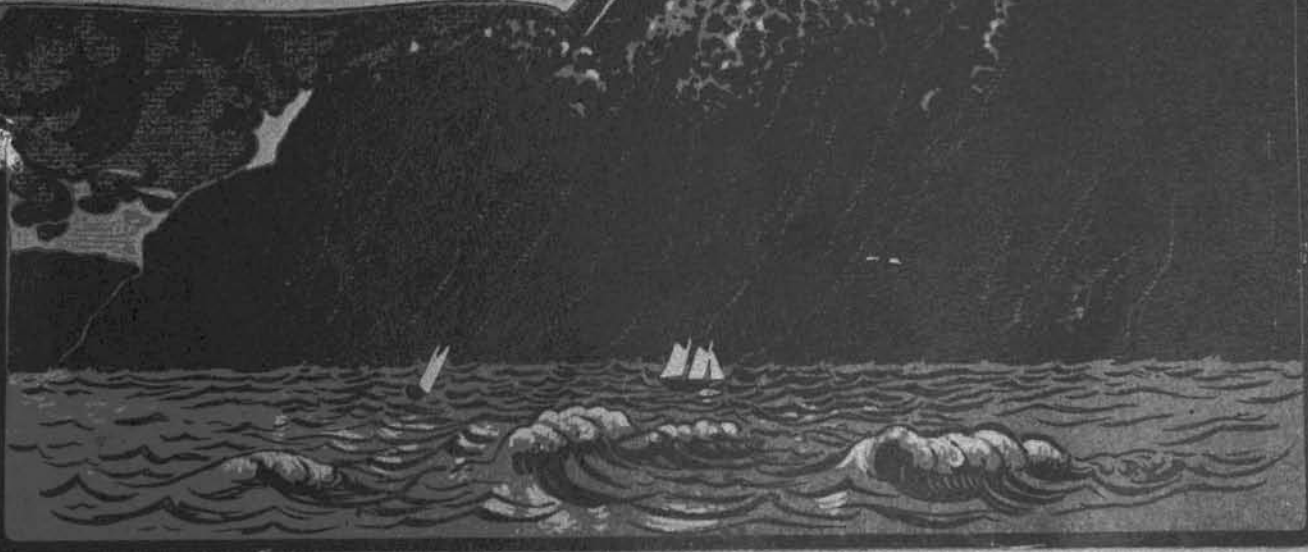
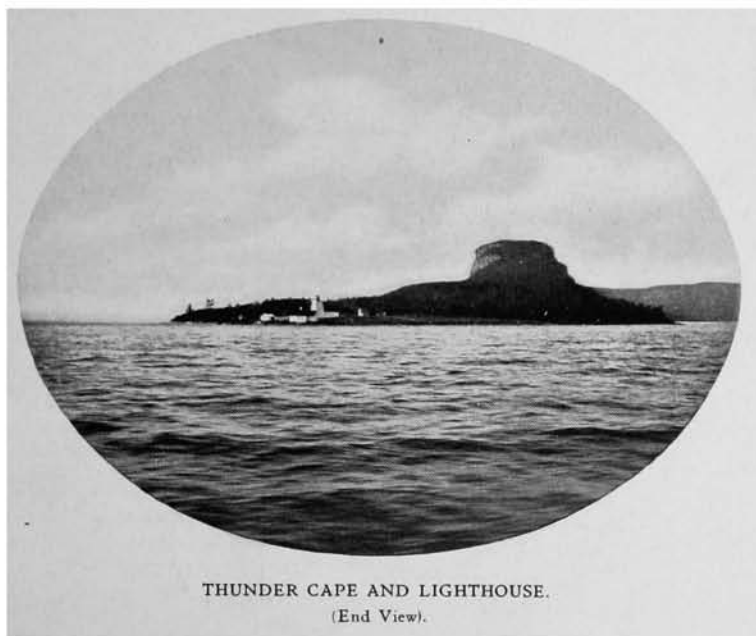
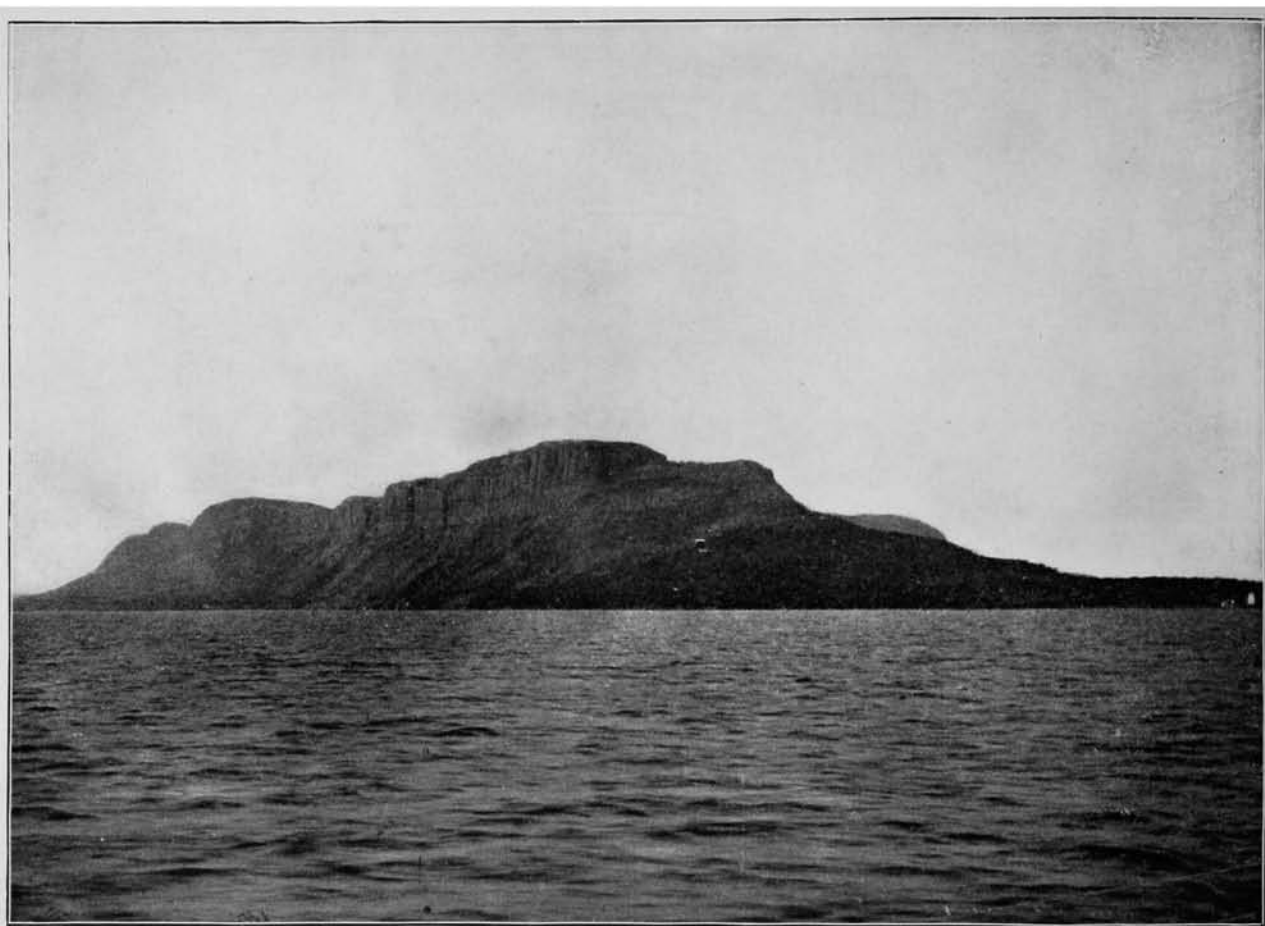


*The Twin Towns*  
**PORT ARTHUR**  
*AND*  
**FORT WILLIAM**





THUNDER CAPE AND LIGHTHOUSE.  
(End View).








THE FAMOUS THUNDER CAPE, AT ENTRANCE TO THE TWIN TOWNS.

# THE TWIN TOWNS

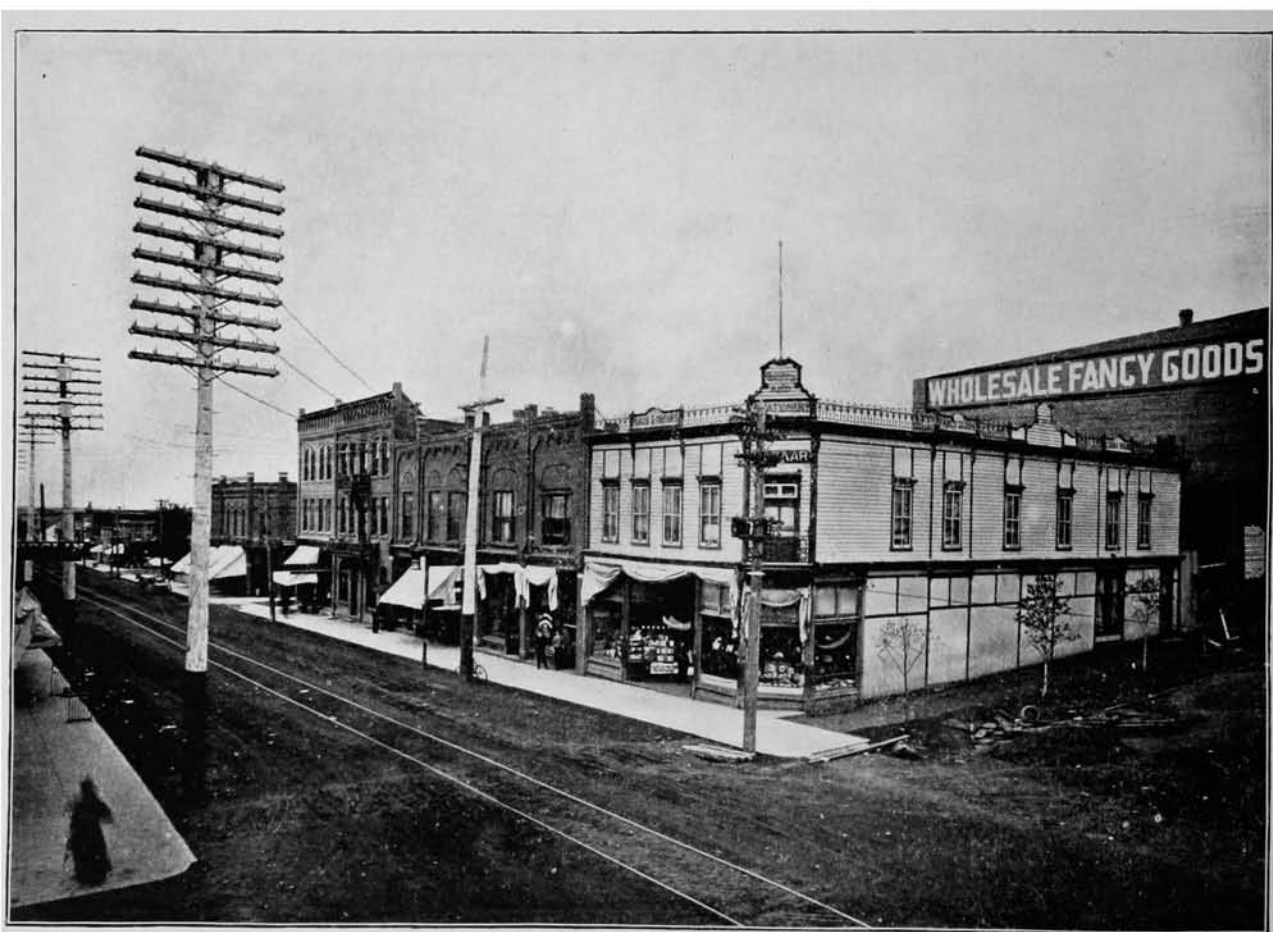
## PORT ARTHUR AND FORT WILLIAM.



HE MAGNIFICENT SCENIC FEATURES AND THE PROSPERITY AND PROGRESS OF THE THUNDER BAY DISTRICT OF LAKE SUPERIOR—THE HAUNTS OF TOURISTS AND SPORTSMEN—SHOWN WITH PEN AND CAMERA.                    

BEING ONE NUMBER OF THE  
Scenic Canada Photo Album Series,  
PUBLISHED BY  
W. G. MacFARLANE,  
TORONTO.

J. L. MEIKLE,  
PUBLISHER,  
PORT ARTHUR, Ont.



CUMBERLAND STREET, PORT ARTHUR.

Photo by Geo. R. Evans, Fort William.

## PORT ARTHUR.



PRINCIPAL among the large bays which abound on Lake Superior is one known as Thunder Bay, on the west shore of which Port Arthur is situated.

During the construction of the C. P. R., and some years previously, Port Arthur became known as Prince Arthur's Landing; but in the year 1883 the C. P. R. directorate re-christened it, giving it its present name. With its latitude, 48-26-05 N., longitude 89-12-14 W., it has without doubt one of the finest, if not the finest, natural position on the continent.

Its magnificent water front offers facilities for shipping unsurpassed on the Chain of Lakes. It is surrounded by a vast stretch of country, rich in minerals and farm lands, and there is no town in the Dominion with so many advantages to the tourist or sightseer. The whole region abounds in streams and lakes, which are fairly alive with brook trout—Port Arthur being the headquarters for this angler's paradise. The far-famed Nepigon is but a short distance to the east of here, and sportsmen from every state in the Union, and every province in the Dominion come to test their skill in the Nepigon and invariably go away satisfied. Other places of interest are given in this review.

The atmosphere of Port Arthur is pure and invigorating, and is a positive specific for hay fever. The hotel accommodations are wholly suited to attract summer pleasure seekers. The town is growing in size and importance, and is destined to become a large wholesale and manufacturing centre.

There are now three railroads running out of Port Arthur, viz., the Canadian Pacific Railway, the Canadian Northern Railway, and the Port Arthur, Duluth & Western Railway. A fourth railroad—the Port Arthur, Nepigon & St. Joe—is at present under construction. A monster elevator and docks are being built for the Canadian Northern Railway. The large grain-cleaning and drying elevator, owned by J. G. King & Co., is an important industry, and the fisheries, which give employment to a large number of men, is also an



VICTORIA AVENUE, FORT WILLIAM.

Photo by Evans.

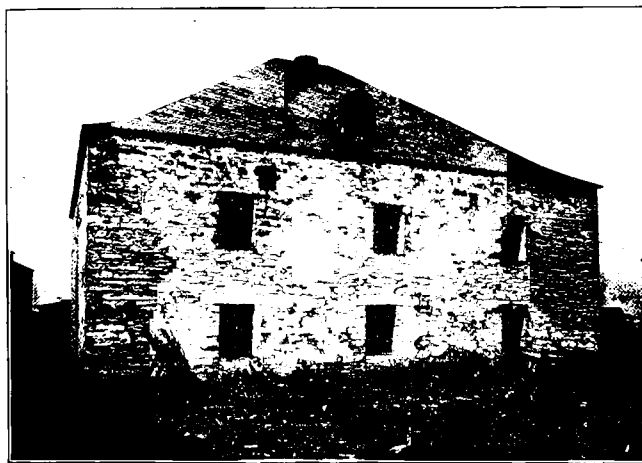
industry of no mean importance. The Port Arthur Electric Street Railway, seven miles in length, is owned and controlled by the municipality, and of late years has proved to be a very valuable asset. The Current River water power is being utilized by the town for the purpose of generating the electricity for running the street cars, and also for lighting and heating and manufacturing purposes.

Regarding the steamship lines that run between Port Arthur and the other Lake points—The C. P. R. steamship from Port Arthur and Fort William to Owen Sound; The North-West Transportation Co. to Sarnia or Duluth; The Northern Navigation Co. to Collingwood or Duluth; The U.S. and Dominion Transportation Co. (or Booth) Line ply their fine S.S. "Argo" between Port Arthur and Duluth, every Monday and Thursday, calling at Isle Royale, Two Harbors, etc. The "Argo" also sails to Ashland, Hancock and Houghton.

### GENERAL NOTES.

Chief among the most interesting places for sightseers are Kakabeka Falls and Rapids—Silver Islet—Pie Island, height of mountain on island 1600 feet—Welcome Islands—Mount McKay, altitude 1400 feet—Current River and Rapids—Thunder Cape, altitude 1800 feet—Point-du-Mueron—Nepigon Lake and Rivers—Black Bay and Carp River. These are all situated within easy distance of the "Twin Towns," and numerous tugs and pleasure boats are available at the shortest notice to take passengers to those places along the lake shore, whereas trains are available to take passengers where necessary.

For the cuts used in this souvenir we are indebted to Mr. Geo. Evans, Photographer, Fort William, from whom any of these photos can be obtained upon application. Copies may also be had at the "Bazaar," Port Arthur.



OLD FORT AND HUDSON BAY TRADING POST,  
FORT WILLIAM. Photo by Evans.





POST OFFICE, PORT ARTHUR.

Photo by Evans.

# FORT WILLIAM.

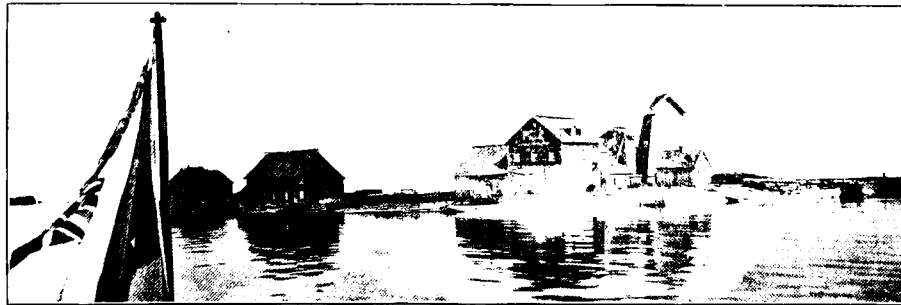


HIS town occupies a striking position on the Kaministiquia River, near where that stream blends with the waters of Thunder Bay. The town site of Fort William is on the exact spot where stood the fort, stores and dwellings of the North-West Fur Company, about a mile from the mouth of the river.

Very few places, if any, in the Dominion have such facilities for shipping or loading and unloading boats with coal, rails, freight or minerals. The numerous coal derricks are massive in size, and many thousands of tons are unloaded at the docks every season. The River Kaministiquia (Kam as it is called), is navigable for 10 miles, and the largest boat plying on the great lakes can turn without any difficulty.

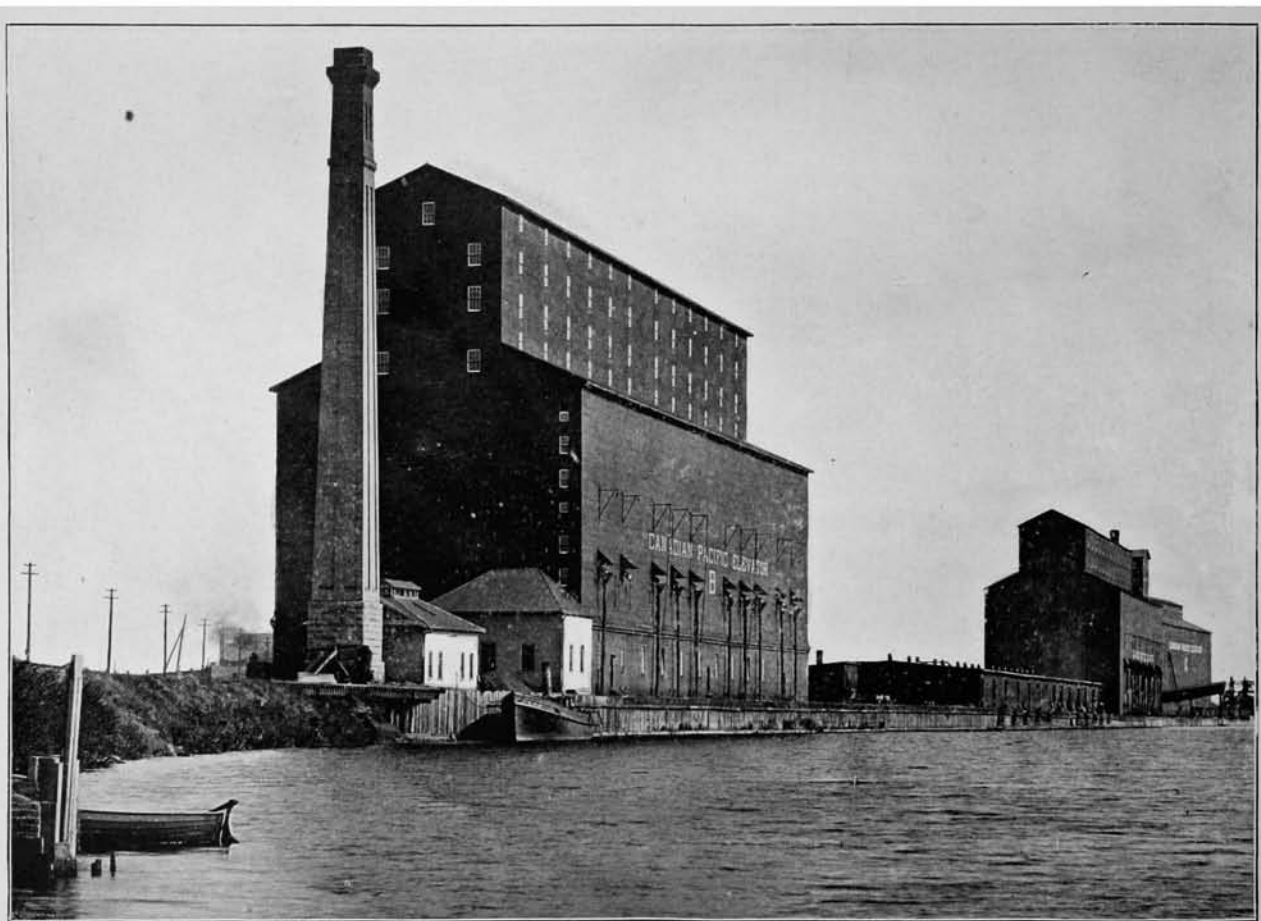
Within a few years a great transformation has taken place, and since the building of the large elevators and docks, Fort William has made such rapid strides that now it has an excellent water-works and electric light system, and is the proud possessor of many fine public and commercial buildings. The progress of Fort William depends in a large measure upon its shipping. It has exceptional advantages for shipping purposes, and consequently remains pre-eminent as the point of transshipment for all traffic to and from the Western territories.

Of course the mining and other resources in the neighborhood are the outcome of much activity, and ere long we expect to see smelters, foundries and factories that will give a further

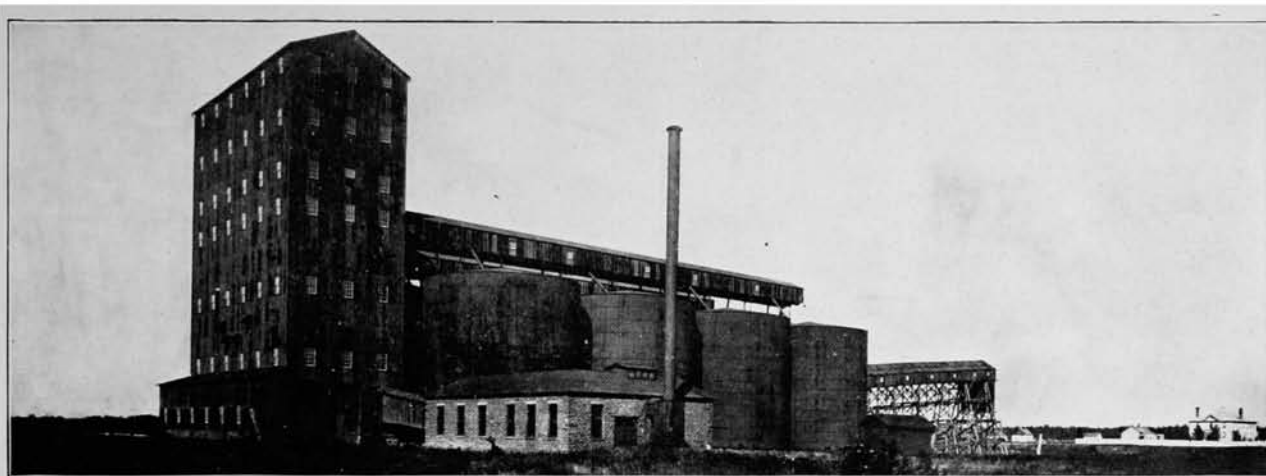


SILVER ISLET MINE, NEAR THE TWIN TOWNS.

Photo by Evans.



CANADIAN PACIFIC RAILWAY ELEVATORS, FORT WILLIAM.

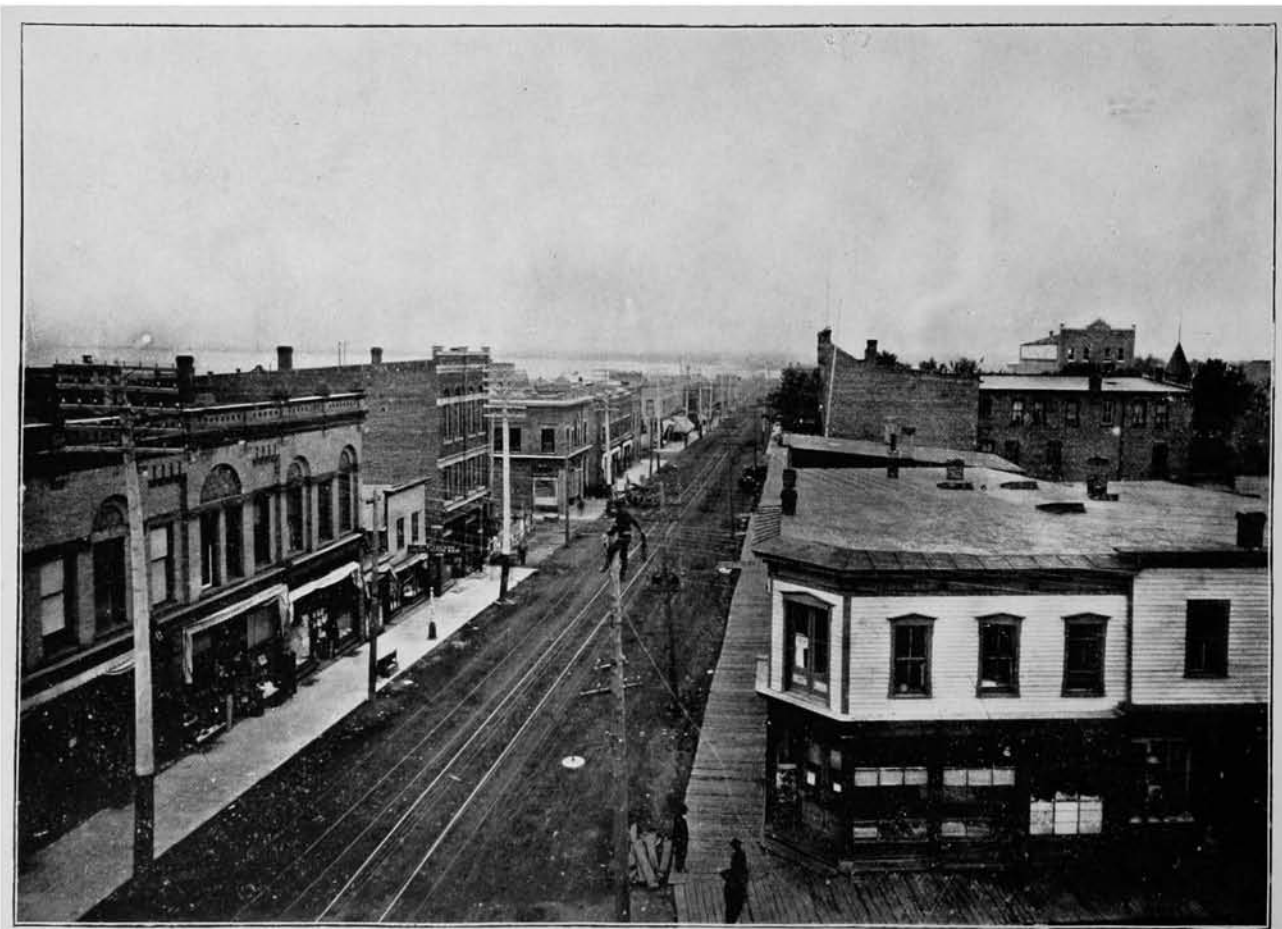


CANADIAN PACIFIC RAILWAY ELEVATOR, FORT WILLIAM. CAPACITY TWO MILLION BUSHELS. Photo by Evans.



ANOTHER VIEW OF C.P.R. ELEVATORS AND DOCKS.

Photo by Evans.



ANOTHER VIEW OF CUMBERLAND STREET, PORT ARTHUR.

Photo by Evans

impetus to the town, and a growth even more surprising than that already attained.

The citizens are for the most part of an enterprising character, but space will not permit us to deal fully with personalities, nor with the town's commercial resources. We therefore depict a glorious future for Fort William, as well as for Port Arthur, and as there is but a short distance between the two towns we are but just in designating them the "Twin Towns."

The large lumber mill, formerly occupied by Messrs. Graham, Horne & Co., is now owned and operated by The Pigeon River Lumber Co., of which Mr. H. Finger is manager. This gives employment to more than 200 men, and is run, during the summer, day and night.

Several large stores and warehouses give a tone of commercial importance to the town of which many Eastern towns would be proud.



## GENERAL NOTES.

Kakabeka Falls is second to none in the world excepting Niagara, and the huge body of water, falling to a depth of 115 feet, can be heard roaring for miles around. The rapids, half a mile above the falls, are also very pretty and interesting.

Regarding the advantages of Kakabeka Falls as a water and electric power, it may here be suggested that a company, styled the Anglo-American Power Co. of Ontario, Limited, with E. S. Jennison as chief engineer, have a scheme on hand by which the water will be delivered to within two miles of each town by canal or natural channel, with here and there a huge dam. The electric power will be generated from the Falls (a distance of 22 miles) to each town to be used for lighting and manufacturing purposes.

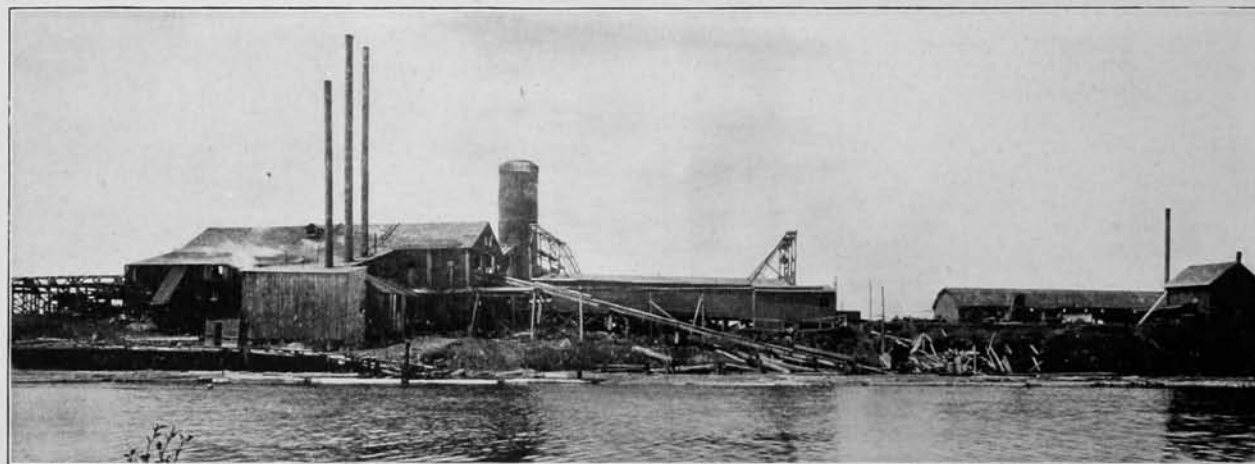


GATHERING GREENSTONES AT GREENSTONE HARBOR,  
ISLE ROYALE.



VIGARS & CO.'S LUMBER MILL, PORT ARTHUR.

Photo by Evans.



LUMBER MILLS OF THE PIGEON RIVER LUMBER CO., FORT WILLIAM.

Photo by Evans.

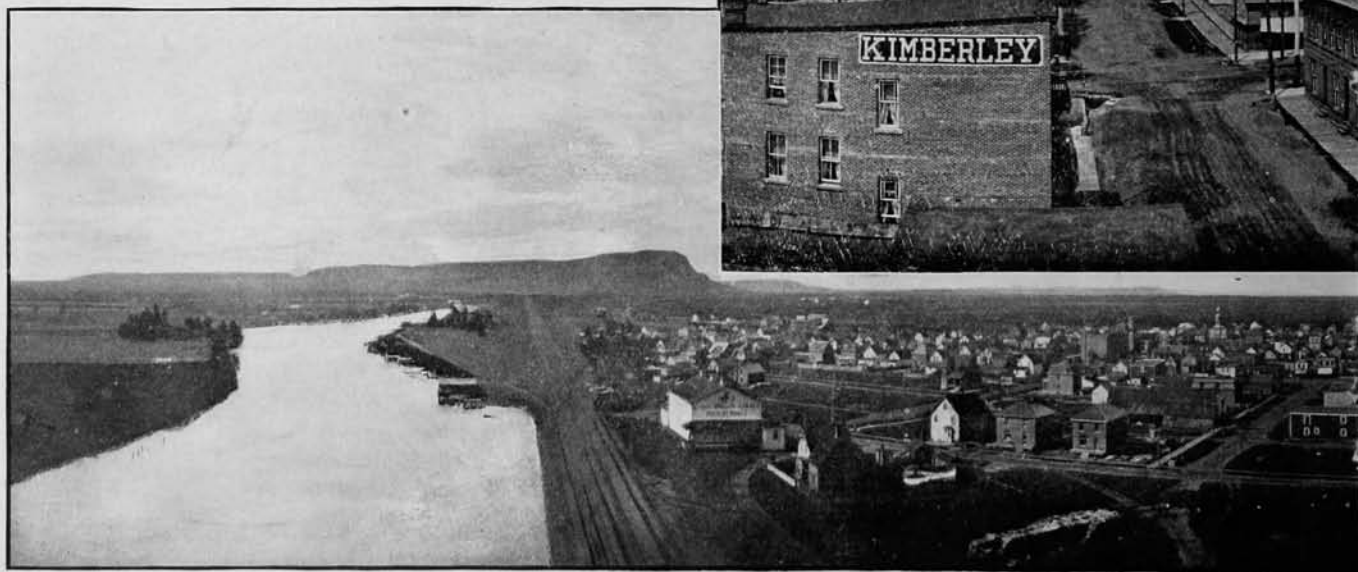


NORTHERN HOTEL, PORT ARTHUR.

Photo by Evans.

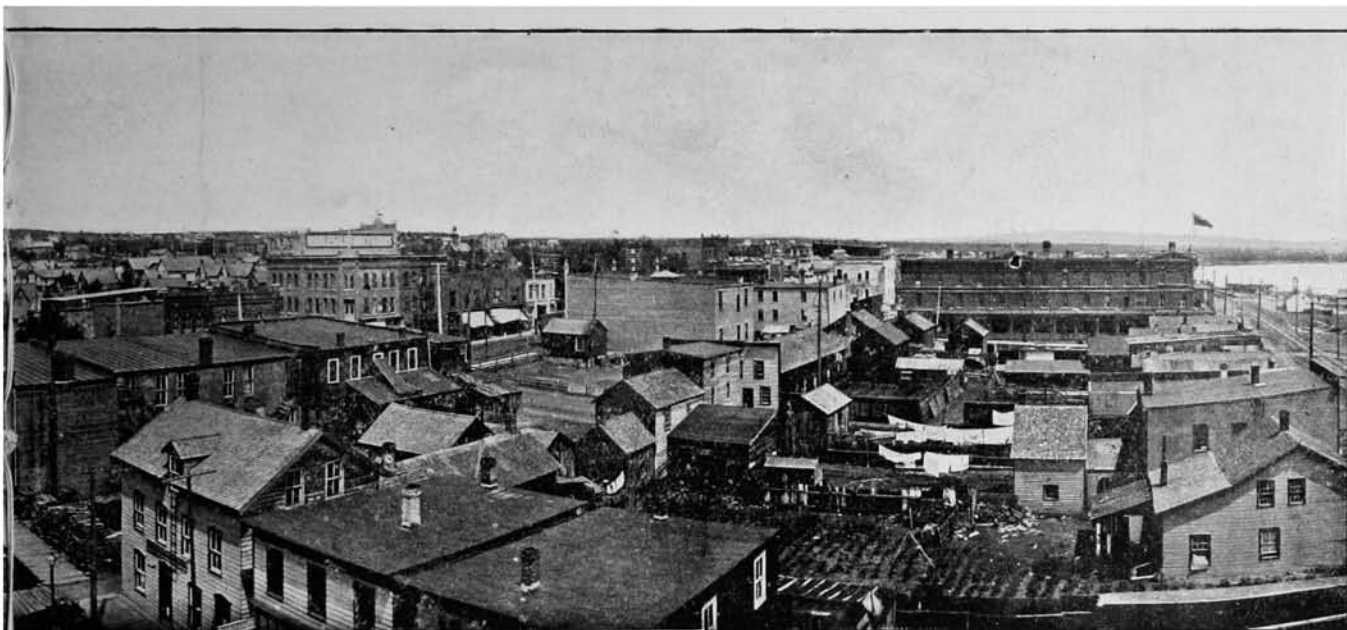
Overlooking one of the most magnificent scenes in the world, the glorious Thunder Bay, which has been compared to the Bay of Naples.





Photos by Evans.

PANORAMIC VIEW OF FORT WILLIAM.  
Showing Kaministiquia River and McKay's Mountain to the left.



PANORAMIC VIEW OF PORT ARTHUR.  
Showing Northern Hotel and Thunder Bay on the right.



RESIDENCE OF GOVERNOR McINTYRE, FORT WILLIAM. Photo by Evans.

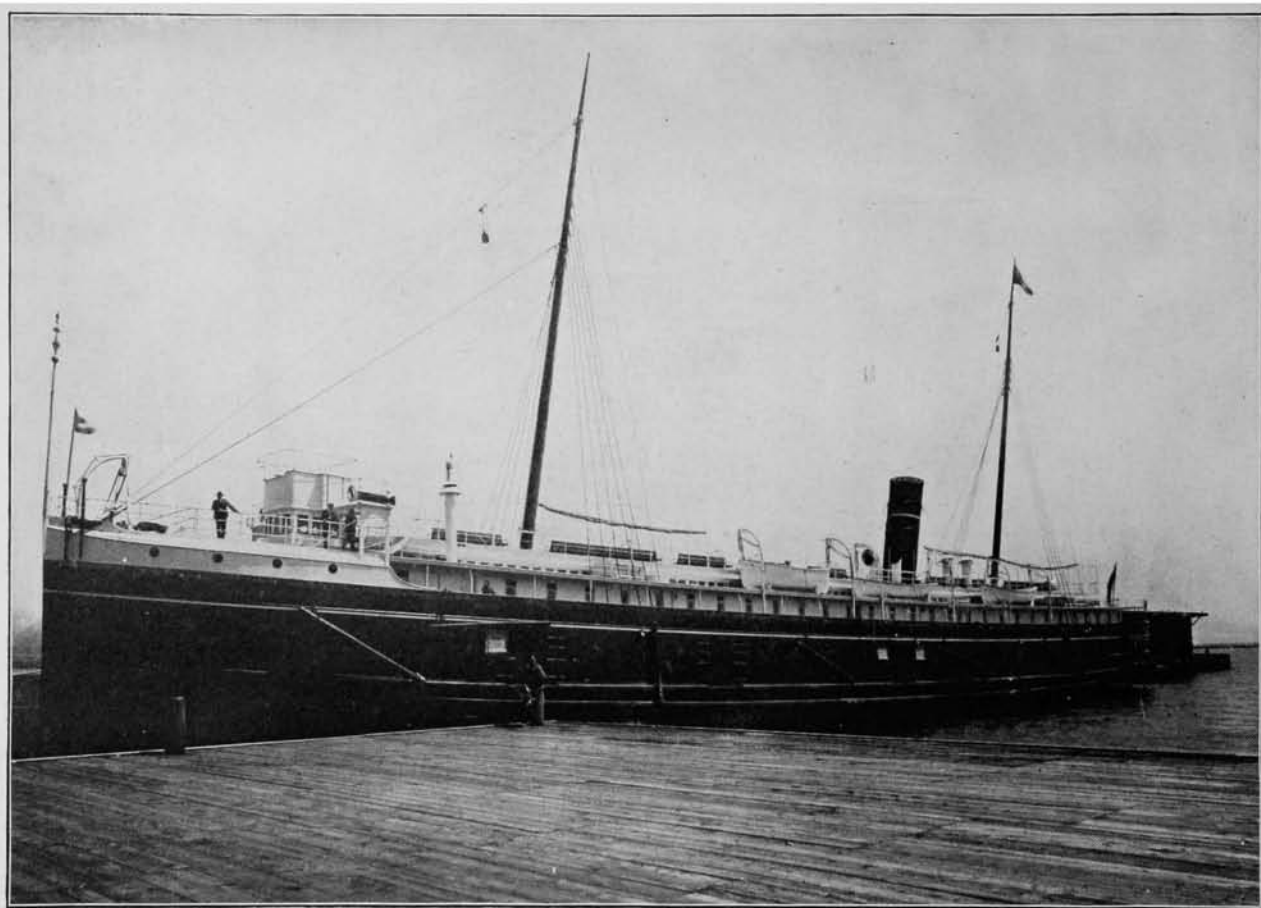


RESIDENCE OF JOHN McKELLAR, ESQ., FORT WILLIAM. Photo by Evans.

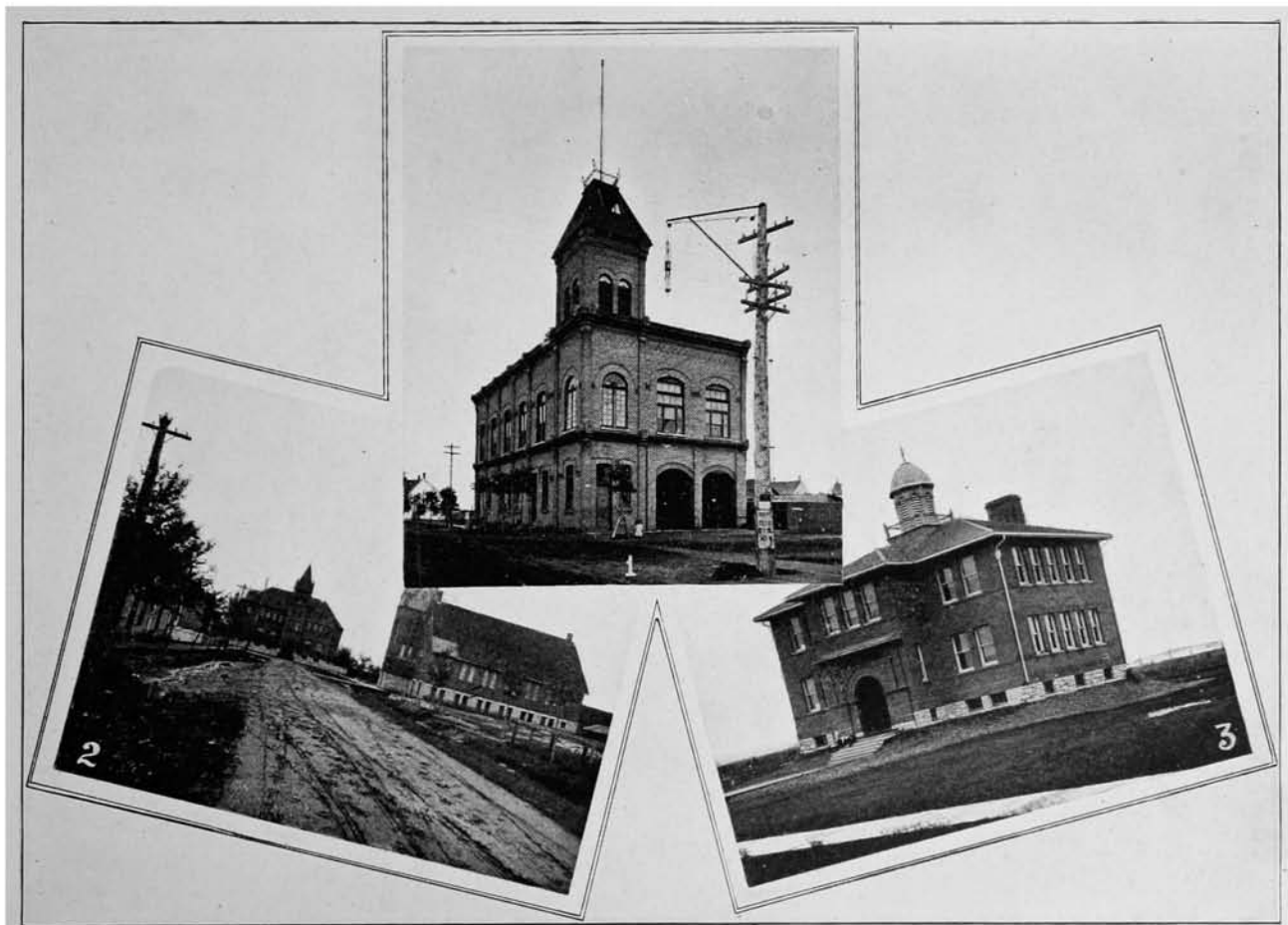


"HILLCREST," RESIDENCE OF J. L. MEIKLE, PORT ARTHUR.

Photo by Evans.



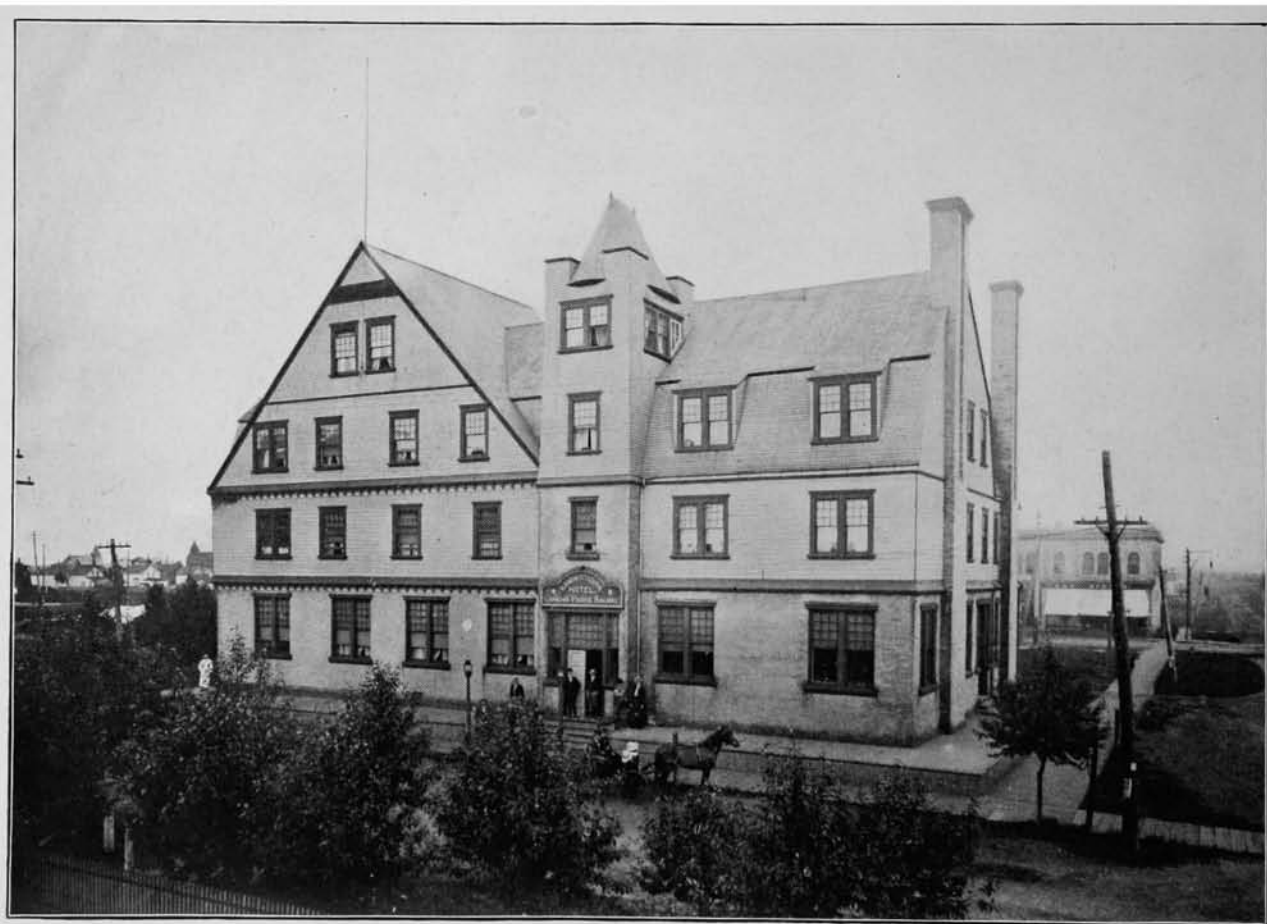
ONE OF THE CANADIAN PACIFIC RAILWAY'S MAGNIFICENT LAKE STEAMERS.  
OWEN SOUND TO PORT ARTHUR.



1. Town Hall, Fort William.

2. View showing Fort William Central Public School. 3. Public School, Ward One, Fort William.

Photos by Evans.



THE KAMINISTQUIA HOTEL.  
Owned and operated by the Canadian Pacific Railway at Fort William.

Photo by Evans.

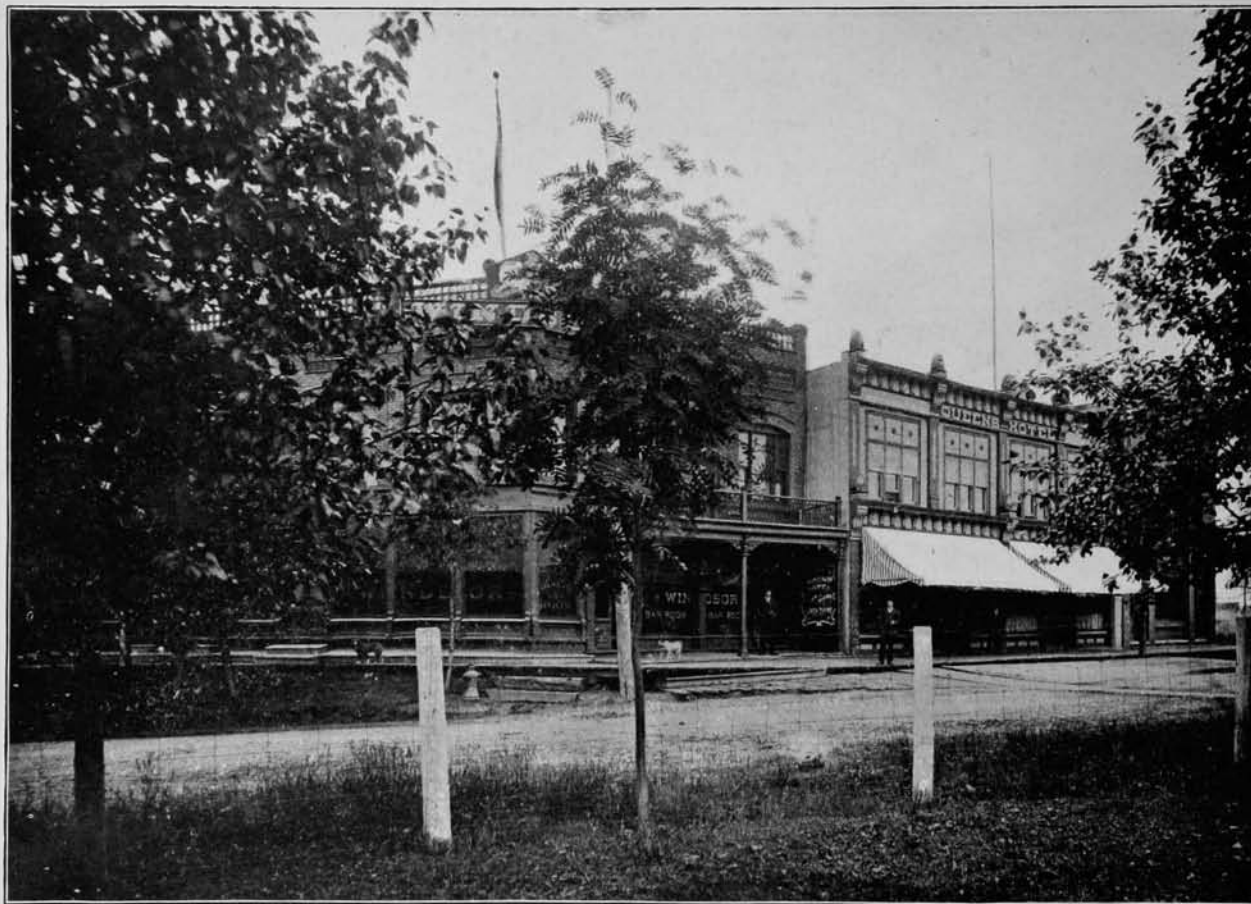




ALGOMA HOTEL, PORT ARTHUR.

Photo by Evans.





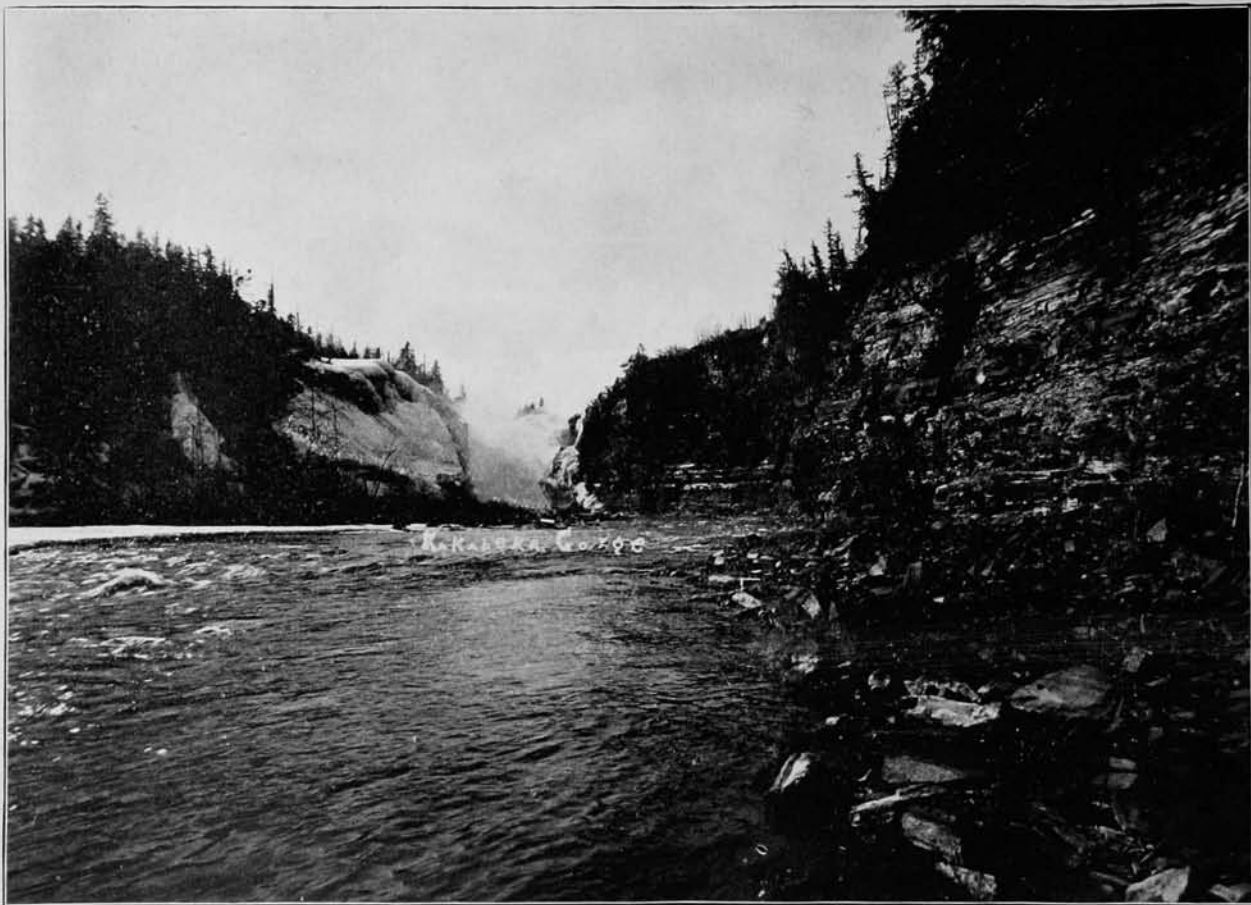
QUEEN'S AND WINDSOR HOTELS, FORT WILLIAM.

Photo by Evans.



DAWSON AVENUE, PORT ARTHUR.

Photo by Evans.



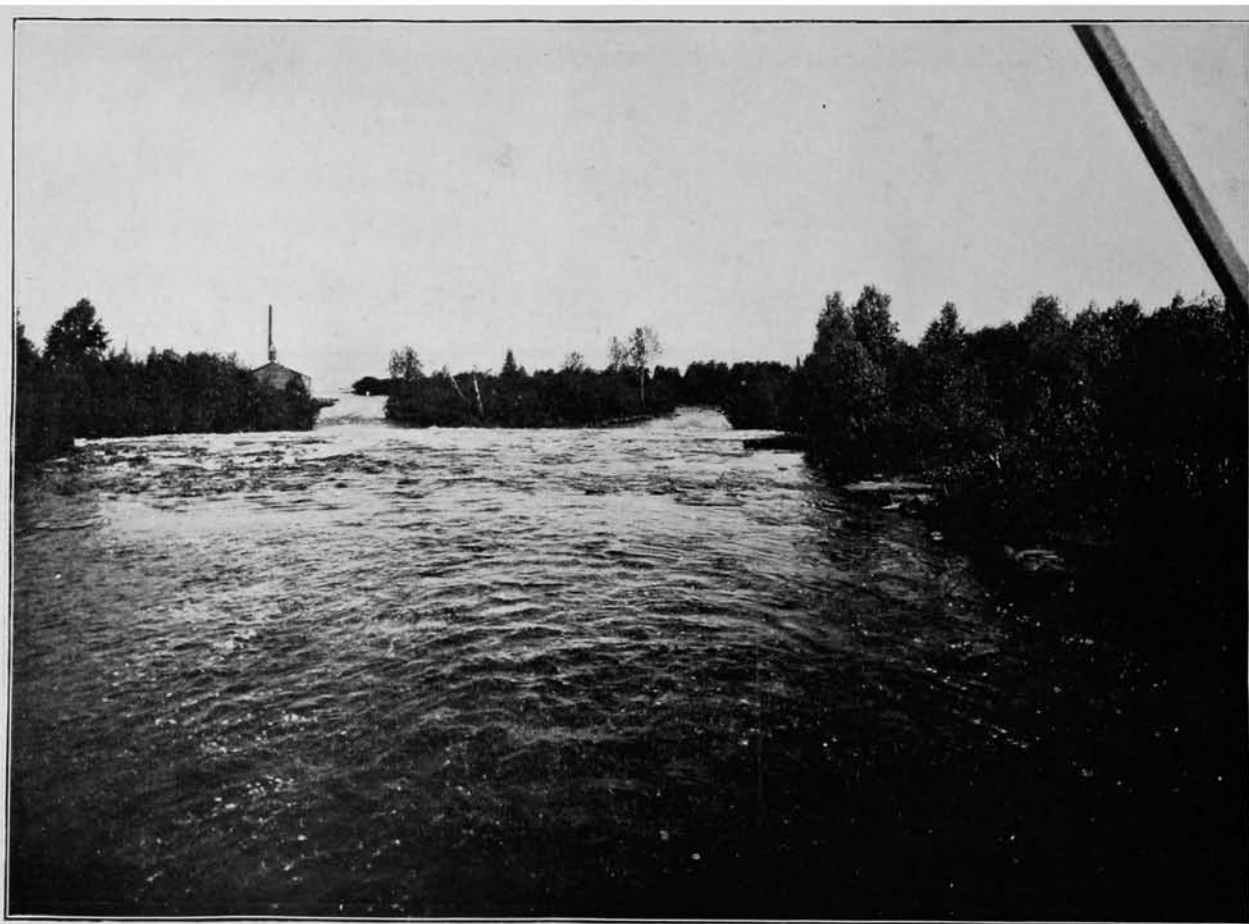
THE GORGE, KAKABEKA FALLS.

Photo by Evans.



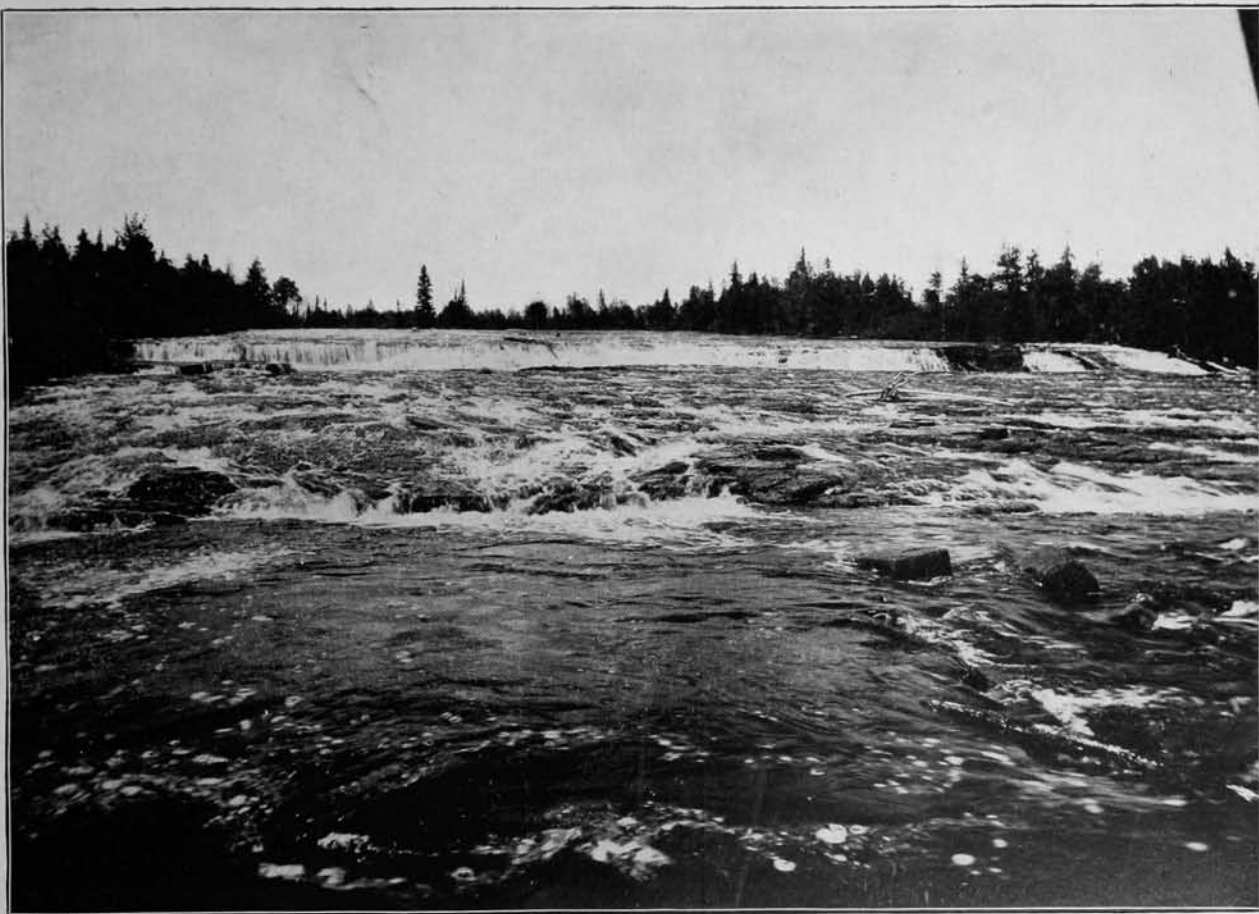
KAKABEKA FALLS.

Photo by Evans.



MOUTH OF CURRENT RIVER.

Photo by Evans.



CURRENT RIVER FALLS.

Photo by Evans.



PIE ISLAND AND OLD DOCKS.

Photo by Evans.



THE S.S. ARGO OF THE BOOTH LINE LYING IN DOCK AT TWO HARBORS.





ON THE NEPIGON.  
Before Breakfast at Nepigon.      At Split Rock Rapids of Nepigon.





MR. THOMAS MARKS' RESIDENCE,  
Showing McVicar's Creek in foreground.

Photo by Evans.