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FORT WILLIAM

THE GATEWAY TO THE

GOLD FIELDS

TO THE

WHEAT FIELDS.

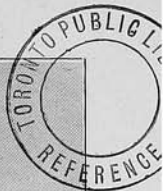
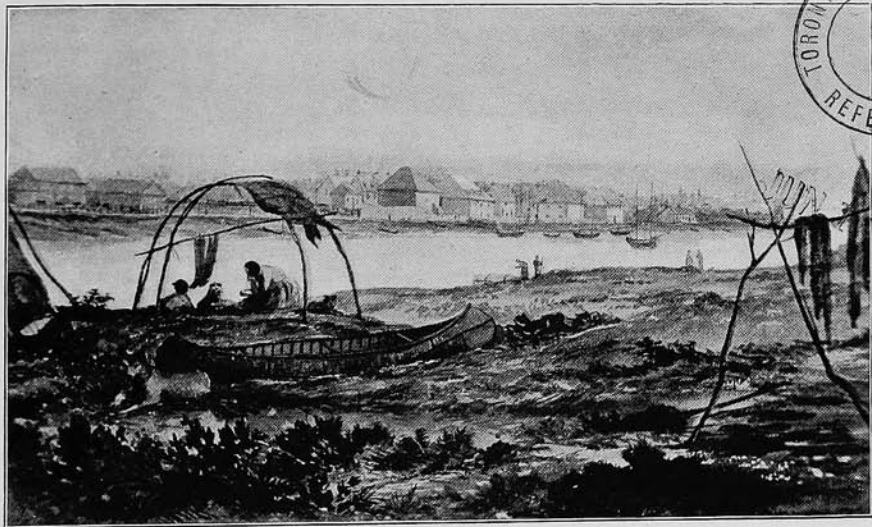
Annual

1898

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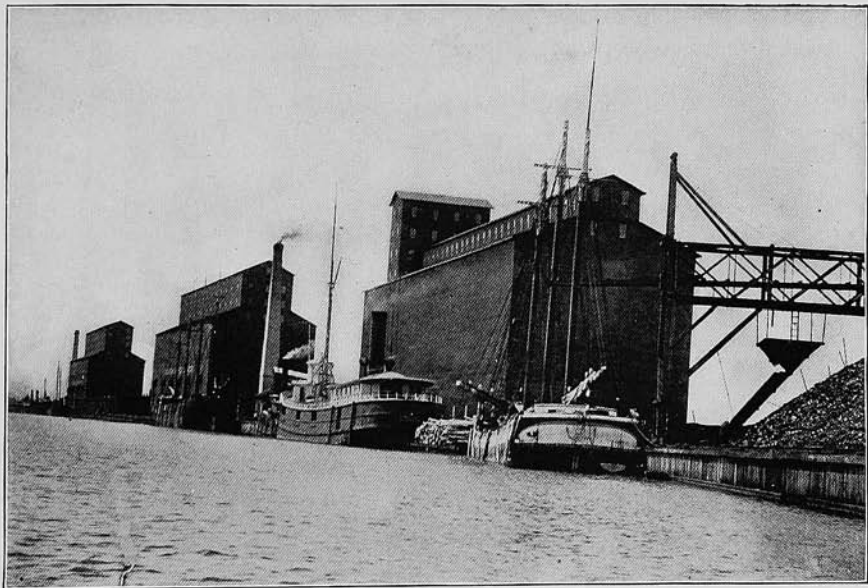


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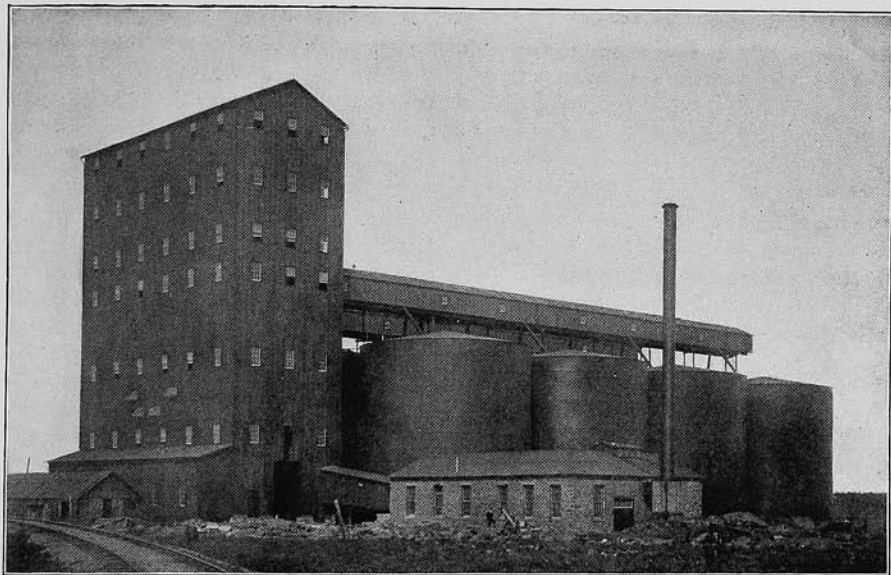


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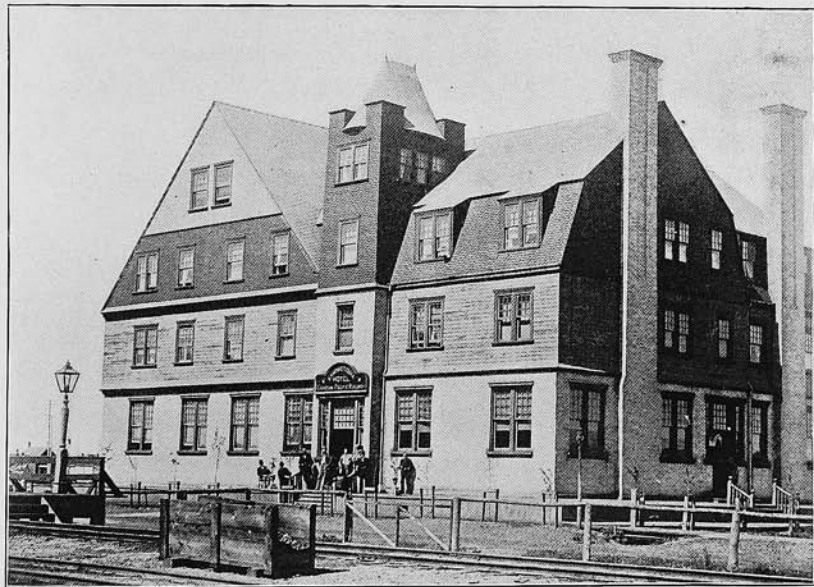
FORT WILLIAM, A HUDSON BAY POST IN 1863.



THE C. P. R. ELEVATORS AT FORT WILLIAM.



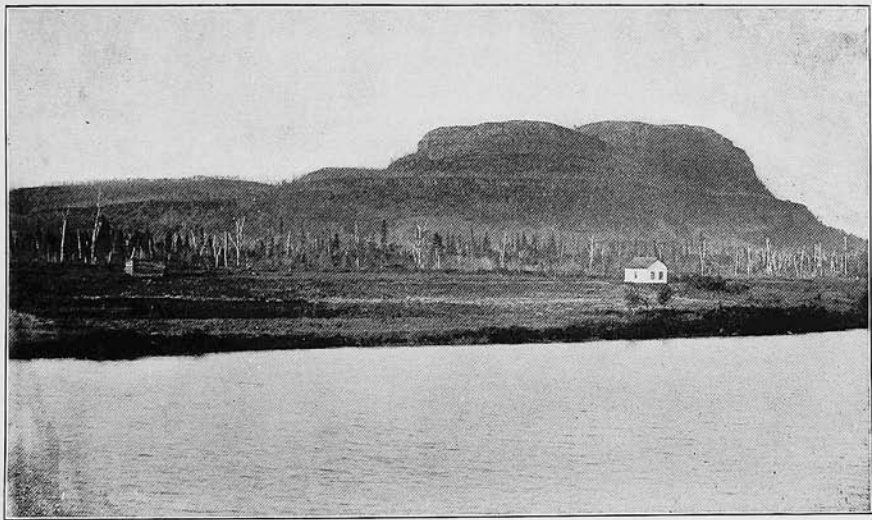
NEW STEEL TANK ELEVATOR AT FORT WILLIAM.



THE C. P. R. HOTEL, "KAMINISTQUIA," FORT WILLIAM.



FORT WILLIAM PUBLIC SCHOOL.



MOUNT MCKAY AND RIVER, FORT WILLIAM.

FORT WILLIAM, THE GATEWAY

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RUTLEDGE PRESS

PUBLISHED BY DIRECTION OF THE

Fort William Board of Trade.

I have pleasure in submitting herewith, a compendium of, I hope, interesting information concerning Fort William—its position, trade and prospects. The whole has been prepared with a care to accurate statement, and I trust will merit your commendation.

I am indebted to Mr. William McLean, a close student of our early history, and Mr. Peter McKellar who is familiar with the mining operations of the District, for data cheerfully furnished.

E. S. RUTLEDGE,
Town Clerk.

HISTORICAL.

FORT WILLIAM was incorporated a town in the year 1892. It is not therefore, a place long established so far as present day commerce and population is concerned; but it has a history notwithstanding, dating back to as early as 1669. In that year the famous explorer, D. G. DuLhut, built a trading post on the banks of the Kaministiquia. The French Government, in year 1717, sent out an expedition to explore across the Continent to the Pacific Ocean, with instructions to establish a post or base of supplies at what was then known as River Camistigoya, Lake Superior. A fort was erected that year on the present site of Fort William by Lieutenant Robertal de Lanone.

From this date Fort Kaministiquia was used as a base of supplies for exploration and discovery, notably, Verandrye and his gallant sons who in the year 1731 passed on to Rainy River and the "Great North West."

In 1782 the North West Fur Company, who had their principal trading post at Grand Portage, finally moved and established themselves on the Kaministiquia, which Fort was rebuilt in 1805 and named "Fort William" in honor of the Hon. Wm. McGillivray. This was made the Chief entreport of

the North West Fur Trade, and quoting from La Houtain's Memoirs,—“at some seasons of the year no less than 3,000 traders, trappers, and their families were assembled at Fort William.

In 1821 the North West Company united with their great rivals the Hudson's Bay Company who were then established at Point de Meuron, on the Kaministiquia about seven miles from its mouth, and who at once moved from that place to Fort William. From this point the Hudson's Bay Company continued to govern the country, and operate its fur trade till recent years.

The Dominion Government was the next to recognize its importance by making it the lake terminus of their great Transcontinental line of Railway, and later the Canadian Pacific Railway Company in the face of strong political opposition confirmed this choice.

GEOGRAPHICAL.

GEOPGRAPHICALLY Fort William occupies a unique position. One needs but to examine the map of the North American Continent to perceive the key-stone position it holds between the East and the boundless prairies of the West—the veritable gateway to the granary of the world.

Fort William, situate upon the Kaministiquia River where it empties into Thunder Bay at the head of Lake Superior, is nearly the centre of the Continent from East to West, being distant by rail 1629 miles from Halifax and 1908 miles from Vancouver; and is the ultimate harbor and head of navigation of the system of rivers and inland seas, that beginning with Superior finds outlet in the Atlantic Ocean.

Fort William must become from its Geographical position and the natural advantages of its location eventually one of the largest and most important cities of Canada. It is now and always will be the transshipping point from rail to boat for the millions of bushels of wheat from the broad west to the eastern markets, and for the hundreds of thousands of tons of merchandise from vessel to rail en route to the farmers of the West. In this relation its advantages and possibilities are too dazzling for the most fertile imagination. When the great waterways to the Atlantic are deepened, which will be at no far distant date, vessels loading at Fort William will be able to sail direct to any port on the globe; and the Old World can lay down on its wharf its products in like manner. Fort William will then be at the very door of Liverpool, and vessels flying the flags of all nations of the world will ride at anchor on the Kaministiquia.

TOPOGRAPHICAL.

FORT WILLIAM'S location and natural advantages command scarcely less interest and admiration than its geographical position. Situate as it is upon an alluvial plateau between the Kaministiquia and Neebing rivers with Mount McKay and the rugged rock cliff coast shutting it in on the south, and with forest and hill surrounding it on the north and west, it affords two important requisites for a great shipping port, viz., a safe harbor for ships, and a level site for railway terminals. The Kaministiquia river forms the harbor of Fort William and terminal of lake navigation. "Kaministiquia," which means "the gathering of the waters," drains the great watershed to south and west of the height of land, rushing along an impetuous torrent till it leaps over the Kakabeka Falls, 113 feet high, (about 20 miles above the town) thence rolls its flood through the plain below, discharging by three mouths into Thunder Bay. These three mouths all branching off and emptying within the town limits seem to have been founded by nature to receive the multitudinous shipping, and emphasises the natural advantages of the site for a great city.

The harbor of Fort William is second to none on the great lakes,

sheltered as described and affording easy entrance is the mariner's haven. Nature has made the river navigable seven or eight miles for the largest lake craft. As far back as 188— the W. H. Gillard, 350 feet long, delivered her cargo of coal $2\frac{1}{2}$ miles from the mouth. It has a width of 400 feet at any point within its shipping compass, and the soundings show the depth from 14 to 35 feet.

The Canadian Pacific Railway Co.

IN THE year 1890 the Canadian Pacific Railway Company commenced the consolidation of their works at Fort William. Previous to this the principal works of the Company were located at West Fort William, and their chief offices and the port for transhipment of all goods from lake to rail was at Port Arthur.

The Company early perceived the great natural and economic advantages the Kaministiquia offered for concentration of their whole business on Lake Superior, and vigorously carried out their well understood policy of

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centralizing by erecting mammoth elevators, laying out an extensive yard with sidings calculated to accommodate the large freight handling business at this point; a commodious round-house, repair shops, splendid docks, freight sheds, etc. In the spring of 1891 all lake freight and passengers were landed on the wharves of the Kaministiquia and Fort William was made the connecting point between lake and rail, and the head and terminus of navigation for the great water stretches from the St. Lawrence to Thunder Bay. All the works and business of the Company formerly carried on at the west end and Port Arthur were now centralized at Port William and where over a million dollars had already been expended in works and improvements.

This great Railway Corporation has up to the present time expended upwards of two million dollars in superstructure works at Fort William, among which are their four gigantic elevators, the largest in Canada, and alone costing over a million dollars.

The Capacity of these elevators are—

Elevator A	1,200,000 bushels
Elevator B	1,300,000 bushels
Elevator C	1,250,000 bushels
New Steel Tank Elevator.....	1,500,000 bushels

making a total storage capacity of 5,250,000 bushels of Grain.

The last of these, the Steel Storage Elevator erected in 1897-8 is of unique design, the first and only one of this new system of steel elevators in Canada. It is constructed with 24 cylindrical steel storage tanks 60 feet high, eight of which are 38 feet in diameter and 16 29 feet, which are absolutely fire and damp proof, and is also rendered impervious against rats, insects, etc. The main building which is of structural steel, contains the most modern machinery for cleaning, separating, weighing and transferring grain from cars to tanks, or to vessels. The shipping capacity is 40,000 bushels per hour, the unloading capacity 400 cars per day. Space will not permit to give the reader anything like a full description of this great modern grain store-house; probably its fire-proof nature rendering insurance unnecessary, and the separation of the storage department from the machinery for weighing and handling the grain are its distinctive features.

For handling freight the Company have two sheds each 500 feet long. One is used for flour shipment and other storage, while the other with engine room, bond room and compartment for perishable goods affords excellent facilities for handling all package freight delivered by the steamship lines. Annexed hereto are convenient and well fitted up freight offices, which employ a staff of clerks numbering on an average 15. In the sheds there are employed during the season of navigation on an average 150 men. This does

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not include other dock labour which gives employment to quite a large number, such as the handling of steel rails, etc.

Altogether the C. P. R. have an unbroken line of over 4000 feet of docks, every foot of which is required at times in the fall of the year to accommodate the vast shipping. The coal docks alone have a river frontage of 1200 feet and upon which are landed annually about 150,000 tons of coal, the handling of which give steady employment to between sixty and eighty men.

Altogether this transcontinental Company now furnish employment at Fort William for not a small army of men. Only passing mention need be made to the coterie of hands required to run these Elevators, Roundhouse, Repair Shops, Station and Telegraph Offices, Bridge and Building, and Section Work, and not the least the Train Crews, running East and West 150 miles. This labor necessitates a monthly pay roll of over \$20,000.00 and gives one some idea of the magnitude of the work carried on at this point.

For accommodation of tourist and passenger traffic the C. P. R. Hotel Kaministiquia has been built at a cost of \$20,000. This hotel like all C. P. R. hotels is thoroughly equipped and modern in its appointments.

What has just been recited serves to emphasise the supreme confidence the C. P. R. Co. have in Fort William. The extent and permanence of their improvements on every hand evidences their unbounded faith and attachment

to the place. They with the Hudson's Bay Company owning alternate lots in their sub-division of the town site pay into the Town Treasury annually in taxes approximately \$5,000. Moreover, nearly all the chief officials of the Company have invested in Fort William real estate and three of the finest business blocks stands monuments of their faith in the town.

The works of the Company in Fort William (proper) known as the McKellar Wasd portion of the town are exempt from all municipal taxation until the year 1909. In the West End (Ward Four) where the New Steel Elevator is, the old Stone Round House and other buildings the Company are liable for school taxes, and next year the exemption period expires for the other lines, and their property becomes liable for all taxes. Here the Company have 140 acres of beautifully situated land with over half a mile of river frontage, where they are now contemplating the establishment of extensive Car Works, Machine Shops and Foundry.

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Fort William Shipping.

AS may be seen by the following, Fort William has already become one of the chief shipping ports of the Dominion. The statistics below are from the Customs Office for the fiscal year, June 30th, 1897, to June 30th, 1898:

	INWARD.	OUTWARD.
Vessels.....	452	452
Registered Tonnage	570,813	579,813
Cargo, tons	255,818	515,684
Crew	11,984	11,655

CARGO INWARDS.

General Merchandise	69,000 tons
Coal	159,000 tons
Iron	28,000 tons

CARGO OUTWARDS.

Wheat	15,000,000 bushels
Flour.....	65,000 tons
Sundries	4,000 tons

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The value of goods landed	\$819,134
The duty collected	102,807

It will be observed, taking the season of navigation at seven and a half months or 225 days, the vessel arrivals at this port averaged more than two a day, with an average registered tonnage each of 1263 tons.

Year by year the carrying capacity of lake craft increases, so that now two vessels have a registered tonnage equal to three a few years ago. We are not surprised now to see these lake monsters of over 400 feet length taking on at our elevators over 200,000 and as high as 225,000 bushels of wheat.

The wheat shipments from the Fort William elevators during the past eight years are as shown in the figures below :

1891.....	3,700,000 bushels
1892.....	5,000,000 bushels
1893.....	7,250,000 bushels
1894.....	9,900,000 bushels
1895.....	10,500,000 bushels
1896.....	12,700,000 bushels
1897.....	17,600,000 bushels
1898.....	9,218,000 bushels

The golden grain from the west already taxes to the utmost the capacity of the C. P. R. Company in moving in the fall of the year. During the past two years the wheat receipts at the Fort William Elevators have averaged in the months of October and November 200 cars a day or equal to eight trains of 25 cars each. During rush spells 300 cars a day is not unusual.

These figures show the wonderful proportions assumed already in the wheat handling business. The crop of 1898 although the largest on record has not moved with the same rapidity as in former years. This, owing to the wet fall season, the larger storage capacity in the west, and the fact that the farmers are more independent and inclined to hold for better prices.

Crop Bulletin No. 57 issued December 14 by the Department of Agriculture, shows at that date in store in western elevators 5,000,000 and over 10,000,000 bushels still in the farmers hands. There is therefore yet to come 12,000,000 bushels approximate; and instead of the big fall rushes a good steady traffic is assured all winter.

It is not questioned, that Fort William's natural position together with its perfect shipping facilities, and elevator capacity of nearly 6,000,000 bushels, make it the fixed outlet for the cereal products of the great Northwest.

Apart from the shipping done at this port there is the steady volume of all rail traffic, the extent of which figures are not available.

Probably no item in the western products show in shipment a more gratifying increase than that of fat cattle. During the months of September, October and November the past two years, no less than an average of 600 cars a month have been hustled through at the rate of thirty miles an hour to the eastern market. During October the average has been 800 cars. This latter means, at 18 head per car a total of over 14,000 head of beef cattle for one month.

The following significant remarks made by President Bawlf in his annual address before the Winnipeg Grain Exchange is worthy of mention :

"I do not think that many of the members of the exchange, or public generally, have any idea of the importance of Fort William as a shipping port, and in order to convey some idea of the quantities of grain shipped at that port I give you a few figures,—During the season of 1895 10,587,866 bushels of wheat were shipped from Fort William; during the season 1896 12,689,000 bushels, and during the season 1897 17,600,000 bushels. Of the quantity of the latter year 12,928,000 bushels were shipped for export by way of Buffalo, the bulk of it in American bottoms, while 2,000,000 bushels found its way to the sea board by way of Montreal. In 1897 there was shipped from Montreal about 10,000,000 bushels of wheat, against 17,000,000 bushels from Fort William. It will be observed that Fort William shipped nearly double the quantity of wheat in 1897 that was shipped from Montreal."

Date of Opening and Closing of Navigation.

YEAR	OPENING	CLOSING
1888	May 23	Nov. 28
1889	April 23	Dec. 2
1890	May 4	Dec. 1
1891	May 7	Dec. 5
1892	May 2	Dec. 2
1893	May 22	Dec. 4
1894	May 5	Dec. 1
1895	May 1	Dec. 5
1896	April 28	Nov. 30
1897	April 24	Dec. 9
1898	April 24	Dec. 10

Distances from Fort William.

MILES BY RAIL	MILES BY WATER
To Winnipeg 426	To Duluth 180

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Vancouver	1908	Sault Ste Marie	273
Toronto	861	Chicago	690
Montreal	998	Owen Sound	520
Quebec.....	1170	Sarnia	614
Portland	1284	Buffalo	920
New York	1382	Toronto	980
Halifax.....	1629	Montreal	1270

Town Statistics.

Population according to 1898 Census 4816

TOTAL ASSESSMENT, 1898,—

Taxable.....	\$1,045,200
Exempt, being chiefly C. P. R. Works (nominal valuation)	897,595
Total	<u>\$1,942,795</u>

Total Taxes Collected for four years, 1895-6-7-8 \$106,000 00
Average Yearly 26,500 00

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DEBENTURE DEBT,—

General	\$105,295 22
Local Improvement.....	15,809 06
Electric Light and Waterworks	51,000 00
Total	172,104 28
Less Sinking Fund Provided.....	22,742 95
Net Debt	\$149,361 33

PRINCIPAL TOWN ASSETS,—

Cost of Waterworks System.....	\$35,000
Cost of Electric Light Plant	16,000
New School Building and Grounds.....	28,000
Town Hall Building and Grounds	15,000
Fire Appliances	4,000
Over 3000 miles of Graded Streets.	
Over 14 miles of Wooden Sidewalks, mostly new.	
4,200 feet of Tile Sewer.	
Over 16,000 feet of Wooden Sewers.	

The value of buildings erected in 1898, (approximate).....\$100,000 00

All Sinking Fund for liquidating Debentures is systematically provided and set apart.

Postal Business.

The following information has been kindly furnished by the Post Office Department at Ottawa, and gives a very good idea of the extent of our Commercial business :

FORT WILLIAM—YEAR ENDED 30th JUNE, 1898.

Number of Money Orders Issued	3467.
Amount of Money Orders Issued	\$47,055 58
Amount of Money Orders Paid	6,233 50
Savings Bank Deposits	11,623 00
Gross Revenue from Sale of Postage Stamps	4,155 96

WEST FORT WILLIAM—YEAR ENDED 30th JUNE, 1898.

Number of Money Orders Issued	131
Amount of Money Orders Issued	\$804 63
Amount of Money Orders Paid	718 08
Amount of Savings Bank Deposits	202 00
Gross Revenue from Sale of Postage Stamps	139 11

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Immigration.

The following information furnished by the Commissioner of Immigration at Winnipeg will be of interest :

IMMIGRANT ARRIVALS.

The arrivals in Winnipeg of Immigrants during the year 1897, and the first ten months of 1898, as follows,—

	1897	1898
January	32	556
February	164	1,323
March	229	6,518
April	561	5,010
May	2,842	3,288
June	1,722	3,346
July	1,232	2,274
August	758	1,459
September	899	1,327
October	1,112	964
November	859	
December	454	
	<hr/> 10,864	<hr/> 26,065

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Included in the arrivals for 1898 are 2,868 for Yukon.

Nationality of the Immigrant arrivals during the first ten months of '98,—

English	3,075
Irish	259
Scotch	687
German	626
Scandinavian	464
French and Belgian	313
United States	2,581
Canadians	12,053
Austrian and Galician	5,318
Other Countries	689
Total	26,065

There has been an increase in homestead entries of over 2,000 for the first ten months of 1898 over the year 1897.

Health.

FROM a climatic point of view, there is no healthier region than the North Shore of Lake Superior. The air is clear and gives a tonic effect. The winters, slightly colder than at Montreal, but a drier atmosphere here and more sunshine, which makes living more pleasant and agreeable, but the summers are most delightful. The heat through the day is not oppressive at any time, and broken at frequent intervals by smart showers; while the nights are rapturously cool, the lake breezes rendering every nights sleep in the hottest season certain and restful.

Owing to the position of the town and nature of the soil, there are here peculiar healthful conditions possessed by few other places. In years past, when Fort William was in an embryotic stage and Port Arthur in her zenith, it was asserted vehemently by persons who viewed with alarm a rival town on the Kam., (and in fact it was quite common acceptance) that this low lying ground would never be a fit place for abode; that it would be unhealthful and malarial, and that all the conditions here existed for inducing all manners of sickness; and Port Arthur's advantages in this respect pointed out by way of comparison. Time has however shown, how fallacious was this reasoning.

It has now been abundantly proven by mortuary statistics and otherwise, that Fort William is the healthier place of the two, and is thus accounted for: The soil being a light sandy loam and porous, all filth, refuse and other vegetable matter which might contain poisonous germs is readily absorbed into the ground; while a substratum of quicksand and gravel from three to six feet from the surface and continually in motion, purifies and removes. This quicksand which is found everywhere, where has been made excavations for buildings, watermains, sewers, etc, is now acknowledged by medical authorities to be a great natural drainage, the hygienic value of which would be hard to estimate. Let not, either, moving quicksand give the reader any chilly fears for his foundation, as underneath this jelly mass is hard blue clay and rock upon which rest the mightiest buildings in the Dominion (C. P. R. elevators).

The following "vital statistics" speaks volumes for the health and sanitary condition of the town:

REGISTERED RETURNS OF BIRTHS, MARRIAGES AND DEATHS FOR 1898.

Births 132; rate per 1000, 29 approx.

Marriages 32; rate per 1000, 7 approx.

Deaths 40; rate per 1000, 9 approx.

The rate per year per 1000 of population, is as follows, compared with the returns from the Province, year 1896,—the last available statistics. Figuring

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on a basis of 4,500 population, which represents about the actual fixed number of inhabitants :

	BIRTHS PER 1000	MARRIAGES PER 1000	DEATHS PER 1000
Ontario	20.7	6.5	10.9
Cities and Towns..	21.2	10.1	15.5
Fort William	29.3	7.1	8.9

In connection with death rate, if we exclude 6 caused by accident, the rate per 1000 is still lowered to 7.5, a phenomenal showing we believe cannot be eclipsed by any town in Canada.

The Statistics above given are strictly reliable, all particulars have been collected in a thorough manner.

Sports and Amusements.

HERE as everywhere, but here in particular is a large contingent of athletic youth. It is a noteworthy fact and often remarked—"Fort William is a town of young people. No town in the province has we venture to say more strong and vigorous young people than this. It may be explained,—

this is a new town, a town of working people,—“no drones, no aristocrats; no rich people, no poor people; everybody well clothed and well fed”; while not literally true is a faithful caricature.

While the town has no surfeit of places of amusement, it has sufficient for profitable entertainment, compatible with good citizenship. During the summer season, the usual athletic games are engaged in, lacrosse and football taking preference. The recreation grounds are very conveniently and centrally situated, and have a good cinder bicycle track. Cycling is the chief pastime, all engage in it,—men and women, young and old. There are, it is estimated not less than 200 bicycles in Fort William. Boating is also a popular pastime. No finer place is to be found for rowing or canoeing than on the placid Kam. and its branches—the Mission and the McKellar rivers.

HUNTING AND FISHING.

Hunting and Fishing has its patrons also. The surrounding country abounds in small game, such as grouse, partridge, duck, etc.; and the gunner may also seek larger game,—cariboo, bears, foxes, rabbits, etc.

The lovers of trout fishing can here find their haven in the waters of the Blende, Carp, Pigeon or Mackenzie; or they can take train 70 miles east to the far famed Nepigon. No known place in America can compare with the

Nepigon for trout fishing. Their plentitude and exquisite beauty are sweet memories for the angler, and the catches here and size would not be credited by those accustomed to fishing in the "tired" waters of older districts. To give an idea of the size of these beauties,—In a catch of 243 there were found, actual weight, one of $7\frac{1}{2}$ pounds, two of 7, ten of 6, sixteen of 5, twenty-six of 4, and sixty-four of 3 pounds each. Tourists now come from great distances to take in this glorious fishing.

If one is looking for quiet diversion only, and hasn't an ambition to tramp the tortuous streams with pole and line, he can combine boating with fishing and go trolling in the lake for pickerel, pike and salmon, with an assurance before hand of having as much as he can carry home.

SCENERY.

Fort William is not easily surpassed for grand and picturesque scenery. Thunder Bay, enclosed by the beautiful Welcome and Pie Islands with Thunder Cape (the sleeping giant) compels admiration, and makes a scene that has been compared to the famous "Bay of Naples." A trip on a steam yacht on the river to the foot of bold old Mount McKay, rock-ribbed and ancient as the sun, towering to a height of 1000 feet; or a visit to the magnificent Kaka-beka Falls, rivalling Niagara in beauty and grandeur, will afford sufficient

mental excitement for one who loves the surpassing grand in nature. These and kindred attractions contribute more every year to bring this place into favor with the annual tourist.

CURLING AND SKATING.

The popular winter sports, Curling and Skating, are entered into in Fort William with great zest and glee. The rink, which is owned by a local stock company is 75 feet by 204, and has electric light and water connection and comfortable waiting rooms. There are about fifty members belonging to the Curling Club, and its crack rinks succeed almost every season in winning some of the principal events at the great Winnipeg Bonspiel. The District Bonspiel to be held here this winter promises to be an event of no small interest. At least twenty rinks will be gathered here for a week doing battle with the stanes.

Education.

THE town has good schools. There are no separate or denominational schools—all children attend the public schools; and thus, there being no division of the town's resources upon two systems the standard of efficiency is well maintained. The Board of Trustees have not either pursued the niggardly policy obtaining in a great many towns in the Province, that of engaging teachers at the lowest possible salary. They have instead given qualification the first consideration, and in consequence have a most excellent and proficient teaching staff. There are altogether 10 teachers employed, who preside over an average daily attendance of 500.

No. 1 school at West Fort with an average attendance of 70, M. W. Bridgman, principal and teacher of senior department; and Miss L. Fregeau teacher of Junior department.

No. 2 or Central school, recently erected at a cost of \$28,000, is not surpassed by that of any town in the province. There are here seven teachers with an average daily attendance of 400, and the Board of Trustees are about to engage a teacher for the eighth room, thus utilizing the full accommodation of the school. The teachers are, P. J. Pilkey, Principal; Miss Georgina

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Spark, Miss J. E. Leach, Miss J. Sproule, Miss N. A. McPhalen, Miss Ida J. Paul, Miss E. M. Cranston, from senior to junior forms in the order named.

No. 3 school for juniors in No. 1 Ward, teacher Mrs. J. M. Sherk. Average attendance 45.

Municipal Council for 1899.

C. W. Jarvis, Esq. Mayor

COUNCILLORS.

John Cooper

John Morton

Robt. Allison

Jas. H. Perry

J. T. Campbell

A. H. Brown

TOWN OFFICIALS.

E. S. Rutledge Clerk

James McLaren Treasurer

J. J. Wells Assessor

Allan McDougall Tax Collector

James Davidson Paid Fireman and Caretaker, Town Hall

Alex. Campbell Chief Constable and Sanitary Inspector

FORT WILLIAM

W. J. Dodds Night Constable
 R. McNabb Assistant Constable
 W. W. Birdsall, M.D. Medical Health Officer

SCHOOL BOARD.

Geo. A. Graham Chairman
 E. A. Morton .. . Sec.-Treasurer

TRUSTEES.

Ward 1 R. Reading, H. Sellers
 Ward 2 T. H. Graham, L. L. Peltier
 Ward 3 Geo. A. Graham, John McNee
 Ward 4 Louis Fregeau, Allan McDougall

BOARD OF TRADE.

W. F. Hogarth President
 John King Vice-President
 E. R. Wayland Sec.-Treasurer

FIRE BRIGADE.

H. M. Piper Chief
 T. Ed. Oakley Sec.-Treasurer

Government Officials**DOMINION.**

Collector of Customs	John Livingstone
Landing Waiter	William Newcombe
Grain Inspector	F. E. Gibbs
Deputy Grain Inspector	R. R. Reaveley
Post Mistress	Miss McVicar
Indian Agent	John Hodder
Harbor Master	T. Ed. Oakley
Light House Keeper	John Armstrong
Meteorological Agent	W. C. Mapledoram

PROVINCIAL

Police Magistrate	Allan McDougall
Clerk of Court	Jno J. Wells
Gaoler	R. McNabb
License Commissioners,—Jas. Murphy, A. D. Sutherland, H. M. Piper	
United States Consular Agent	C. W. Jarvis, Esq.

Societies.

A. F. & A. M.	Jas. H. Perry, W. M.; Wm. Western, Sec.
I. O. O. F.	David Smith, N. G.; T. W. Rutledge, R. S.
B. L. E.	T. L. Drummond, C. E.; W. T. Reid, Sec.
B. L. F.	Chas. Rumsey, M.; G. T. Kelly, Sec.
B. of R. T.	J. E. F. Wanless, W. M.; J. R. McNabb, Sec.
O. R. C.	Robt. McGregor, Chief Con.; L. L. Peltier, Sec.
K. of P.	John McArthur, C. C.; J. J. Wells, K. of R. S.
L. O. L.	John Morton, W. M.; Geo. Coates, Sec.
I. O. F.	Wm. Rankin, C. R.; Thos. Gray, F. S.
C. O. F.	Jno. J. Wells, C. R.; Walter Adams, F. S.
A. O. F.	H. H. Peacock, D. C. R.; J. M. Sherk, C. R.
A. O. U. W.	Clarence Jackson, W. M.; R. E. Reese, Rec.
S. O. E. B. S.	Wm. Lewis, Pres.; R. E. Reese, Sec.
C. M. B. A.	W. H. Whalen, Pres.; C. A. Coveney, Sec.

Churches.

Baptist	Rev. C. E. Scott, B. A.
Presbyterian	Rev. W. L. H. Rowand, B. A.
Methodist	Rev. Oliver Darwin
Church of England	Rev. E. J. Harper
Roman Catholic	Rev. Father L. Arpin, S. J.
Lutheran	Rev. Ohde
Salvation Army	Capt. Dwyer

First Persons and Events.

IN the year 1846 the Indian Mission was established by Rev. Father Choni under the Jesuit society. It was then as now situated on the south bank of the Kaministiquia, and consisted of a church and dwelling; and a few wigwams. It has now a large convent, church, and a beautiful structure of permanence, a three story stone dwelling. In place of wigwams, the

Indians have now comfortable frame houses, and are not dependent upon hunting and fishing for subsistence, as in the early days, but are engaged in stock-raising and general farming as well. Under the tutelage of the Sisters here are from thirty to forty Indian and White children who receive in their school an excellent elementary education and training. This mission has a beautiful villa appearance. Population something over 300.

Of those early identified with Fort William, Mr. John McIntyre who is still living, is probably the most prominent and interesting personage. Governor McIntyre, the appellation he still bears, from his long connection with the Hudson's Bay Company as chief factor, dates his first acquaintance with Fort William back to 1841. In that year he joined Sir. Geo. Simpson's party and travelled with them around the world. With fourteen french Canadian and Iroquois voyageurs they made the trip in birch bark canoe from Lachine via Fort William to Fort Garry, thence overland crossing the Rockies to the Pacific Ocean, thence by way of Behring Strait to Asia, and across Siberia to Europe. This was a perilous trip in those days, but the spirit of adventure then manifested, gave him credentials and training for the important office he held afterwards for so many years. He continued in the service of the Hudson's Bay Company until 1855, when he was made Governor of their extensive fur-trading business for this Northwestern Country with head-

quarters at Fort William, and continued in this capacity until 1878 when he resigned. He has since been Dominion Government Indian Agent, until 1896 when he retired. He is still quite hearty though past the four score years.

The McVicar family landed here in 1859 and have kept the Fort William post office down to the present day.

The McKellar Bros. settled here in 1863, discovering practically the first silver mine, and continued exploration and discovery, finding the Thunder Bay Mine in 1866 and the Shuniah in 1867, the Huronian Gold Mine in 1871 and later discoveries. The family settled here in 1865, and their picturesque homestead has been the scene of many a festal gathering since, and continues to contribute very largely to the social life of the town. They have ever been firm friends and advocates of Fort William interests, and on all occasions proclaim her preeminent position for a great shipping and distributing point. Mr. John McKellar was elected Reeve in 1886, and continued in that office till incorporation of town in 1892, when he became Mayor, holding the position until the end of 1898, when he retired from the office.

John McLaurin settled here in 1864, engaging in the fur-trading business. He is still engaged in merchant business and farming.

Warrington Pritchard arrived here in 1860.

The late Thomas Wiegand settled here in 1869. He had been in the

employ of the Hudson's Bay Company previous for a period of 52 years; and it is noteworthy, was enlisted in England to fight Napoleon and only missed the battle of Waterloo by 10 hours. He died at the advanced age of 93.

Sir. John Franklin passed on way to Artic Circle in 1846.

Mails to Fort Garry began in 1855.

The Dawson Route began in 1868.

Red River Expedition under Gen. Wolsely is 1870.

In 1873 Capt Symes with side wheel steamer Manitoba, the first large freight carrier to enter the river, landed cargo at West Fort.

The first sod of the C.P.R. Railway was turned by the late Adam Oliver in 1875.

The stone roundhouse at West Fort built by Jas. Isbister in 1875.

The C.P.R. opened from Atlantic to Pacific in July 1886.

Mineral Resources.

FORT WILLIAM is the Gateway to the Gold Fields as well as the Wheat Fields. Stretching from Thunder Bay to the Lake of the Woods, and from the international boundary to the unexplored north is a region with

immense possibilities in the production of minerals. Although mining is yet in the initial stages of development, enough is known to place beyond all hazard, the existence within this area of as great gold fields as those of B. C. or South Africa; and also an inexhaustible supply of iron awaiting population and industrial demand. Besides the immense iron and gold deposits, there are the secondary deposits of Silver, Nickel, Copper, etc., which are important.

Gold mining is now fairly established, and hundreds of promising prospects in the early stages of development. Of those that have become regular producing mines, mention may be made of the Sultana with its 30 stamp mill, the Mikado with its 20 stamps, and the Regina with its still greater capacity and the Golden Star, all yielding profitable returns. Several others are beginning to yield bullion in promising quantities,—as the Olive Mine, the Independence, the Barker, the Hammond-Folger Reef, and Sawbill. Mills are being erected also on the Cameron Island, the Virginia and Hubbell mines. For the want of capital good producing mines such as the Empress, Harold Lake, the Folley mine and mills are at present idle.

The hundreds of rich finds staked out, and new and rich discoveries continually being made presage, when capital gets directed this way and rightly aroused, as great an era of gold mining in the district as at any time existed in any country on the globe.

Little is yet known, concerning the quality of our iron deposits, but all tests made, prove we have both hematite and magnetic ore of a superior quality. The Shebandowan iron which Mr. Jas Hammond of Hammond Reef fame has a large interest in is less than 40 miles from Fort William, and the great Atikokan range, with a veritable mountain of iron capable of manufacturing bessemer steel in which Mr. Peter McKellar is largely interested, about 100 miles.

The Rainy River Railway now in course of construction will bring both of these ranges into the market, and before long active mining operations will be begun. Negotiations are now in progress and nearing consummation with Messrs. Crerar & Eagle of Chicago, for the establishment of a blast furnace within the limits of the town, capable of producing 60 tons of charcoal pig iron per day. The Town Council are advised that preparations for this great industry are well under way, and it is confidently expected, by the close of 1899, that it will be permanently established and in operation. When it is an assured fact, Fort William will have taken its greatest forward move, for the smelter brings manufactures and industrial activity in its train.

Agricultural Resources.

THERE are in the District of Algoma millions of acres of valuable agricultural and stock-raising lands, awaiting only to be subdued and cultivated. While to the casual observer or passenger by C.P.R., a large proportion of the country may appear comparatively worthless for agricultural purposes, there are here notwithstanding, lying alongside these great mineral areas, rich stretches of agricultural lands, and as fertile valleys as in all Canada.

While immigration has been chiefly directed to the Northwest, and little effort made to colonize this district, nevertheless, there are quite a number of prosperous farm settlements; and with the building of the Rainy River Railway, and lumbering and mining operations, a large and immediate influx of settlers is assured. With a fertile soil and an abundance of good water and timber everywhere, and the absence of drought, blizzards in winter and hurricanes in summer, we believe this district offers inducements equal to the lands of the Northwest, and in fact, possesses advantages over the west. And while great inducements are offered in the pursuit of general agriculture, greater still are the inducements offered for cattle and sheep raising. There are thousands of acres of magnificent lands along the different rivers suitable

FORT WILLIAM

for ranching and pasturing cattle, diversified by rocky ridge and bluff well adapted for sheep raising. The grass and herbage grows luxuriantly and does not wither and become parched through the summer as in other countries.

There is to the west of us the Rainy River District, "a grand agricultural country," and within easy driving distance of Fort William the Township of Oliver and the Slate River section, gradually filling up with industrious and contented settlers. These latter places have in the neighborhood of 200 families, and some splendidly improved farms are here to be seen, that will compare favorably with the older settlements of the east. One farmer, that the writer has in mind, purchased 200 acres and started breaking in 1895. His enthusiasm for the farm and its bounteous returns, has resulted in his acquiring more land, till he has now 1000 acres. He has now cleared 160 acres, and a splendid bank barn 60x90 with an addition thereto of 50 feet. He has 97 head of cattle, 7 horses, and harvested this year 75 acres of oats, 15 of barley, together with 60 acres of good timothy and clover.

There are in the valley of the Kaministiquia, alone, adjoining the town, over 10'000 acres of rich loam land well adapted for gardening purposes or grazing stock. This alluvial plateau through which flow the three rivers—Kam., Neebing and McIntyre, is destined to become the truck garden for a populous city. Only a small portion of this land has been brought under

cultivation yet, and the greater part is still wild land, stripped of its timber, and now grown up with rank grass which furnishes free grazing for the horses and cattle of the town.

These lands, and for that part, the lands of the surrounding district, cannot be excelled,—we believe we are warranted in saying,—for growing root crops, and timothy and clover. These do exceedingly well, and market gardening and dairying is bound to be a profitable employment here, and is so at the present time.

It is noteworthy, notwithstanding the good prices here for the produce of farm and garden, the amount grown does not yet nearly supply home consumption. The good wages paid for all classes of labor, the C.P.R. service, together with the attraction of the mines, has contributed no doubt to this indifference toward the farm. This condition of things is now happily changing, though, and our agricultural resources and possibilities are beginning to receive the attention they merit.

Fort William As a Manufacturing and Distributing Point.

FORT WILLIAM must become one of the great manufacturing centers of the Dominion. So say the seers,—the men of prophetic foresight. So say practical business men who have their fingers on the pulse beats of the trade and development of the country.

The advantages afforded at this point for the manufacture of iron is conceded on all hands. With the Mattawa Iron Range within 30 miles of the town, and the great Atikokan Range 100 miles, an inexhaustible supply is in the first place guaranteed. Iron ore can be laid down here at least \$1.25 per ton cheaper than at Chicago, and coal, coke and limestone as cheaply. No one will deny, "the iron industry has been one of the chief pillars of that greatest modern city"; and while we have not the populous country it has for a market, we have natural and economic advantages it does not possess, which are bound to tell in this place's favor, as the west fills up and transportation facilities are secured. Up to the present we have not had railway facilities for hauling the ore, and the market for pig iron being at the same

time somewhat limited, our iron mines have lain dormant. This condition of things is being rapidly transformed. With the building of the Ontario and Rainy River Railway, and the liberal encouragement offered by our governments, viz., a protective duty and a bounty of \$4 a ton for the output of the smelter, the iron industry must soon take on bustling activity.

At the present time, as before stated, preparations are well in hand for the establishment of a Blast Furnace here next spring. With the cheap power furnished by Jenison, cheap coal, easy access to iron ore, it is confidently asserted, no place in Canada possesses such advantages as this for the production of pig iron and all the concomitant industries.

Here also at the head of Lake Superior, will be located ere long large Flour Mills. The strides that Duluth has taken the past few years in this manufacture demonstrates the advantages of its position over the big mills of Minneapolis and St. Paul. Fort William, like Duluth is right on deep-water navigation, thus saving the cost of extra handling at the western mills, and having the advantage of coal and wood at one half the cost in Winnipeg. With the Jenison Water Power effecting a further saving, wheat can be turned into flour at a minimum cost, and will practically put the Manitoba mills out of it so far as supplying the eastern markets are concerned. The advantages this place possesses for flour-milling is widely recognized, and the correspondence

already opened up with milling companies, and the frequent enquiries as to what inducement the town would offer to establish here, shows that they are keeping an eagle eye on this place. With the advantages mentioned and the deepening of the waterways to the Atlantic, Fort William which is now the great wheat storehouse for Western Canada will have become one of the chief bases of food supply for the millions of Britain.

Space will not permit to enumerate here the many industries that this location offers peculiar advantages to, and I can only refer incidentally to such as the forests of spruce in proximity for the manufacture of pulp, the excellent clay for making brick, the large deposits of sulphate of barytes valuable for manufacture of paints, and the lumber industry which has given steady employment to between 75 and 100 men the past ten years.

As a forwarding and distributing point, Fort William has also distinctive advantages. Situate as we are at the terminal of lake navigation, and at the threshold of the Northwest, this place must become the wholesale distributing point for all the country west of the lakes. When the thousands the Northwest now contain are changed into millions, the folly of breaking bulk and distributing from an inland place as Winnipeg will be too transparent. To rehandle heavy goods at any inland place, paying extra freight to point of destination will be simply out of the question. With our present meagre

population it is not to be expected that we should yet attain any prominence in the respect mentioned, but as the west fills up, Fort William as a warehousing point is bound to be in evidence.

The present is too early a stage in our growth to command due appreciation of our location for manufacturing and distributing, but with the completion of the Ontario & Rainy River Railway, giving a competitive line to the west, and opening up the rich deposits of iron and gold, and with the Jenison water power developed, the smoke and din of smelters and factories will follow, and the prediction that here at the head of Lake Superior will be one of the five great cities of the Dominion, be soon fulfilled.

Resume and Prospective.

THE Kaministiquia River was first seen by the white man in 1669. The days of the French Canadian explorer has passed. The long period that the fur trading companies held sway over the surrounding country with headquarters at Fort William has also passed; and next in sequence, and now, the mining, commercial, and railway era.

The transition was slow until the year 1890, when the C. P. R. Co. con-

centrated all their principal works at this point. Since that time the progress of the town has been steady and assured. Extensive building was carried on during the years 1890-91-92, then a slight cessation in building activity during the years 1893-4-5, catching breath as it were for greater expansion. The demand for tenement houses at no time satisfied since commencement as a town, became a crying need before 1896; and in that year building operations again became brisk. In the year 1897 over \$50,000 of new and good class building went up, and the demand still not satisfied. The year 1898 just closed has seen still greater activity in building,—in the neighborhood of sixty new buildings have been erected at a cost of over \$80,000. The past season's building can be divided approximately,—30 frame, 20 brick and brick veneered, and 10 steel-clad. Of this, the greater portion has been tenement houses and averages for this class upwards of \$1100 each, showing that a better and more costly class of buildings are in demand. A very large proportion of this building has stone foundations and fitted up with the modern conveniences, water and electric light, steam and hot air heating systems, etc. Among the building of last season, special mention may be made of the Cold Storage Warehouse built by Messrs. Gordon & Ironsides, the third of the kind in this western country at a cost of \$8,000. This building is thoroughly modern if not unique in arrangement, and well suited for doing

a very extensive wholesale business in meat and provisions. Three very creditable stores have been erected during the year, and passing reference may be made to the Victoria Block, built in 1897 at a cost of \$12,000, and which is said to be the best arranged and best kept business block between Toronto and Winnipeg.

While over \$100,000 of tenement buildings alone have been erected in the two years past, it can be truthfully said the demand is not yet satisfied, and preparations for next season predicates that building operations will assume still greater proportions than the year past.

Up to the present, the building has been confined for the most part to wage earners and business men, building homes for themselves. These conditions are undergoing change, though, and the indications are that speculative building will be more in evidence in future. The money lender no longer looks askance at Fort William property. The period of uncertainty has passed, and he now awaits opportunity for profitable investment. Loan Companies of which there are now established here 8 in number, are emphatic in their praises of Fort William, and assert, it is one of their best fields in the province.

In speaking of the building in 1897-8 no mention herein has been made of the new Steel Elevator, of which an extended reference will be found under the head of "Canadian Pacific Railway Co."

The "Jenison Project," viz., the development of the great Kakabeka Falls Water Power is under way, and now being vigorously pushed forward. This stupendous undertaking, first conceived in the mind of E. S. Jenison, a noted hydraulic engineer of Chicago, has been taken hold of by capitalists of the United States, who have already spent more than \$30,000 in preliminary work. Almost insuperable obstacles have been encountered from the inception of the scheme. The rival interests of the Kakabeka Falls Company and the claim of private interests had to be contended against and appeased, which has taken a great deal of time, money and persistency to overcome. The tortuous gauntlet of the legislature and law courts has been run through, and permission has been secured to divert streams, build dams, expropriate lands, and to do all things necessary to carry to successful completion the undertaking. The preliminary survey work has been completed and actual development work now commenced. When completed, this gigantic project will have cost, it is estimated in the neighborhood of a million dollars, and will be one of the grandest water-powers on the continent. There will be sufficient power at command to run all the mills and factories, and supply water and light for Fort William when its population reaches 50,000. The projector has already entered into a contract with the town to supply within three years, 250,000,000 gallons of water per year and 750 horse power for lighting and

heating purposes for \$10,000 a year, which now awaits the sanction of the Legislature. The citizens of Fort William appreciate the importance of this cheap power, as one of the mighty factors in establishing here a great manufacturing centre. Power that may be furnished to manufacturers at \$10 per horse power or less, that costs more than \$40 to produce from coal, is an inducement very alluring to the directors of large manufacturing concerns.

The Rainy River Railway will also give a great impetus to the district and Fort William in particular. Construction work is now being vigorously pushed forward, and 200 miles of it will be built, it is calculated, by the end of 1899. This railway will be nothing less than a boon to this district, opening up as it will the great agricultural region of Rainy River and a country rich in minerals. It is expected this road, will be completed, giving an independent line through to the prairies, in time to move the crop of 1900. In connection, ore docks will be required and are now projected on the Kam. river, which will give momentum to the growth of the town.

The extension of the P.A.D.&W. railway the coming season is also contemplated. This line, now running 86 miles south-west to near the boundary, is to be continued 45 miles, connecting with the Duluth & Iron Range, thus giving us direct rail connection with Duluth. Application has also been made to Parliament to incorporate the Thunder Bay, Nepigon and St. Joe Railway

Company, for the projecting of a line north to Lake Nepigon. [Fort William it will therefore be seen is looming up as a railway center.

The year closed has seen completed a system of waterworks and electric light for the town. The lighting system, although having a capacity of 50 arc of 2000 candle power, and 1000 incandescent, is already inadequate to supply the demand, and it has been found necessary to raise a further sum of \$11,000 for extending and improving the plant.

The improvements of our streets keeps apace. Nearly two miles of sidewalk was laid down this season. New streets were opened up, and \$5,000 is to be expended in macadamizing and otherwise improving our streets the coming year. In a word, prosperity is written all over Fort William, signs of great growth and expansion are to be seen on every hand. With the great projects and undertakings we have mentioned, brought to completion, together with the rapid filling up of the west, the bosom of the placid and sombre Kam. will pulse with the traffic of quarter of a continent.

A cursory survey of our situation must force the conclusion, that no town in the Dominion of Canada has a more certain or promising future before it than Fort William. No combination of circumstances can prevent it—While the rivers run down to the sea, and the great orb of heat continues to cast its rays upon the prairies, causing the earth to bring forth grain and grass and living thing, Fort William must perforce keep pace with the expansion.

General Notes.

Thunder Bay is 602 feet above tide water.

The customs collections at this port in 1898 amounted to \$111,982.58.

The elevator Capacity at Fort William is over 5,000,000 bushels.

The coming city at the head of the great lakes.

Fort William has close to 5000 population, and an assessment, taxable and exempt of \$2,000,000 approximate.

Fort William has 30 miles of graded streets, 14 miles of wooden sidewalk, electric light and waterworks.

Fort William has 3 banks, splendid stores, good schools, commodious churches.

Fort William is the nucleus of one of the great cities of the Dominion.

Fort William is destined to be a flour milling centre.

When the Jenison water power is developed Fort William is bound to become a great centre for the iron industry.

Fort William stands preeminent, it has no rival, no competitor.

Some Opinions About Fort William.

With the whole range of the great lakes to draw its raw material from at the minimum cost of transportation, with coal as cheap as elsewhere in the Dominion, with a magnificent water-power close at hand, with abundant iron and other metals and minerals in the vicinity, and with the great prairies of the Northwest and the mining districts of British Columbia to supply, I regard it as certain that Fort William will become one of the great manufacturing places of the Dominion.

W. C. VAN HORN,
President Canadian Pacific Railway.

Regarding the future of Fort William, there is no doubt, but that it has a geographical position second to none on this continent,—It is to the Canadian Northwest what all the lake ports from Duluth to Chicago are to the Western States. With the inexhaustible supply of minerals and large quantities of timber at hand, and the low water rates on fuel from points east, it is destined to become one of the great manufacturing cities of this continent.

JOHN CRERAR,
Manufacturer of Pig Iron, Chicago.

From the first time I saw Fort William from the deck of the Francis Smith in 1880, I have always considered it a strategic point in relation to the traffic of the enormous tract of Canadian territory lying west of Lake Superior, the development of the potential wealth of which is as yet in its initial stages. Centuries ago Fort William was chosen by the fur trading companies as their Northwest depot and headquarters. To-day it is the gateway of the vast agricultural, timber and mining regions extending for 2,000 miles to the waters of the Pacific. Already the great lake terminal of the only actual transcontinental railway in America, it will soon have directly tributary to it, by the other railway under construction, an extensive and as yet inaccessible region rich in precious metals, in iron and in timber. With the advantages of position indicated, with its excellent sites for dock accommodation, with the splendid anchorage of the Kaminitiquia, and with the great water power of the Kakabeka Falls close at hand, I do not think I am optimistic in foreshadowing for Fort William a steady growth and a prosperous future.

ACTON BURROWS,
Editor and Publisher of the Railway and Shipping World, Toronto.

I believe that wealth and population must flow into Fort William thus making it one of the principal cities of Canada just as surely as I know that the waters of the Kaministiquia flow into Lake Superior.

The above has been my opinion regarding Fort William ever since I considered the forces that will operate to build up a railway, manufacturing and shipping centre at the head of Lake Superior, and I have never hesitated to back my opinion up as opportunity offered by investing in Fort William real estate.

L. A. HAMILTON,
Land Commissioner, C.P.R. Co., Winnipeg.

If geographical position and other natural advantages count for anything, Fort William must soon take a leading place in the front rank of American lake ports. It possesses all the essentials for the growth of a great city.

J. F. RUTTAN,
Insurance and Investment Agent
Port Arthur.

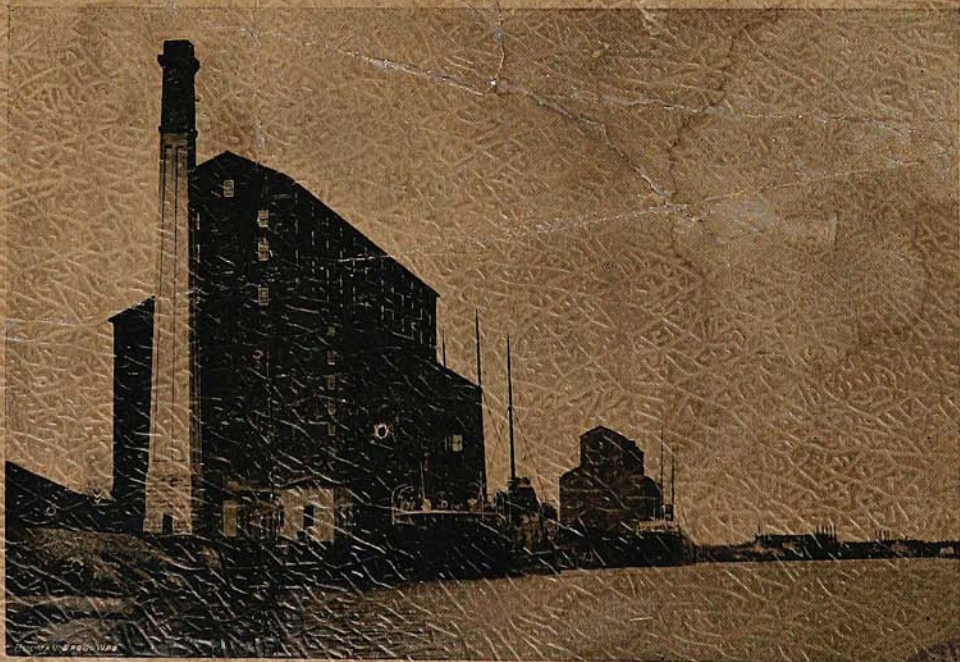
Fort William occupies a most favored location, and with its natural advantages, must eventually become one of the largest and most important cities in Canada.

THOS. A. BELL,
Managing Director of Winnipeg Telegram.

Centrally situated; the sole outlet for the Canadian Northwest; possessing unrivalled harbor facilities, and a magnificent site for the building of a city, Fort William's growth can no more be stopped than can the flow of the Kaministiquia.

DONALD McKELLAR,
Mining Explorer.





THE ELEVATOR CITY.

