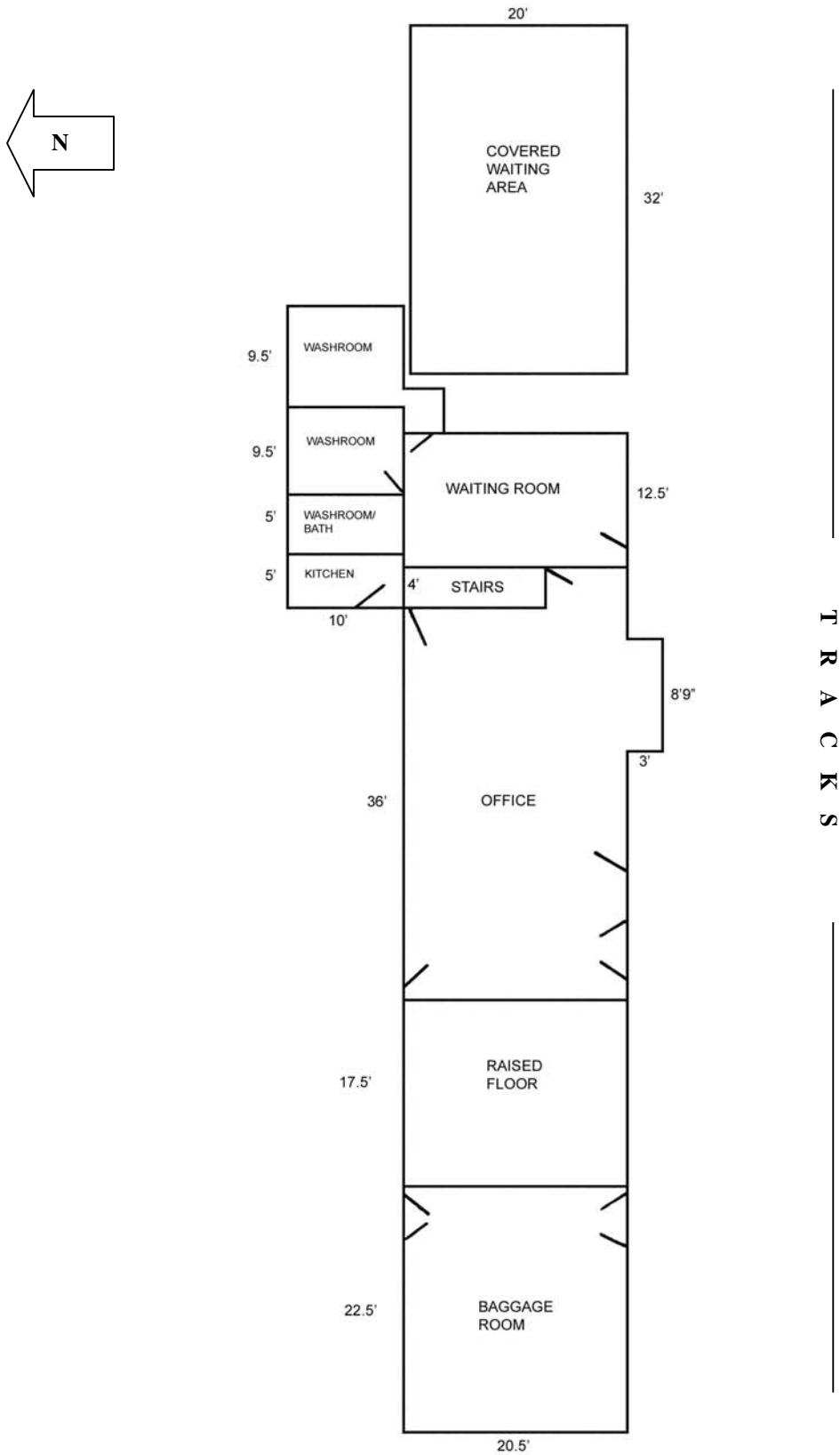


- 16 Former CNR/NTR station, Minaki, Ontario, 1938. There is a raised loading dock serving the west end baggage area. The first rear addition has been completed (arrow). (*Canada Science and Technology Museum, CN Collection #CN001096*)



- 17 Former CNR/NTR station, Minaki, Ontario, additions to the north and east façades. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



FORMER CNR/NTR STATION, MINAKI, ONTARIO



19 Former CNR/NTR station, Minaki, Ontario, looking east through the metal fire doors from the original baggage room. (*Murray Peterson, 2009*)



20 Former CNR/NTR station, Minaki, Ontario, looking east from west end of raised floor. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



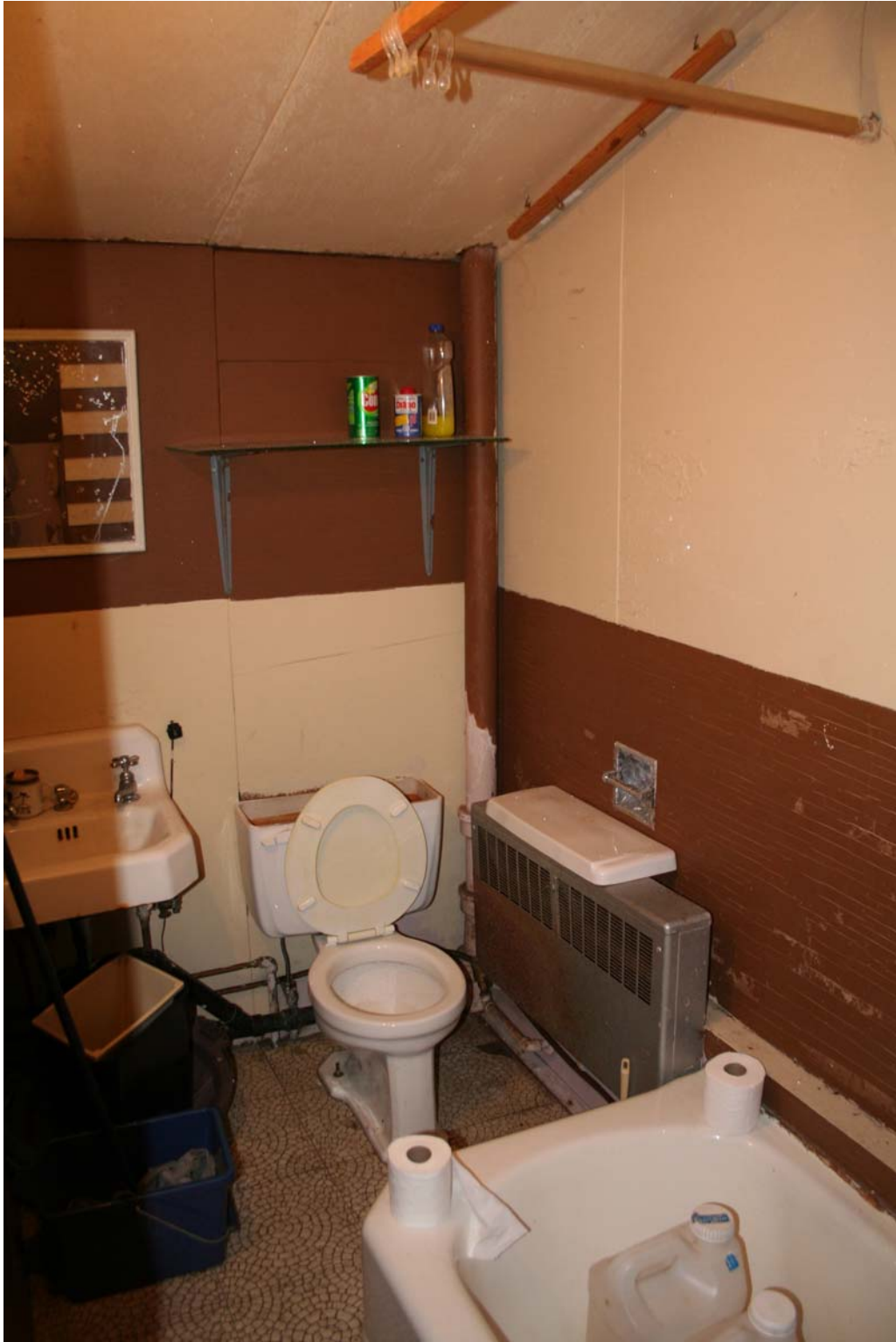
21 Former CNR/NTR station, Minaki, Ontario, looking east through the original office area.
(Murray Peterson, 2009)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



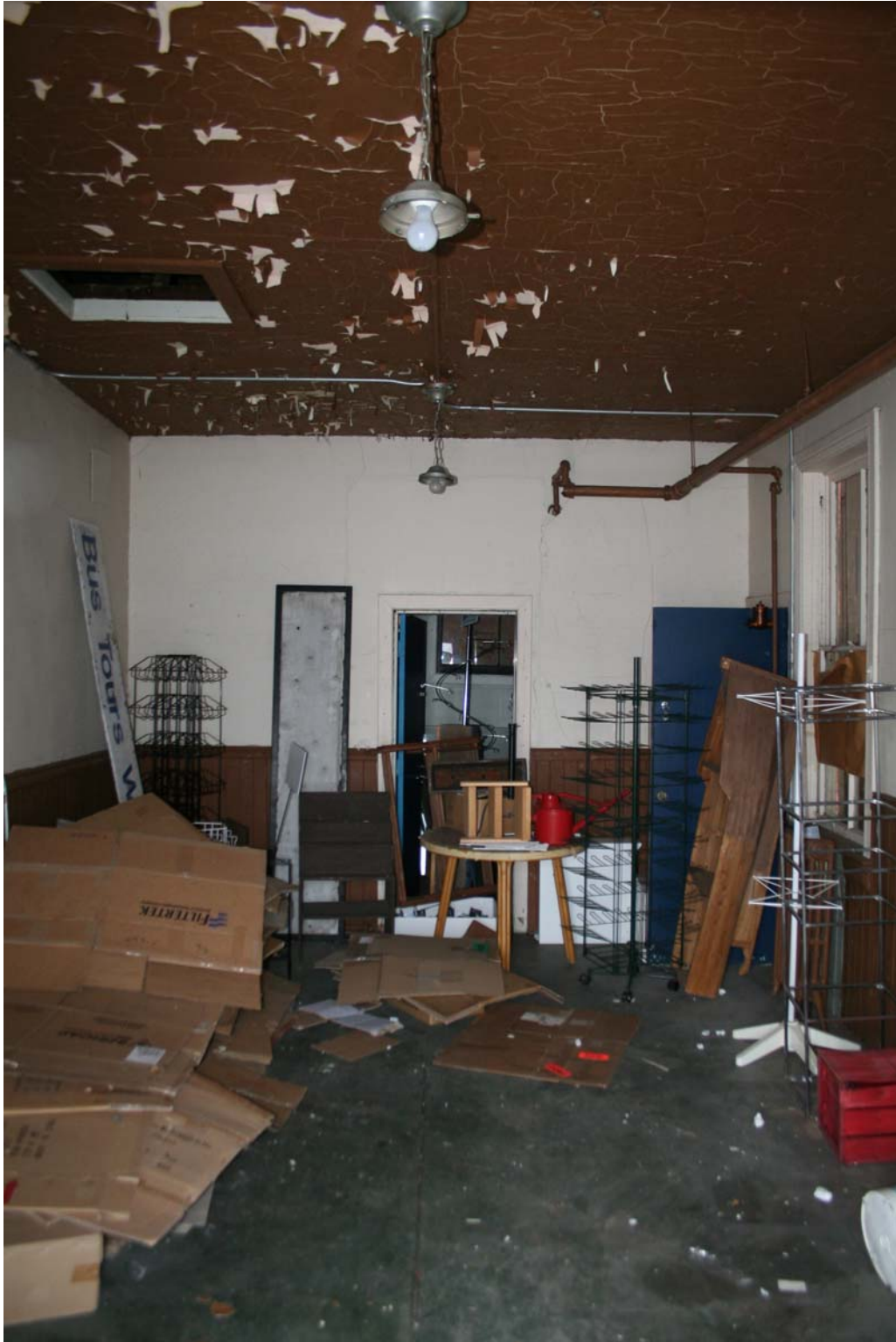
22 Former CNR/NTR station, Minaki, Ontario, bay window. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



23 Former CNR/NTR station, Minaki, Ontario, rear bathroom. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



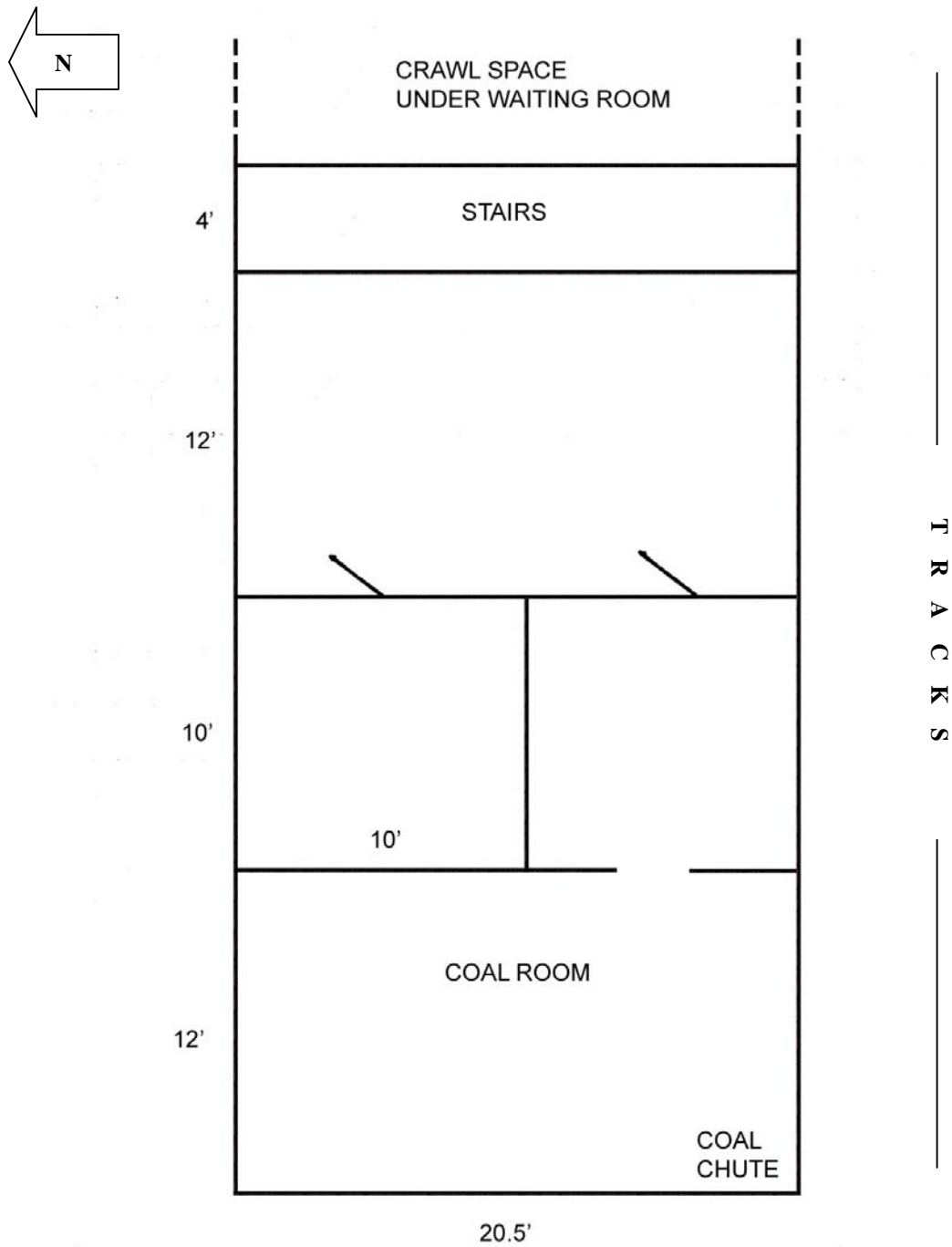
24 Former CNR/NTR station, Minaki, Ontario, waiting room looking north from the trackside entrance. (Murray Peterson, 2009)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



25 Former CNR/NTR station, Minaki, Ontario, front (trackside) doorway of the waiting room with ticket counter. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



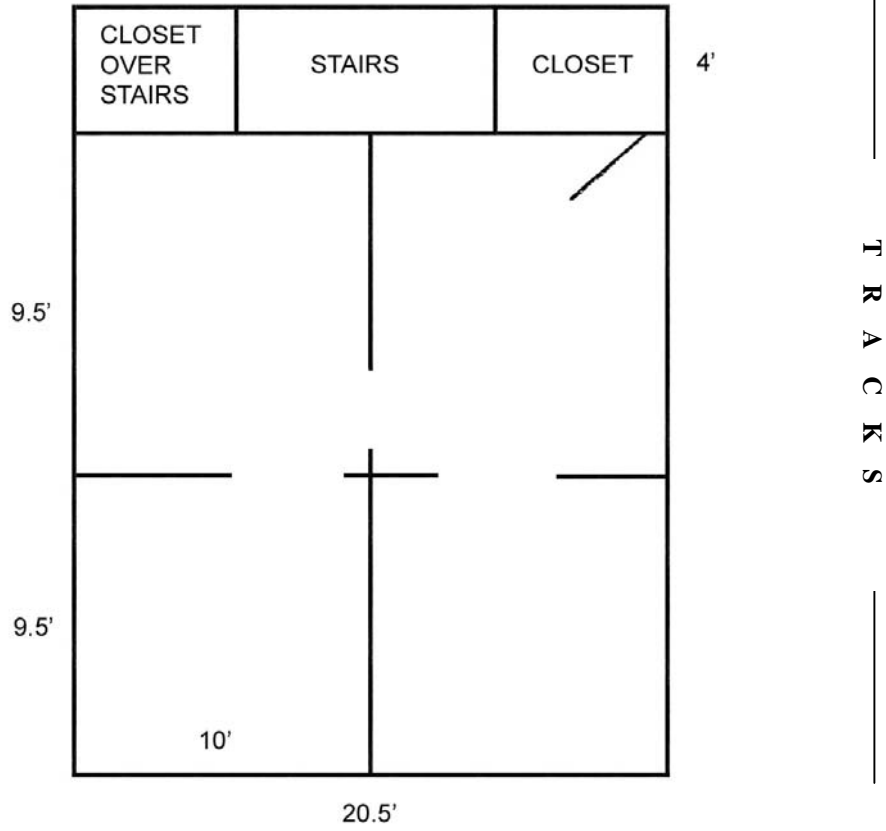
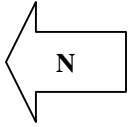
26 Former CNR/NTR station, Minaki, Ontario, present basement layout. (Murray Peterson, 2009)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



27 Former CNR/NTR station, Minaki, Ontario, basement. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



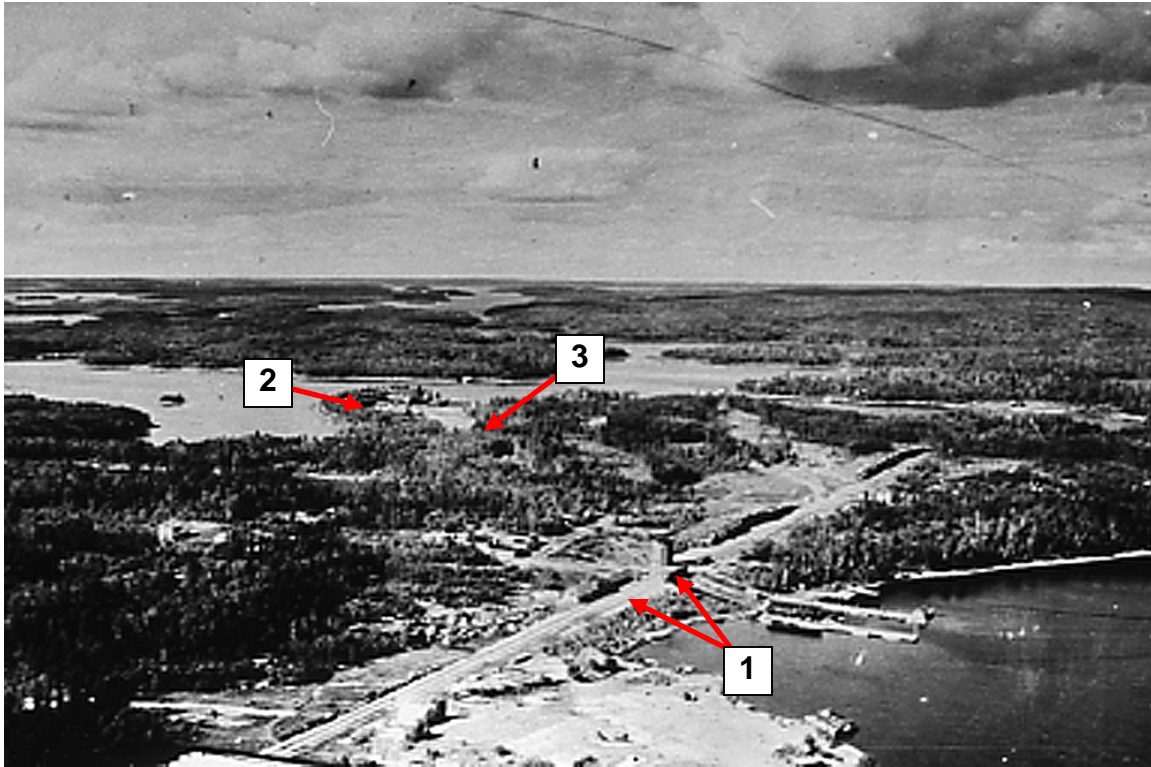
28 Former CNR/NTR station, Minaki, Ontario, present second floor layout. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



29 Former CNR/NTR station, Minaki, Ontario, second floor space. (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



30 Aerial view of Minaki, Ontario, ca. 1924. Visible are: 1- Railway station and water tower; 2- Minaki Lodge; and 3- golf course. (*Western Canada Pictorial Index #41393, CN Collection*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



31 Former CNR/NTR station, Minaki, Ontario, looking from the east (top) and from the west (bottom). (*Murray Peterson, 2009*)

FORMER CNR/NTR STATION, MINAKI, ONTARIO



32 Two views of the CNR station, Minaki, ON with its switching track in place, ca. 1950.
(*Canada Science and Technology Museum, images X33242 [top] and X33243 [bottom]*)



MINAKI

in CANADA'S pine-clad
Lake-of-the-Woods region



Silver streams, sparkling lakes, fragrant forests and every form of summer sport

to visit and rivers to explore . . . Here at night are blazing fires, delightful dinners, gay dancing, charming companionship.

Send for booklets about this perfect North Woods vacation. Or ask any of the Canadian National offices listed below to arrange for you *free* showings of Minaki and other Canadian travel films in your club or your church.

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"MINAKI" is an Ojibway Indian word. It means "beautiful country"—for this wonderful Lake-of-the-Woods region cast the same spell on the Indian centuries ago that it casts on the white man today.

In the heart of this land of lakes and streams, Canadian National has built Minaki Lodge. Here is a golf course ringed by cool pine woods. Here are tennis, fishing, swimming, motor-boating, canoeing, aquaplaning . . . islands

Canadian National takes you everywhere in Canada. It operates 23,000 miles of railways, steamship lines, telegraph and express services and 14 broadcasting stations. Its luxurious hotels, camps and lodges stretch from one end of Canada to the other.

At Minaki swimming, boating, fishing tempt you to be on or in the water all day long.



CANADIAN NATIONAL

The Largest Railway System in America

You step from Minaki's broad veranda to this perfect course on the edge of a forest.



For the sportsman, Minaki Lodge is only a short way to swift streams and fishing solitudes—to lakes where trout abound.

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| BOSTON
186 Tremont St. | OFFICES | PORTLAND, ME.
Grand Trunk Ry. Sta. |
| BUFFALO
420 Main St. | KANSAS CITY
708 Walnut St. | PORTLAND, ORE.
302 Yamhill St. |
| CHICAGO
4 S. Michigan Ave. | LOS ANGELES
617 So. Grand Ave. | ST. LOUIS
314 No. Broadway |
| CINCINNATI
40 E. Fourth St. | MINNEAPOLIS
634 Marquette Ave. | ST. PAUL
83 East Fifth Street |
| CLEVELAND
926 Euclid Ave. | NEW YORK
673 Fifth Ave. | SAN FRANCISCO
548 Market St. |
| DETROIT
1523 Washington Blvd. | PHILADELPHIA
1422 Chestnut St. | SEATTLE
1329 Fourth Avenue |
| DULUTH
430 W. Superior St. | PITTSBURGH
355 Fifth Ave. | WASHINGTON, D.C.
901—16th St., N.W. |

FORMER CNR/NTR STATION, MINAKI, ONTARIO



- 34 Minaki Lodge (#1), no date. The site included a newer condominium development (#2) and individual cabins (#3). The former CNR station is just visible (#4). (“Minaki,” *Fin & Gin*, www.fruples.com/fin&gin/minaki_history.html, accessed February 2009)