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PRINCE ARTHUR'S LANDING,

OR,

PORT ARTHUR,

Ontario, Canada,

—AND HER—



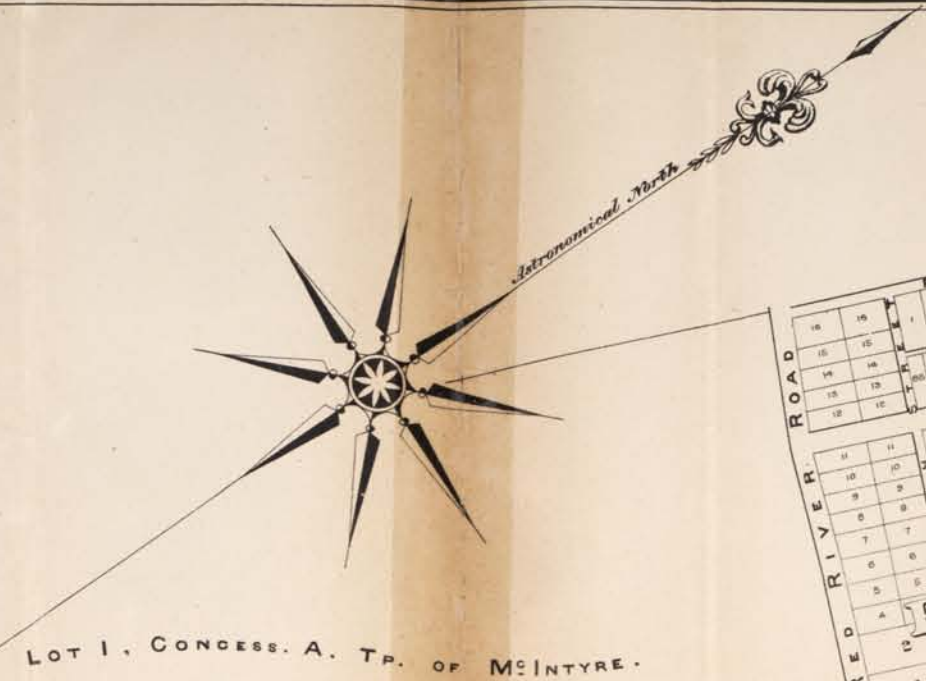
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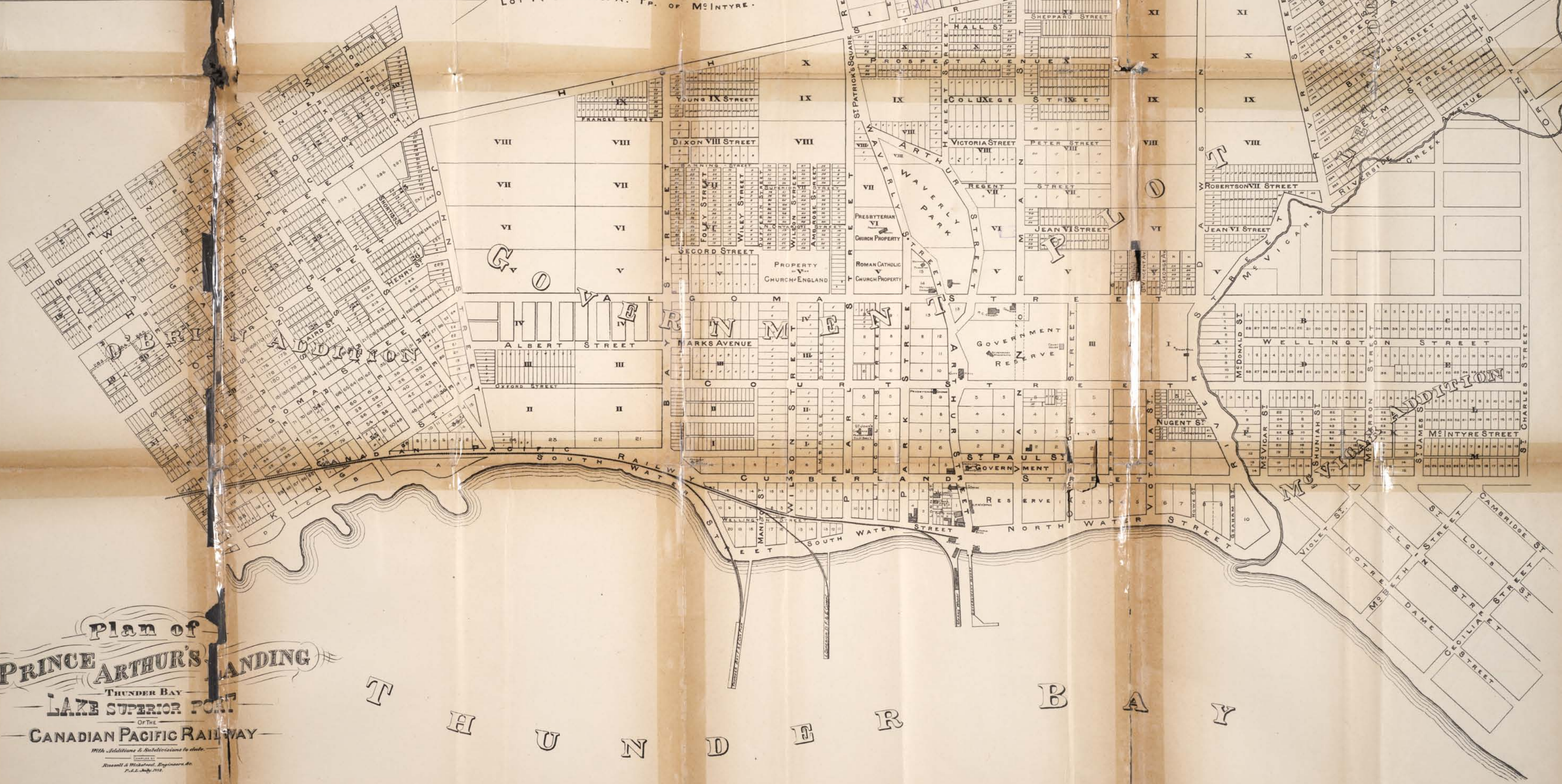
PUBLISHERS, PRINTERS AND BINDERS,

16 JAMES STREET EAST,

WINNIPEG, MAN.



LOT 1, CONCESSION A. T.P. OF MCINTYRE.



Plan of
PRINCE ARTHUR'S LANDING
THUNDER BAY
LAKE SUPERIOR PORT
OF THE
CANADIAN PACIFIC RAILWAY
With Additions & Subdivisions to date.
Russett & Wicksford, Engineers &c.
P.O. L. July 1911.

PRINCE ARTHUR'S LANDING,

OR PORT ARTHUR,

ONTARIO, — CANADA.

“THE SILVER GATE”

—AND HER—

LEADING INDUSTRIES.

Winnipeg :

Steen & Boyce, Publishers, Printers and Binders, 16 James Street East.

July, 1883.

Entered according to Act of Parliament of Canada, in the year one thousand eight hundred and eighty-three, by Steen & Boyce, in the office of the Minister of Agriculture.

PREFACE.

In this work we aim to represent the industries of Prince Arthur's Landing as they exist at the present time, and all statements made, and figures given, have not been guessed at, nor even approximated, but gained by personal investigation. Emigrants or visitors to the North-West will add much to their chance of success or fund of information by stopping off at this, the Key City, and viewing for themselves what a few short years have accomplished. Capitalists will find in this port a place where they can invest money and in a short time double the same. Manufacturers, merchants, mechanics and laborers will find it a good business point and pleasant place to live.

THE PUBLISHERS.

— THE —

THUNDER BAY DISTRICT.

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The first voyagers who explored around the north and west shores of Lake Superior must have been anything but favorably impressed with the frowning rocky lines which they presented to their view. The dreaming adventurer in search of a western El Dorado would be very unlikely to discern in the rock bound coast which formed the western limit of the great chain of American lakes, an entrance to the realization of his hopes and adventures. Yet men by their actions seem only to imitate the provisions of nature in her distribution of wealth. Men surround their gathered treasure by impenetrable walls and vaults, and in this they only follow the example of nature, who has in almost every continent of this globe surrounded her most glittering and valuable treasures with walls of rocks and frowning mountains, which seem to echo the voice of herself, and proclaim that only the brave and only the industrious shall be heirs of her treasures. Nowhere has nature assumed a sterner frown to guard her hidden treasure than on the northern and western shores of the greatest of lakes; and when the mariner enters the shelter of Thunder Bay, it seems to him as if for a moment the jealous matron has relaxed her stern frown for a smile of welcome. Here a land-locked placid bay affords a safe shelter, and glimpses of distant verdure clad spots amid the chaos of rocks and pine forests invite further investigation, and give the first promise that all within is not so unpromising as outward appearances would at first indicate.

Thunder Bay, after which this district is named, is a sheet of water some thirteen by nineteen miles in area, sheltered from the wild storms which sweep over northern lakes by the Pie and Welcome Islands and the Thunder Cape on one side, and by the terraced bluffs of the mainland on the other, forming thus an unsurpassed harbor for safety and extent of accommodation, which may be termed the Sydney of the whole American lakes. Nature seems to have arranged that it should be the safe outlet for the unbounded and yet undeveloped wealth of the great North-West.

The Thunder Bay district possesses all the advantages necessary for the support of a large and prosperous city, besides a number of smaller ones within its limits. True the district is not one of flat fertile prairie, and cannot depend for prosperity on agriculture alone. Yet contrary to general impressions and opinions there are vast stretches of rich lands within its limits including the Kaministiquie and other valleys, where at least 3,000 families could settle and secure success and prosperity by farming operations.

But if nature has been in anyway stinted in her agricultural blessings in the Thunder Bay district she has been lavish in other respects. The lumber resources of the surrounding country which must find its centre and point for collection in the placid waters of the bay, comprises over 20,000 square miles of pine, spruce and other valuable timber, while on the American side of the boundary line additional timber resources practically unbounded in extent are tributary to whatever manufacturing may be centered on the shores of the bay. In this way the surface of the earth around contribute elements of greatness for the hand of industry to profit by, while hidden within its breast lie mineral treasures, as yet almost untouched, but beside whose future productions the hoarded treasures of the great Lydian King will seem infinitesimal. The islands and shores of the bay seem built upon foundations of iron ore, the metal which above all others contributes to the industrial wealth of a country. Veins of copper and zinc crop out in

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many places, as if inviting the mattock of the miner and the furnace of the smelter. While the baser metals line the shores of the bay and are at times interlaid with veins of those of a more precious nature, the latter seem to increase in quantity and extent as an advance is made inland. The great Diorite Dyke extending a distance of over thirty miles, with its hundreds of dendretic veins of silver, forms a sort of mineral bulwark to the district, and must be a very shrine for the student of mineralogy and geology. Its formation would indicate that even in the chaotic upheavals of a volcanic period nature maintained some system of distribution, that could in future ages be easily methodised by the scientist and followed up by the hand of industry in the work of developing her subterranean treasures.

Thus far we have referred only to the natural advantages contained within the Thunder Bay District itself, but these fall into insignificance when compared with its position as the key to the whole North-West. From Thunder Bay the whole agricultural exports of the 500,000,000 fertile acres of the Canadian North-West must find an outlet, which destines it to be one of the greatest harbors of traffic in the world. These must in time be supplemented by a large proportion of the exports of northern Minnesota and northern Dakota, which will naturally seek the most commodious port on Lake Superior on their way to the millions of the east and of Europe. The gold products of the intervening Keewatin districts will swell the wealth of the immense country tributary to the bay as its outlet. Towards the close of this work will be found a detail of the efforts, influences and capital now at work in the development of some of these mineral resources, together with statistics of the work of progress in the direction of building up a great city and port upon this bay. The most rapid system of railway construction in the history of the world has for the past two years been rapidly contributing to the importance of this natural outlet. Already the locomotive screeches along the base of the Rocky Mountains, and the unbounded

resources, agricultural, mineral and otherwise, of the hundreds of thousands of miles of intervening country must now find their way to the whole eastern world through the one gateway at Thunder Bay. The food demands of active revolutionary Europe and sluggish overcrowded Asia, must in a great measure be made through this gateway in future; while the products of the most eastern portions of the latter continent will also find by the same outlet the shortest and most rapid channel of transit to European markets, as soon as the Canadian Pacific Railway is completed to the Pacific coast.

In looking at these advantages it must be apparent, that with nothing but the development of the natural resources of the Thunder Bay district to depend upon a large and prosperous city, and an important port must spring up on the shores of the bay itself. But when we take into consideration the vast North-West to be developed and find its outlet here, we are shut out to the conclusion that one of the greatest cities of the American continent, and one of the most important, if not the most important port on the great chain of American lakes must, before the present generation passes away, be located on the shore of Thunder Bay. Where that city will be is now a matter beyond dispute. The terminus of the Canadian Pacific Railway has to some extent fixed that, while the enterprise of the residents of Prince Arthur's Landing has settled the question. Their now little city is the door of entrance to the North-West, holding the key to the same as firmly as ever did Tyre of the doorway to the great country of Assyria, and connecting link between Europe and Asia. It is the door at which the guardian of progress stands and in the tone of authority utters the magic command "Open Sesame."

PRINCE ARTHUR'S LANDING, OR PORT ARTHUR.

The history of western cities and towns are usually made up of a succession of great events, which, in the opinion of any but the recorder of trade progress are worthy of but little if any notice, while to the lover of romance they present no attractive features. There are none of them whose chronicles extend back into the dim visita of the early centuries of the Christian era, and none whose foundations or progress are based upon bloody conquests. Their histories usually present records of conquests, wherein patient industry and daring enterprise have gradually overcome natural and other difficulties, which to the resident of older countries would seem insurmountable. Some present evidence of long deferred hope on the part of pioneers who had cast in their lots with them, and worked and watched long and patiently for connection with the older world that they had forsaken.

In almost every respect the town of Prince Arthur's Landing supplies no exception to the above rules, and differs from most western towns only in having been visited by the invading white races at a much earlier date than many other now flourishing towns of the west and north-west; and yet its progress to sufficient prominence to be entitled to the name of town, dates back only a few years, and its growth since then has been one of magic rapidity.

As early as the beginning of the sixteenth century some of the French settlers of Canada had formed the idea that the great Lake Superior was a highway to the vast fur producing

countries of the North-West, although not until 1641 did any white man venture upon its waters. In that year some missionaries of the Society of Jesus established a mission on its eastern shores, and fifteen years afterwards we find that two adventurous Frenchmen, named De Grossalier and Raddison, explored its northern shores, and from a point near to the present site of Prince Arthur's Landing started an inland journey to the Rainy River, down which they started on their way to the Lake of the Woods. From that date forward traders for the furs of the North-Western Indians passed to and fro near the site of the town, and in the year 1678 Daniel Greysolon built for himself a house near the mouth of the Kaministiquia, and commenced trading with the surrounding Indians for their furs. It is thus 195 years since the first trading institution existed in the vicinity of Prince Arthur's Landing, its location being only a few miles from the present town site. This was the beginning of the great North-West fur trade from the Lake Superior side, and during the succeeding forty years it was extended as far West as the Forks of the Saskatchewan River. Near the house of Greysolon was the rendezvous of north-western fur traders, and their meetings culminated in the formation of the North-West Company in 1805, which for many years afterwards disputed the rights claimed by the Hudson's Bay Company, and often showed determined resistance to the same.

From 1805 up to 1857 the business done in the vicinity of Prince Arthur's Landing was confined to the fur trade with the Indians. In the latter year the legislature of Lower Canada fitted out an expedition under Mr. S. J. Dawson C.L., and Professor Hynd, and the former of these gentleman, besides being the opener of the Dawson Route to the Red River country, may be called the founder of Prince Arthur's Landing. On its site he established his base of operations in prospecting and ascertaining information regarding the north-west country. The report of Mr. Dawson and Professor Hynd, on the country between Lake Superior and the Sas-

katchewan River, which they made in 1859 to the Government, had probably more influence than anything ever published in giving an impetus to emigration to the North-West; and was in fact the first telling blow dealt to the monopoly so long held by the Hudson Bay Company by their system of studied misrepresentation which they carried out.

Although a Government official, Mr. Dawson soon after his arrival at Thunder Bay had some vague intentions of making his future home in that locality, and through a period of ten years during which no progress of any description was made there, he never gave up these intentions.

During 1865-6 the agitation for Confederation occupied the attention of all classes throughout the British provinces of North America, and when in 1867 that was accomplished, one of the first undertakings of the Dominion Government was the construction of the highway from the shores of Lake Superior to Manitoba, utilizing the Rainy and Winnipeg Rivers, and the Lake of the Woods. Mr. Dawson was entrusted with this work, and the route has since been known as the Dawson Route. He again made his base of operations at Thunder Bay on the site of Prince Arthur's Landing, and in 1868 the Government supply stores for the work were located there. This naturally centered the few settlers of the surrounding country around the "Station," as the place known as Prince Arthur's Landing was then called, and it was soon made a trading point by the location of a general store by Marks' Bros., of the Bruce Mines, Ont. The institution was managed by Mr. Dickson, now Fishery Overseer, who erected the small log house in which the business was carried on. At the same time Mr. Flaherty arrived at the Station and erected the pioneer boarding house, which was soon filled to overflowing, and proved for him a very profitable undertaking. During 1868-9, while the construction of the Dawson Route was being pushed, times were rather lively, and the "Station" had all the appearance of a busy frontier village. The outbreak of the Riel-O'Donahoe rebellion in the latter year caused a little

excitement there. Two general stores were in operation then, Blackwood Bros. being the second merchants. Several less important concerns were located in tents, and several buildings of decent pretensions were in course of construction. Mining operations had commenced at Thunder Bay, Shuniah or Duncan, Beck and Silver Islet mines, and somewhat of a mining excitement sprung up, but subsided considerably as winter advanced.

The spring of 1870 was of excitement at the "Station," and when the 60th Rifles and Canadian volunteers for the suppression of the Red River rebellion reached Thunder Bay, they selected the "Station" as their landing place. Col. Wolsley asked on coming ashore, what was the name of the place, and on being told the "Station," he asked that it be called Prince Arthur's Landing, in honor of the young prince who had so recently become so popular in Canada.

The sudden collapse of the Riel rebellion and speedy return of the 60th Rifles and Col. Wolseley made a second military excitement for Prince Arthur's Landing that season, which was the means of bringing the place for the first time prominently before the outside world. Some idea of the rude means of landing at the place may be had from a letter recently published in a local paper by the party who then owned the only landing jetty at the port. This jetty had been used for landing most of the military stores and reloading them again, and for its use Col. Wolseley gave the owner a cheque for \$50; more that party says in his recent letter than the whole cost of construction.

Altogether the year 1870 was one of great progress for Prince Arthur's Landing. Some ten buildings were added to the place, their construction being due to the enterprise of Messrs. Thos. Marks, N. K. Street, W. F. Davison, W. A. D. Russel and one or two others.

With the opening of spring 1871, work on the Dawson Route was again pushed forward, the headquarters still remaining at Prince Arthur's Landing. That the town and

port was going to rise to importance was a settled fact in the minds of all Canadians, and the anxiety for some guarantee of ownership of lots was becoming every day more spoken of. That year would in all probability have been one of much greater progress, but for the uncertainty which prevailed upon the point of land ownership. Nevertheless a few additions were made to the business circle of the town, and among the number Mr. Daniel Coveney, who built quite a pretentious blacksmith shop for those days. The head offices of the Dawson Route construction centred considerable trading in the town, and those in mercantile business enjoyed a good share of prosperity.

With the opening of 1872 the Government of Ontario had fully recognized the importance of Prince Arthur's Landing, and that summer a government survey of the town site was made. The lots were sold openly at auction by the Government, and as in many similar cases, a goodly portion of them fell into the hands of non-resident speculators, but the bulk of them were secured by men who have since closely identified themselves with the town and worked with both energy and enterprise for its progress and prosperity. This same year the surrounding country was organized into a municipality under the name of Municipality of Shuniah, composed of the three townships, MacGregor, McIntyre, and the Islands of Thunder Bay. The town and surrounding country was now under a regular form of government, and their destiny was practically in the hands of their enterprising citizens.

During this year, the progress of Prince Arthur's Landing was rapid, the securing of titles to lands gave quite an impetus to building operations, and when the winter snows once more returned the place had quite a town-like appearance, and included quite a number of commodious buildings, both business places and residences. The Government commenced constructing the first dock, which like the Dawson Route was pushed with energy and vigor, and next year W. H. Carpenter & Co. leased the latter.

The year 1874 was one of railway excitement in Canada, and the great scheme of a Canadian Pacific Railway across the Dominion from ocean to ocean was occupying the attention of all interested in the country's welfare. Prince Arthur's Landing naturally shared in the excitement, and hopes and fears alternately succeeded each other regarding the town's becoming the lake terminus of this railway. The anxiety of those who had waited years for some railway impetus to the town, can be more easily imagined than estimated, and when in 1875 the Government engineers selected the adjoining town of Fort William as the point from which to commence construction westward, the hopes of the people of Prince Arthur's Landing received a staggering blow. Still there were many who firmly believed that Fort William could only be a temporary terminus, and that the Landing must eventually be the location fixed upon. The fact that it remained the port for unloading, and point for distribution of railway stores, lent a hope to the belief these people entertained, and it was doubtless this persistent hope and the energetic action it begot was the means of eventually fixing the terminus at Prince Arthur's Landing. This year a branch of the Ontario Bank was established in the town, under the management of Mr. D. F. Burke, and the addition of this pioneer banking concern not only aided greatly in building up the trade affairs of the place, but located in the person of the enterprising manager, a citizen who has been ever since indefatigable in his endeavors for the welfare of the town. The bank certainly gave an impetus to trade, and several who are now prominent business men of the town located about the time of its establishment, prominent among whom was Mr. Geo. H. Kennedy.

During 1876-7, the work of railway construction went on steadily, but owing to the engineering difficulties encountered, rather slowly. A large force of men were employed in the work, and as all arrivals landed at Prince Arthur's Landing the town was kept lively and business good. Still the loss of the terminus caused much dissatisfaction, and the feeling

became so general and strong that in 1878 the Municipality of Shuniah undertook the construction of the Prince Arthur's Landing and Kaministiquia Railway, at a cost of \$40,000. The leading spirit in this heavy undertaking was Mr. Thomas Marks, and he was ably supported by other now prominent citizens of Shuniah. The work was pushed with vigor, and it was afterwards handed over to the Canadian Pacific Railway, and the terminus of that line fixed for all time to come at Prince Arthur's Landing in return for the gift of the line.

In 1879, Purcell & Co., of which firm Mr. Thomas Marks was a partner, had a contract for the construction of 113 miles of the Canadian Pacific Railway track, and kept steadily during the season some 1,200 hands at work on the contract. Their supplies they drew from Prince Arthur's Landing, and trains from the town to the end of the track were kept regularly running. Business as a natural consequence was unusually lively, and continued so all season, and opened as brisk as ever and continued all the summer of 1880. That the town was destined to become a great trade centre, and shipping point, and to use the words of the Marquis of Lorne. "The Silver Gate" to the Golden North-West, was now a fact settled in the minds of everybody: and on into the winter of 1880-1, when the work of railway construction had ceased until spring, the town of Prince Arthur's Landing was a busy bustling place, and bright hope was plainly marked on the faces of all its enterprising citizens.

The spring of 1881 opened up in Prince Arthur's Landing with considerable feelings of discontent among its citizens. The slow and irresolute efforts that had been put forth by the Dominion Government in the construction of a railway from the Atlantic to the Pacific had made many all over Canada grow weary, and begin to despair of ever seeing the great work finished. The Government were evidently out of their province in the work of railway construction, and the enormous, and in some instances useless expense which had been incurred, in carrying out only a small portion of the work

made some fear that a national feeling in favor of the abandonment of the great scheme would grow so strong as eventually to put a stop to it. These feelings had some hold in Prince Arthur's Landing, and although the town had grown in population to somewhere about 1,000, and over fifty business institutions of every description were enjoying considerable prosperity, there existed in the minds of some leading citizens a fear that a reaction was about to set in, and that really dull times were unavoidable. Suddenly a complete change came over the whole aspect of affairs. The news of the Canadian Pacific Railway having passed into the hands of a powerful syndicate, who were determined to finish its construction without delay was quite an agreeable surprise to all at the Landing, and the news at first was considered almost too good to be true. When, however, the full particulars of the agreement between the Dominion Government and the Syndicate became known, real joy and exultation was universal in the town. The clauses which prohibited the crossing of the International Boundary line west of Lake Superior by any line of railway, while they might cause dissatisfaction in other localities, were cause for congratulation at Prince Arthur's Landing. The whole export products of the Canadian North-West, and the importations thereinto were in the near future to pass through the town, and it was to become the key to the vast territory which is destined soon to become the greatest granary of the world. There was certainly good cause for congratulation, and the electric-like rapidity with which the hopes of the people of Prince Arthur's Landing went upward, showed that they comprehended the great advantages they had so suddenly gained.

The summer of 1881 was one of activity and high hopes at the Landing. Real estate in the town began to rise rapidly in price, and only the fear that the new Canadian Pacific Railway Syndicate might change the terminus of the line again to Fort William, prevented the inauguration of a crazy land boom, from the effects of which so many of the towns of

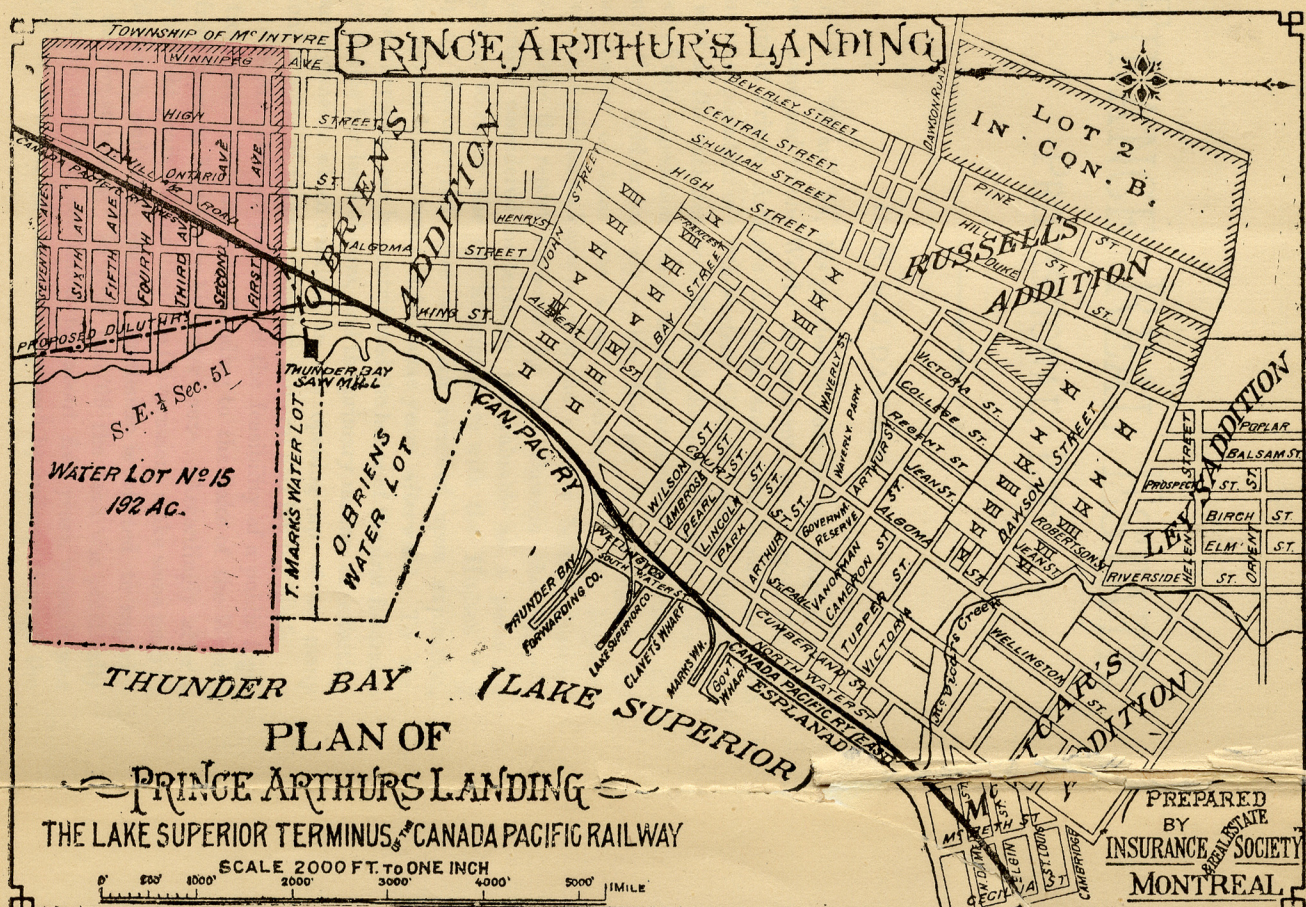
Manitoba are now suffering. Uncertainty for once was of value to the town, and kept the speculative element from going beyond reason, until the collapse of the boom in other north-western towns demonstrated a lesson, which has kept down anything like land excitement, and kept the growth of Prince Arthur's Landing steady, although rapid and free from any chances of a reaction.

The rapid extension of the Canadian Pacific Railway westward from Winnipeg, and the energy in completing the road between that city and Lake Superior during 1881, convinced all that the new Syndicate were determined to waste no time, although what they accomplished that year was only a preliminary to the great work they have since accomplished. By the fall of 1882, Manning, McDonald & Co., the contractors, were running trains all the way from Prince Arthur's Landing to Winnipeg, and Mr. John Ross, sub-contractor, had commenced the work of construction eastward from the Landing along the north shore of Lake Superior as far as Neepigon, for which work all supplies were drawn from Prince Arthur's Landing.

When the winter of 1882 set in the population of the town had increased to over 2,000, and business institutions of all classes numbered about ninety. News of lines of steamboats that would in the coming spring commence regular trips from Ontario and the States was circulated freely, and a certainty of at least seven different lines was made known. The scarcity of dock accommodation, business buildings, residences, and above all hotel accommodation was painfully apparent, and even in the cold months of winter active work was prosecuted to mitigate the two last named defects, and make some preparation for the rush of the coming season to open navigation. Early in spring, building operations were commenced and pushed rapidly. The Canadian Pacific Railway Syndicate took over the line from the lake to Winnipeg early in May, 1883, and scarcely was the transfer complete, when the rush of north-western immigrants began to pass through on their

way to Manitoba and the north-western territories. During all the present summer everything has been bustle, and buildings of every description have been springing up like mushrooms, while the trade of the town has increased with such rapidity, that new business men have been unable to obtain premises quick enough to keep pace with the trade demands. The population of the town has doubled itself in less than one year, and is now over 3,000, while in every other respect the visitor can see nothing but signs of rapid growth and general prosperity. The most solemn pledges have been received from the manager of the Canadian Pacific Railway that the lake terminus of their line will remain here, and preparations for constructing docks, elevators, freight sheds and other necessities for a great port, and the terminus of one of the greatest systems of railway in the world are being rapidly made. Already the rails extend westward from the lake to the base of the Rocky Mountains, a distance of nearly 1,300 miles, opening up vast tracts of productive lands whose exports and imports must pass through Prince Arthur's Landing, the Silver Gateway of the Golden North-West.

The foregoing pages give but a slight idea of the influences that have been at work in this great work of progress which has been going forward in Prince Arthur's Landing. A more comprehensive knowledge of these will be gained from a perusal of the following sketches of the leading individuals, firms and institutions that have been engaged in the great work, to which we append a summary of the present business of the town and outline of its prospects in the future.



PRINCE ARTHUR'S LANDING, now **PORT ARTHUR** the head of fresh water navigation and the Lake Port of the Canadian Pacific Railway on Lake Superior, is fast growing in importance. The Railway from this Port to Winnipeg was handed over to the Syndicate on the 1st May, and it is the policy of the Government and of the Canadian Pacific Railway to send as much business by this route to the North-West as possible; in this way emigrants and passengers can travel entirely through British Territory, and freight can go to Winnipeg and all parts of the North-West without any trouble or delay from the customs authorities in the United States.

The Dominion Government are expending \$6,000 on Emigrant Sheds, a large sum will be spent this year on Harbour Improvements, \$50,000 of which was voted by Parliament last session. When these are completed this will be one of the best harbours of the world.

Shipping.—This will, undoubtedly, be one of the principal Shipping Ports in Canada. Five wharves are already built, one being over 1,000 feet, and two others 800 feet long, but it is feared there will still be great lack of wharfage facilities, as the large shipping and freight business of this Port will require very extensive Dockage. A line of steamers will run from Collingwood in connection with the Northern and North Western Railway; another from Sarnia connecting with the Grand Trunk, one from Owen Sound and the Toronto, Grey & Bruce Railway, and a line of propellers from Montreal, and still another from Midland City. A fleet of iron steamships is now being built for the Syndicate on the Clyde, which will form a daily line between Algoma Mills and Port Arthur.

Many American vessels will run to this port. Prince Arthur's Landing has been heretofore merely the shipping point for the mineral district of Thunder Bay, whose resources are only as yet beginning to be developed. This fact alone made it a flourishing Town. But Port Arthur has now become the shipping port for the Great North-West. There seems, therefore, every reason to believe that it must, in a few years, become a large City. An official statement from the Customs Department shows that for the two years, ending in June, 1882, the number of vessels arriving at and leaving this port was 948, having a gross tonnage of 580,336 tons register. If this were so before the opening of the Canada Pacific Railway Company, what may be expected when the produce of the North-West begins to move towards the Ocean ports, and supplies go in for the thousands of persons making their way to that country.

Railways.—Railways centering here will build up a city. The C. P. R. West now runs for more than 1,000 miles West of this Port, and soon will be opened through to the Pacific Ocean; the C. P. R. East is being built as rapidly as possible, and will open communication with Toronto, Montreal, other Eastern Cities and the Atlantic seaboard. A charter has been obtained for "The Thunder Bay Colonization Railway Co.," running West from the Landing through a rich timber and mineral country to the United States boundary line, there to connect with a Railway from Duluth.

Coal.—Manufactures.—It is expected that 100,000 tons of coal will be delivered here this season for the supply of the North-West; The C. P. R. Company has given orders that all their Coal shall be got in by way of Thunder Bay. It is calculated that coal can be delivered here from Lake Erie ports at 75 cents per ton for freight, thus giving Port Arthur the advantage of cheap fuel, which, combined with its advantageous position, will render it one of the best points for manufacturing purposes in the Dominion.

Why should goods for the North-West be manufactured in Montreal and other Eastern Cities when coal can be obtained as cheap, if not cheaper, at Port Arthur where the goods will be several hundred miles nearer their consumers? It is most important for the North-West to ascertain where goods for that great country

can be produced at least cost, and the nearest point to consumption where coal is cheap will have great advantages in manufacturing cheapest. In Port Arthur these conditions are fulfilled.

It is obvious that as Manitoba and the North West develops so will Port Arthur. Almost every person who goes into that country will use the goods which have either been manufactured at or have passed through this port, and almost every man who raises anything for export will contribute to the building up of this Town, as his exports will be shipped from here on their way to the East.

Mining.—Mining in the country back of "The Landing" and tributary to it is attracting considerable attention; mines are about being worked around Lakes Shebandowan and Jack Fish, and near Rat Portage, in the vicinity of the Lake of the Woods, several mines are already in operation, doing well; the machinery and supplies for these mining districts will be obtained from Port Arthur, which is the best point for smelting their refractory ores. Large deposits of excellent iron ore are found near Thunder Bay, which could be smelted in the town. Between here and Rat Portage, 300 miles, numerous railway stations are being built, and along Rainy River and Lake is a large stretch of agricultural and timbered land, the business of which will concentrate at the Landing.

Lumber will form an important item in the business of this Town, which from its position is particularly well suited for planing mills, sash and door factories, and all kinds of furniture and wooden-ware for the supply of the North-West.

The Scenery around the Landing is striking and lovely, compared by some tourists to the far-famed Bay of Naples; and from this fact, with other obvious reasons, it is anticipated that it will become one of the most favourite watering places in America.

Position.—From its geographical position Port Arthur occupies a somewhat similar position to the great Canadian North-West as does Chicago to the North Western States. When it is considered what an immense city Chicago has become within comparatively a short time, through being the head of fresh water navigation and the Lake Port for the country to the West, it is not unreasonable to say that Port Arthur, our *Canadian Chicago*, now that it is connected by rail with the North-West, will grow rapidly into a busy and flourishing city.

The prophecy of Sir Charles Tupper has every prospect of coming to pass. He said: "the volumes of trade and traffic which will fall upon your shores, will give you all you can take care of, and must ensure a prompt and permanent rise to Prince Arthur's Landing."

Neither are the words of His Excellency the Marquis of Lorne, Governor General of Canada, uttered on the 25th July, 1881, more commendatory than appropriate, viz.:—"Your town must some day be one of our important cities as a terminus of Western Lake Railway traffic. Situated near the hills so rich in one of the most valuable of precious metals, and with the deep waters of the lake to bring shipping to your doors, it is not unreasonable to expect that you may become a northern inland San Francisco."

Property in this Town must rapidly increase in value, and probably, no place in the Dominion now presents such inducements to the business man and capitalist for investment.

Towns generally grow towards the West, and as that is the direction from which the traffic comes to Port Arthur, and to which their large volume of trade is flowing, the West and South portions contiguous to the Harbor must constitute important parts of the city.

For maps of the town, plans of subdivisions, prices of lots and further particulars apply to

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FINANCE, REAL ESTATE, PROFESSIONAL, ETC.

HON. S. J. DAWSON.

In 1857, '58 and '59, this gentleman, then in the employ of the 'Crown Land and Public Works' Department, landed upon the present site of Prince Arthur's Landing and commenced from that point an exploration of north-western Canada, which extended as far west as the Saskatchewan River, a distance of 1,000 miles. The object of this expedition was to ascertain something concerning the country then held exclusively by the Hudson Bay Company and whose charter or lease was about expiring, and the Imperial Government wished to know more of the country before renewing same. From the report rendered by Mr. Dawson the Imperial Government considered the territory too valuable as a point for emigration to renew the old arrangements with the Hudson Bay Company, therefore the lease was not renewed upon expiration, although a settlement was effected some years afterward. To Mr. Dawson, therefore, can be contributed the honor of the first favorable report of this fair land of ours, and the primary means of effecting the arrangements which resulted in the opening up of so many millions of acres of valuable farming, mineral and lumber lands.

In 1859 Mr. Dawson pointed out the feasibility of a public highway from now Prince Arthur's Landing to the Lake of the Woods, and from there to Fort Garry by water route. Accordingly after a delay of eight years we find that the Government make some push in that direction, and that this hon. gentleman is selected to superintend the construction. In 1868 and '69 the work was practically commenced, and was continued for about five years, when it was dropped on account of the near approach by railway through the

States, and the commencement of the construction of the Canadian Pacific Railway. Mr. Dawson's foresight and knowledge of the country led him to realize the fact that there would necessarily spring up a large and prosperous city at the lake terminus or connection of the Canadian Pacific Railway, so we find him largely investing in property in and around Prince Arthur's Landing, which he has continually made his home, and at the present time Mr. Dawson is one of the most heavily interested persons at this port. He holds many acres of rich mineral lands, good farms, a large amount of city property, improved and unimproved, and is now occupying as a residence the first dwelling-house erected at the port. It is beautifully situated, surrounded with many fine trees, and is pointed out to the visitor both as the residence of Hon. S. J. Dawson and the oldest landmark of the city.

In 1875 Mr. Dawson was elected to the Local Legislature of Ontario for the district of Algoma, representing same until 1878, when he ran as a dominion candidate against Mr. Rankin whom he defeated, having a majority of 400. At the last election, when he contested the same field with the Hon. Wm. McDougal, he was returned by a majority of 600. Such figures are convincing evidence that Mr. Dawson's fellow citizens appreciate his labor in the opening up of this country, and also the representation of themselves in the House. We might say much more about this hon. gentleman here, but as many of the events with which he is connected is referred to in our opening sketch, we will desist.

THOS. MARKS.

This gentleman can well be considered one of the fathers of Prince Arthur's Landing, as he established the first business at this point in the shape of a fur trading post, in 1870. Prior to his advent here he was engaged in business with his brother at Bruce Mines. It would not be possible in this sketch to give anything but a recapitulation of this gentleman's business career, as some of his leading enterprises appear in other sketches. Mr. Marks is the senior member and principal owner of the dry goods business conducted under the style of Marks, Mackay & Co., sole proprietors of

the provision, grocery, hardware and Queen's-ware business, conducted under the firm name of Thos. Marks & Co.—also Marks' Dock, No. 1, a local dock built in 1876—owner and operator of Thunder Bay Lumber Company, and several vast timber limits, in connection with which he has tugs and barges. He is also President of and almost sole stock-holder in the Thunder Bay Forwarding and Elevator Company, which own and lease to the Canadian Pacific Railway the largest and most complete docks at this place.

Through the enterprise of Mr. Marks the connecting link of railway uniting this place with the Canadian Pacific Railway terminus at Fort William was built by this Municipality, thereby making this the permanent terminus and transfer port of the Canadian Pacific Railway. Mr. Marks is owner of the Pacific Hotel, also one-third owner of the Queen's; has always been the leader of every public enterprise and improvement, and as a token of their regard and appreciation his fellow citizens have placed him in the highest position in their power, that of Reeve of this Municipality. Altogether the career of this gentleman has been one of continued success in the face of all drawbacks and hardships, and the industries he has established and successfully operates stand a monument to his business energy and judicious judgment.

D. F. BURK.

This gentleman dates his advent in Prince Arthur's Landing in 1875, when he came in the employ of the Ontario Bank, the management of which he assumed the following year and has successfully carried on ever since. Mr. Burk has practically demonstrated his faith in the future importance of Prince Arthur's Landing as a commercial centre by investing largely in real estate, and is now one of the most extensive owners of city property, improved and unimproved, and holds for sale a large number of valuable residence and business sites which he is willing to dispose of at very reasonable rates and upon advantageous terms. Mr. Burk is Secretary-Treasurer of the Lake Superior Dock Forwarding and Elevator Company, with a capital stock of \$300,000. This Company have built extensive docks at this point

and are preparing to make further improvements and extensions. This gentleman has taken a leading part in all public and private enterprises, and is still doing much toward making Prince Arthur's Landing what she is shortly destined to become, the distributing point of the Canadian North-West.

W. F. DAVIDSON.

This gentleman can truly be counted one of the pioneers of Prince Arthur's Landing, as he dates his advent here back to 1870, at which time he came here and was with Mr. Thomas Marks in the general store business. The following year, 1871, he was connected with the 3 A Mining Company, and in 1872 took charge of the Collingwood line of steamers' business at this place, which he successfully conducted for five years, when he accepted a similar position with the North-West Transportation Company, or Beatty's Sarnia line. As the manager of this business here, Mr. Davidson has added much to the popularity of the line, and done good work both in the interest of the shipper and traveller, as well as the Company he represents. His position is a responsible one, and the duties are discharged in an able manner. Mr. Davidson is one of the City Fathers, so to speak, as he has for four years held the position of Councilman, and has always taken an active part in whatever was apparently for the city's best interest; and when we consider what has been overcome by this Municipality in securing, or rather building the connecting link so as to make this the terminus of the Canadian Pacific Railway, great credit should fall upon those who ardently advocated these public improvements. Mr. Davidson's career in Prince Arthur's Landing has been one of public-spirited usefulness.

A. L. RUSSELL, D.L.S. & P.L.S.

This gentleman first landed at Prince Arthur's Landing in 1869, at which time he was in the employ of the Government as an attachee of the Public Works Department. Very few men, if any, have had as much and wide experience in and of this country, and

after fourteen years Mr. Russell is satisfied that looking at the question from all points no town or city in the Canadian North-West has such a future position of prosperity before it. In conjunction with his partner, H. K. Wicksteed, C.E., Mr. Russell has surveyed and taken the soundings of the harbor and made all the principal surveys of the city, and additions also of the surrounding country, and gotten up maps of the city. He laid out Russell's addition to Prince Arthur's Landing, which originally contained 100 acres, of which he has disposed of some 60 acres. Mr. Russell is prepared to sell from 1 to 100 lots, or any number or quantity to speculators, or will, to encourage the rapid growth of the city, give free a fine residence lot to any person who will build thereon. The average price asked by Mr. Russell for his lots are \$150, and when we consider that over three-fifths of the original addition has been disposed of at these very reasonable figures, that his property is well situated and desirable. He also owns some valuable business sites, and is a large stock-holder and director of the Lake Superior Dock Forwarding and Elevator Company. Mr. Russell is now temporarily in charge of the Canadian Pacific Railway survey east of here, where his extended knowledge and experience renders his services very valuable to the Company. Altogether the career of this gentleman has been a very successful and useful one, and he has aided greatly in the upbuilding and development of Prince Arthur's Landing, and the future will still find him occupying a prominent place in the commercial and social structure of this city.

ONTARIO BANK.

A branch of this bank has been located here since 1875, and is the pioneer banking house, as well as the only one at present. The parent bank is located at Toronto, and with few exceptions this branch is one of the most thriving and important auxiliaries. The Bank does a general deposit, loan and exchange business, issues drafts on the Bank of Montreal, Chicago, and the Bank of the State of New York, New York City, also foreign exchange. It does the Government and Canadian Pacific Railroad business here, and besides being an indispensable institution, has been the means of strengthening business circles.

The management has been conducted by Mr. D. F. Burk since 1876, who has been connected with the bank for sixteen years at other points, and to his judicious exercise of the powers invested in him he has succeeded in winning for Prince Arthur's Landing the boasted reputation that there has never yet been a business failure in financial circles. He has also made many lasting patrons for this institution. During the present season the Ontario Bank will erect a fine new brick building on the corner of Cumberland and Park streets, and before another winter sets in will be occupying the same. Their business here gives employment to three men, and is the institution to which all our industries owe their commercial advantage.

JUDGE R. LAIRD.

This gentleman is commissioned by the Ontario Government as Stipendiary Magistrate and Judge of Division Court for the District of Thunder Bay. Mr. Laird received his appointment in 1878, and ever since his advent here has labored hard to administer justice in all cases brought before him, and has honestly won the reputation of being a fair and impartial official.

The Division Court is held once a month at Prince Arthur's Landing. As Stipendiary Magistrate he is Judge of the Division Court, has jurisdiction by consent in civil cases up to \$800, and is qualified to act under the County Court Speedy Trials Act. The Judge has taken quite an active part in commercial affairs, and in connection with his brother, W. H. Laird, is largely interested in farming and mineral lands, also stockholder in the Lake Superior Dock Elevator and Forwarding Company, and Sandstone Quarries, (of which we will give a sketch elsewhere), town property, improved and unimproved.

The career of Mr. Laird has been one of great local usefulness, both officially and commercially, and the respect and trust placed in him is truly due to one who has done so much for Prince Arthur's Landing.

PETER NICHOLSON.

The acquaintance of the subject of this sketch with the Landing dates from 1871. He made frequent visits to the port previous to his locating within this beautifully secluded hamlet of the north. Mr. N. landed at the Bruce Mines in '53, immediately engaged in business, and owned a share in the mineral wealth of that district up to the lull in mining affairs. After this his attention was directed to another branch of industry. His enterprise succeeded in the completion of the far-famed Algoma Mills. In '74 he was appointed by the McKenzie Government to the responsible position of Collector of Customs at this port, which office he has satisfactorily filled to the present day. He was fortunate enough to purchase largely at the Government sale of the Town Plot, in 1872. Another successful venture was that of \$250 for a squatter's claim, which property would easily bring in the market to-day the handsome sum of \$6,000. Mr. Nicholson is one of the largest real estate owners in this flourishing city, much of which is located in the central limit of the business area. There is no more striking example to illustrate the prosperity and growth of the place than the immense increase in value of this gentleman's property.

KEEFER & CAMERON.

This firm is composed of Mr. Thos. A. Keefer, the resident and active member of the firm, and Mr. E. R. Cameron, M.A., of Strathroy. The office of the firm was opened up here May 1st, 1883. Their business is that of barristers, solicitors, notaries, agents, owners and operators of mines and mineral lands; they also do a real estate business, both on commission and on their own account. The real estate branch of the business is managed by Mr. Thos. Ryan, a gentleman who knows full well the value of any property which passes through his hands, and whose statements can be relied upon. Probably the most extensive part of the firm's business, however, is that of dealers in mining lands and claims. A very large collection of specimen ores, quartz, etc., are on exhibition at their offices on Cumberland street, where they occupy well-fitted-up premises, 25x50

on the street floor. The managing clerk of the firm's business is Mr. Frank H. Keefer, M.A., LL.B., a young gentleman, brother of the senior member, who is fully alive to the great wealth of this country, and is doing much towards building up her interests and reputation.

Mr. T. A. Keefer, the active member of the firm, is doubtless one of the best informed gentlemen upon mining matters who ever interested themselves in this country's vast resources, and through his energy the outside world is gaining a knowledge of the wealth north of Lake Superior. He is demonstrating his faith by investing heavily in actual improvements and developments, and is largely interested in many locations and lands, but has probably done more by pushing the opening up of the Jack Fish Lake gold and silver mines, owned by the Huronian Mining Co., of which he is Vice-President (a sketch of this mine appears elsewhere). As a legal advisor and attorney the gentleman stands high at the bar, and practices in all the Courts of Ontario and the Supreme Court. The business of the firm is a very large one, giving employment to three men.

For the past ten years Mr. Keefer has had interests here, and when he finally located this spring, the city received a very valuable addition in his settlement.

S. W. RAY.

The subject of this sketch came to Prince Arthur's Landing in 1876, and holds the responsible position of accountant in the Ontario Bank. Mr. Ray has made good use of his time and has always been alive to the fact that Prince Arthur's Landing was shortly destined to become the distributing point for the Canadian North-West, and has invested largely in real estate, both improved and unimproved. He owns between 400 and 500 lots in the town proper, also a one-third interest in the Queen's Hotel, and is doing much toward building up the town's industries by placing money for capitalists from other places, who entrust him with the same, feeling that from his position and connection their money so invested will bring large returns. Mr. Ray, although prob-

ably one of the largest owners of real estate, is alive to the fact that property must change hands, be improved, etc., to become valuable, therefore we find him offering business sites and residence locations at very low rates to parties desiring to improve or speculate in same and upon long time. Persons wishing to invest in this busy centre cannot do better than to call or address Mr. Ray, and can always depend upon receiving valuable and reliable information. Mr. Ray is also entrusted with the funds of the Municipality, filling the position of treasurer. Altogether this gentleman has made for himself a commercial record among the best in Prince Arthur's Landing, and in every movement for the best interests of the city he has proved himself a liberal donor and public spirited citizen.

W. H. LAIRD.

This gentleman occupies the responsible position of Registrar for the District of Thunder Bay and Clerk of Division Court. His commission dates from 1879. The duties of this officer are of the most onerous nature as all transfers of property must be correctly passed through the hands of the Registrar to insure good titles. During the past four years the work of this office has largely increased and the business done now gives employment to three persons.

Mr. Laird is very accommodating and succeeds in giving such satisfaction that the public have faith in him and appreciate both his labor and the fact that the Government keep in this responsible position one so well qualified.

Mr. Laird is largely interested in property in and around Prince Arthur's Landing, is a stockholder in the Lake Superior Dock Forwarding and Elevator Company, owns in connection with his brother, Judge Laird, some 15,000 acres of mineral lands, has an extensive interest in the Neepegon Sandstone Company, holds considerable town property, improved and unimproved, and, in fact, commercially speaking, is one of the most heavily interested men in Prince Arthur's Landing, as well as doing a good public work in his official position. Such men as Mr. W. H. Laird really prove valuable auxiliaries in the social and industrial growth of a young city.

T. WARE.

This gentleman is numbered among the more recently established citizens of Prince Arthur's Landing. His business is that of barrister and solicitor, in connection with which he does a real estate business on commission, makes collections, manages estates, looks after land transactions, the validity of titles, etc., and places loans on good securities. Although a young man, he is possessed of untiring energy and push, and will doubtless build up an extensive business and practice. For some time past Mr. Ware has been connected with the firm of Bethune, Moss & Co., prominent barristers of Toronto, and is a thoroughly read and hard-working student. He has since coming here been employed by this Municipality to attend to some important work for the Council. Mr. Ware has had great success as a civil and criminal lawyer, and we bespeak for him a very useful and prosperous career in this his chosen home.

R. J. EDWARDS.

This gentleman has lately established himself as architect and draughtsman in this city. He has had a number of years experience in his business, and has been the successful designer of some prominent institutions in Winnipeg and elsewhere. He assisted with the plans for the new Canada Pacific Hotel, Winnipeg, to cost \$500,000, which were accepted.

He is now engaged upon the plans for the new Ontario Bank building of this place and for the new churches about to be erected. Any person or firm contemplating the erection of a public or private building or business block should consult Mr. Edwards at his office on Arthur street, where he can be found, and will be able to give valuable suggestions and advice. His locating at this time in this place is very opportune, both for the public and himself, and will result in mutual advantage and profit.

FRED. JONES.

This gentleman came to Prince Arthur's Landing in 1875, and after a year's residence was appointed to the responsible position of Post-Master, which he has ably filled ever since to the satisfaction of the citizens of this place and the Government from whom he received his commission. During the past year the business of this office has doubled. Some idea of the importance of this office will be evident from the fact that during the past three months a money order business of over \$25,000 has been done, while some \$700 to \$800 worth of stamps were sold. A great quantity of mail matter is daily received and the business of the office is really increasing faster than the accommodations afforded are adequate to easily transact. Mr. Jones is assisted in the discharge of this work by Mr. W. S. Beaver, a gentleman who labors hard to accommodate the public.

Mr. Jones is also manager of the Lake Superior Fish Company, one of the largest labor employing industries of Thunder Bay, has always taken an active part in public improvement and enterprises, and is undoubtedly doing much for the development and upbuilding of Prince Arthur's Landing.

COLLECTOR OF CUSTOMS.

MR. PETER NICHOLSON.

The bulk of work to be executed by this functionary has been on the increase since his appointment in 1874. Previous to the present collector taking charge this port was subordinate to Sault Ste. Marie, but after that change took place Silver Islet became tributary to Prince Arthur's Landing. Although the amount of imports has increased from \$10,000 to \$23,000 that of the exports has more than correspondingly decreased, accounted for, of course, by the decreasing report of Silver Islet Mines. Consequent upon the opening of the Thunder Bay branch of the Canadian Pacific Railway the volume of imports must aggregate several hundred per cent. more than the highest of any previous year.

N. F. WHITE, L.D.S.

Dr. White is a graduate of the Royal College of Dental Surgeons of Ontario. He is a gentleman of over twenty years experience in this Province. Although but a short time located in Port Arthur

he has already a host of friends and quite a large practice. He has secured an office in Clarke's new drug store, South Water street. Dr. White is a gentleman of prepossessing appearance, steady habits, kind and affable manner, and thoroughly competent to attend to the wants of the citizens.

ALBERT MACGILLIS.

Mr. Mac. was very reticent in furnishing any information concerning his establishment, remarking that he "was not particular whether his whereabouts was known or not."

J. A. MacDONELL, M.D.

Dr. MacDonell is the pioneer physician in this part of Canada having been appointed about fifteen years ago as medical officer on the Dawson or Fort Garry route. Office at W. J. Clarke's drug store.

W. G. BRYSON, M.D., C.M.

Dr. Bryson is a graduate of McGill University, Montreal, and of the College of Physicians and Surgeons, New York. He came to Prince Arthur's Landing about eight months ago, located here and is doing well. In addition to the Doctor's superior ability as a physician and surgeon, he is a gentleman, popular among the citizens, successful in his profession, and has won the esteem and admiration of all.

J. F. CLARKE, M.D.

This gentleman is a physician of forty years practice. He located in Prince Arthur's Landing in 1879, at which time he was appointed by the Ontario Government as Sheriff of the Thunder Bay District, which position he continues to hold at the present time. Dr. Clarke was for eight years a member of the Ontario Legislature for the County of North Norfolk, but retired to accept his present office. He still does considerable practice, and his office is in the drug store of Mr. W. J. Clarke, his son. In his public as well as professional capacity, he occupies a prominent position in the social and industrial organization of Prince Arthur's Landing.

MANUFACTURES.

THUNDER BAY LUMBER COMPANY.

This the first organized lumbering industry of Prince Arthur's Landing, is one of Mr. Thos. Marks private enterprises, which will prove of great local public benefit. The mill of the Company was built during the present year, and is located on the bay, where they have over twenty acres for booming grounds and milling purposes. The mill is built after the latest modern style, with improved machinery, and has a cutting capacity of 60,000 feet per diem, and incurred an expense of \$25,000 in its erection. This important industry employs fifty hands, with the prospect of a speedy augmentation. Mr. Marks owns three lumber limits of white pine at accessible points by water to his mill with a stumpage of fully 60,000,000 feet. During the present season only about 3,000,000 feet of lumber will be sawed, but with the opening of the next the quantity will be largely increased. The mill is conveniently located for the shipment of lumber either by water or rail, and is at the present time the most extensive manufacturing concern at Prince Arthur's Landing.

GEO. H. KENNEDY.

This gentleman conducts an extensive business as wholesale and retail dealer in stoves, tinware, hardware, sporting goods, etc., also a manufacturing department, where all classes of tinware is pro-

duced, including eavetroughs, tin and iron roofing, in fact, everything which is sold or manufactured by a first-class establishment of this kind can be gotten from the "Thunder Bay Stove and Tin Manufactory".

Mr. Kennedy dates his advent in Prince Arthur's Landing in 1875, and although times have been both good and bad he has stuck faithfully by his chosen place and never lost sight of the grand future of this port, which the citizens are now beginning to realize. He has been very successful commercially and his business is one of the leading industries of this city. His trade gives employment to six hands on the average, and requires him to carry a stock of \$10,000 worth of goods in this line. He also makes a specialty of fancy tinware, and handles an American coal oil 175° test. Mr. Kennedy does considerable wholesale trade with subcontractors on the Canadian Pacific Railway and others, and numbers with his retail customers nearly every family in Prince Arthur's Landing. The store rooms and factory are located on the corner of South Water and Lorne streets and occupy a building 20x60 ft., two flats, which give him 2,400 square feet of floor room.

This gentleman has also been selected to represent the Wisconsin Central Railway, which has its terminus at Ashland, Wis., directly opposite this point on the American side. This railway contemplate putting on a line of steamers, and will doubtless operate in connection with the Canadian Pacific Railway. The Lake Michigan and Lake Superior Transportation Company, of Chicago, who own and operate the Peerless, City of Duluth, D. L. Hurd, and Manistee, have given their agency also to Mr. Kennedy. This Company make regular excursion trips to Prince Arthur's Landing during the season, also bring in freight from Chicago. Mr. K. carefully looks after these interests and anyone desiring information as to freight or passenger accommodation, rates, etc., should see this gentleman or address him. Mr. Kennedy is President of the Town Hall Company, a local improvement organization company, also Elevator "A" and Shuniah Dock and Forwarding Company, and is also erecting for himself a fine residence on Court street. Altogether this gentleman is taking an active part in the development and upbuilding of Prince Arthur's Landing, and is truly deserving of the commercial position he has gained.

PORT ARTHUR PLANING MILL.

This mill has just been erected and the machinery placed in running order by Messrs. W. and J. Jerrett. Their location is a good one, being on the water's edge, next to Dock No. 3.

Mr. W. Jerrett was in the planing mill business for several years in Simcoe, Ontario. Although this praiseworthy industry has only just been put in operation these gentlemen have their hands full to supply the orders coming in every day. They are certainly well equipped with a first-class outfit of machinery, with all the modern improvements for the turning out of all kinds of sash, doors, blinds, mouldings, scroll-sawing, shaping, turning, etc. They have started their institution with upwards of \$5,000 worth of machinery, while their present mill building, which is only a part of the extensive manufactory which they purpose to erect, aggregates over \$2,000.

This enterprise is calculated to do more for the building up of the city than any other industry, as it provides all the essentials for the contractors and builders, who duly appreciate the great convenience acquired, which the town heretofore badly needed. The firm are now prepared to supply not only the wants of the people of the Landing but also to meet the similar demands along the line of the Canadian Pacific Railway. The present building's dimensions are 30x50, with a lean-to 30x12, and the whole concern run by a twenty-five horse power engine. A private dock is to be constructed for the large supply of lumber already on the way down and with which they will be prepared to supply in quantities to suit their customers.

PORT ARTHUR FOUNDRY.

Messrs. Woodside Bros. are just establishing themselves in the foundry industry. Hitherto there has been no means of obtaining anything in the casting line, for which this mining country so often calls, without transportation from the lower provinces, accompanied by no little vexatious delay. The machine shops, 20x40, are now erected, and the addition, 30x45, to contain the moulding and blacksmith shops, will be constructed with no loss of time.

Mr. Jas. H. Woodside is a very practical man, being a millwright and pattern maker of twenty years experience. Mr. John Woodside is no less practical than his brother, with over fifteen years experience as a moulder.

Mr. T. A. Woodside has charge of the machinery and engine department with the benefit of sixteen years practice in that particular branch of the industry. It is thus readily seen the firm is composed of all practical business heads, whose combined knowledge is a sure indication that all work will be personally looked after in every particular.

Their markets, in addition to the local needs, will extend throughout the North-West Territories. This industry means capital, push and enterprise, and a great boon to the young and growing city in which its interests are vested. The foundry occupies the corner of Manitou and Wellington streets, a very convenient location, and will prove a boon to the manufacturing classes of this country.

VIGARS' BROS.

The business of these gentlemen is contractors and builders, that part of building which more directly applies to the construction of docks, driving of piles, etc. Messrs. Vigars' Bros., have built Marks' Dock, No. 1 and that of the Thunder Bay Dock Elevator and Forwarding Company, which are the most extensive and important in the Canadian North-West, also the foundation for the Thunder Bay Lumbering Company's Mills here.

They give employment to from 15 to 20 men and are at present putting an extensive addition to the dock of the Lake Superior Dock Forwarding and Elevator Company. Messrs. Vigars' Bros. have now in course of construction a new pile driver for use in their own business, which will greatly facilitate their work. They date their advent in Prince Arthur's Landing since 1876, and have always taken an active part in all public and private enterprises. The firm is composed of Mr. R. Vigars and Mr. W. Vigars. Mr. R. Vigars is a representative of the electors of Shuniah in their Municipal Council.

Messrs. Vigars' Bros. have also secured a valuable timber license on Black Bay, and are prepared to furnish the best of tamarack, for pile foundations, docks, etc., and are making arrangements to push the development and operation of the same. The industry established by these gentlemen and the part they are taking in public affairs numbers them among the leading pushing citizens of Prince Arthur's Landing.

LAKE SUPERIOR FISH COMPANY.

Among the leading industries of Prince Arthur's Landing this Company deserves a prominent place. The business was established in 1879, and after changing hands several times came into the possession of Messrs. Jones & Wetmore, who operate it under the above styled company. Mr. Fred. Jones, the first mentioned partner, manages the business. They have in use two steam tugs and six fishing smacks, each smack equipped with 120 lb. gill nets, or about 40 nets to each boat; they also fish with "three pound nets." The business employs some thirty men. During the past season they shipped some 200 tons of fish to Minneapolis, Duluth, Detroit, Winnipeg and elsewhere, the product being principally white and trout, and are widely noted for their excellency. The Company occupy packing houses and warerooms on Marks' dock, No. 1, and during the season, usually lasting from about May 1st to January 1st, their premises present a busy appearance; they also purchase from parties who fish for themselves, thereby affording a home market for those who are not able to conduct their business in an extensive way. This industry is rapidly on the increase and will do much towards augmenting the commercial worth of this place, besides giving employment to labor, and aiding in the building up of the city, also proving a source of wealth to the enterprising proprietors.

ANGUS CAMPBELL.

This gentleman is proprietor of one of the most creditable and one of the most essential business institutions in any north-western town. His enterprise consists of a general wagon and carriage

manufactory. Although an old resident of over seven years, Mr. Campbell has been conducting the business for himself only four. He is an old experienced hand, having for many years been in the business in Kincardine, Ont. Among the fortunate real estate owners of Port Arthur must be ranked Mr. Campbell, who is very deeply interested, owning considerable property in the heart of the city.

In addition to the management of his carriage factory, Mr. C. performs the onerous duties of Assessor and Collector for the Municipality of Shuniah. He is also an ardent believer in the great advantages derived from the establishment of a good public school, and has always taken such a deep interest in the educational affairs that the people entrusted to him a share of the management of this institution as a member of the School Board, for the past four years.

PORT ARTHUR BREWERY.

This manufactory is among the pioneer institutions, being in existence for the past six years. Although planted in a time of quiet, the institution has struggled on through the first years of its life, turning the balance scale favorable to the indefatigable proprietor, Mr. Conrad Gehl.

The dimensions of the building are 26x36, with a daily capacity of 208 gallons. The outfit was purchased in Hamburg, Ont., at a cost of \$2,000. Mr. Gehl purchases his malt in Palmerson, Ont. The site for the brewery is a capital one, with abundance of water, supplied by McVigars' Creek running by the establishment. The beer, ale, etc., produced by Mr. Gehl is of the best quality, and has a very favorable reputation in and around Prince Arthur's Landing, where it may be found for sale at any of the hotels, and with the rapid growth of the country, a building-up of towns along the lines of railroad, this gentleman's business will rapidly increase, as it deserves to do. Mr. Gehl is a practical man himself, and gives personal attention to his business.

DANIEL COVENEY.

This gentleman's premises are situated on the corner of Park and Court streets. He is the pioneer blacksmith of Prince Arthur's Landing, his advent dating back to June 17th, 1871. He has been engaged in his business here since '73. Mr. Coveney hails from Quebec, coming to this country in search of his "little pile" in which he has not been unsuccessful, being sufficiently speculative to purchase an acre lot in '72, paying therefor \$150, and has subsequently refused the significant lump of \$3,000. This is only another evidence of the brilliant success attending the push and thrift of the early pioneers of this country. He is now carrying on a general blacksmithing, and doing a thriving business. Mr. Coveney has very sanguine hopes for the future prosperity of this growing city.

P. S. GRIFFIN.

Few men have done more to built up the town than Mr. P. S. Griffin, he being one of her most successful business factors. The labors of Mr. G. as contractor and builder date from '75. He was in business in eastern Ontario, and has had a very extensive experience. His premises are on Arthur street in rear of Saucier & Bro. Six new buildings are now in the course of erection by this gentleman, with twenty-five men employed. Mr. Griffin does also a general undertaking business.

G. W. BROWN & CO.

In a mining district like Port Arthur it is not at all times the easiest matter in the world to obtain a varied assortment of market supplies, the facilities in this respect of an agricultural town being unmistakably in its favor. The citizens of this crowded shipping point owe much to the above firm for undertaking and succeeding in their endeavors to supply a want long felt, which object they are successfully accomplishing, as evinced by their large and growing patronage. This enterprising firm can supply at almost a moment's notice anything in the provision line from an egg to an ox,

from a pound of butter to a car load of the same. They personally select their whole stock of dried meats, hams, bolognas, bacon, etc., etc., in fact, anything in the provision line that the cook demands.

As wholesale and retail butchers they stand prominently in the front rank. They make a specialty of supplying boats, hotels and boarding-houses at reduced rates. Their premises are most conveniently located on the corner of Pearl and Cumberland streets. It would be an injustice to the members of this enterprising firm to close this sketch without mentioning that they are both gentlemen of a long business experience extending over eighteen years. They came to this promising town well recommended and are sure to make their mark, as the result could hardly be otherwise with two such accommodating, stirring and business-like men as G. W. Brown & Co.

SMITH & MITCHELL.

The business to which this firm succeeded in 1878 was established in 1870 by Mr. Geo. A. Brown. Messrs. Smith & Mitchell are general dealers in live stock of all kinds, and always have for sale good milch cows, carriage and work horses, oxen, etc. They also do probably the most extensive wholesale and retail butchering business in the Canadian North-West, of which the following figures are proof adequate. During the past year they have handled over 200 tons of meat, representing nearly 1,000 head of stock. Their business gives employment to fourteen hands, and their fine new sale room, located on the corner of Cumberland and Lorne streets, 24x82 feet, two storeys with basement, are finely fitted up and well adapted for convenience in their business. They also have other warehouses, stock yards, slaughter-houses, and stock farm at this place. This enterprising firm bring their cattle from eastern Canada in summer, and in winter import from the States. They do extensive wholesale trade with railway contractors and with the lumbering and mining industries, shipping frequently to points along the line.

Messrs. Smith & Mitchell are ranked among the most extensive property owners in and around Prince Arthur's Landing, possessing

many acres of farming lands, rich mining claims, desirable business and residence lots, improved and unimproved, stores and dwelling houses, and are continually buying and selling. To parties wishing to invest money in or around this port we would suggest that it would be to their interest to either see or write this pushing firm. As proprietors of the "Lake Superior Meat Market" this firm occupy a leading place in the industries of this city; as property owners they can be classed among those who have foreseen the importance of this point and have been investing their money where it would give the largest and surest returns. Mr. Smith is a member of the Municipal Council, and Mr. Mitchell is Chairman of the School Board. This firm have always taken an active part in all public improvements and the welfare of Prince Arthur's Landing.

ANDERSON & MUIR.

The business of this firm is that of contractors and builders. They do one of the most extensive business in that line in the city and give employment to from twenty to thirty men. Mr. Anderson has been in Prince Arthur's Landing for the past five years, three spent as foreman and two as contractor, and during which time has done considerable jobbing. Their factory is well supplied with all necessary machinery and located on Arthur street being 25x60 feet in area, two storeys, the machinery is driven by a twenty horse-power engine. This enterprising firm contemplate erecting a much larger factory during the coming season and will greatly increase their facilities for taking contracts of all kinds. The firm conducts one of the leading industries of this city, and are doing much both to aid in the comfort of the people and also the growth of the place. Persons desiring any work done in their line should see them, as their work and prices both commend them to the public favorably.

JAMES WILLIAM DICKENSON.

This gentleman carries on a business of butcher and general provision merchant, his residence extending over a period of ten summers. He has been engaged in his present pursuit for the past

eight years, in which time Mr. Dickenson's experience has not been all smooth sailing, having found barriers to surmount and obstacles to overcome; but with the growth and prosperity of the town he has correspondingly succeeded in his business interests. Premises located on Arthur street, near corner of Cumberland.

THUNDER BAY TAILORING ESTABLISHMENT.

In conjunction with his general store of dry goods, groceries, etc., Mr. N. K. Street runs this tailoring establishment on South Water street. Here will be found all kinds and classes of English, Scotch and Canadian tweeds, cloths of all styles. The business is under the supervision of Mr. M. J. Dillon, who is an experienced cutter and fitter, and gives splendid satisfaction.

FRED. DANIELS.

The premises of "Our American Tailor" are located on South Water street, corner of Park. In addition to his five years experience here, Mr. Daniels has the benefit of some nine years of extensive practice in the City of Toronto, where he had ample scope to utilize his efforts with every available advantage. He has been most successful as a merchant tailor in his present location, employing at times as many as fifteen hands. His complete stock of ready-made clothing and gents' furnishings is new and attractive.

SAMUEL WILLCOCK.

On Arthur street a general merchant tailoring is conducted by this gentleman, whose stock of tweeds, cloths and gents' furnishings will be found new and complete. Mr. Willcock's long experience of ten years in the Landing is in itself sufficient guarantee of a sure fit and entire satisfaction to his patrons. He is doing a paying business and generally pushed with orders.

MERCANTILE.

STREET BRO.

In the year 1871 this firm first came to Prince Arthur's Landing beginning business in a small way as general storekeepers, and by strict attention to business have succeeded in building up an establishment of huge proportions, as well as taking an active part in public improvements and private enterprises. Mr. Street, the senior brother, died some few years ago and since that time the business has been conducted by Mr. N. K. Street, still retaining the firm name which had been established for so many years.

The storerooms and warehouses, located on the corner of Arthur and Cumberland streets, cover an area of some 12,000 square feet and are stocked with about \$50,000 worth of goods. The dry goods department occupy a salesroom 30x50 feet, two storeys, the boot and shoe, hardware, groceries, liquors and provision occupying adjoining rooms 20x70 and 40x50 feet, two storeys, with other warehouses adjoining, and will be shortly enlarged to meet the demands of the large wholesale and retail trade established in the surrounding country. Mr. Street has a thriving branch at Fort William. His business here gives employment to six hands and is personally superintended by himself. Mr. Street holds large interests in both farm and city property, and has succeeded in amassing much of this world's goods through honorable business practises. He is also president of and principal stock-holder in the Lake Superior Dock Forwarding and Elevator Company, a company with \$300,000 capital, which have built a dock 40x800 feet and have placed there-

on a railway track for the speedy transfer of goods. Mr. Street has also done good work in the development of the city and country by loaning to worthy parties, on good security, money for legitimate purposes.

When we look at what one man has done in this thriving town in twelve short years it is only positive evidence of the great ends to be attained in a new country like this by truly enterprising and industrious men, and in the future, as in the past, Mr. N. K. Street will remain one of the Landing's leading business and public spirited men.

D. MacKENZIE & CO.,

This firm dates their advent in business here June 1st, 1883, and were the first to recognize the fact that Prince Arthur's Landing is the natural shipping point for the entire Canadian North-West. Messrs. MacKenzie & Co. do a strictly wholesale business in canned goods and carry a very large stock of every class of fruits, vegetables and meats, canned by the leading manufacturers in the east. They are the sole agents and control exclusively the sale of the Dublin Canning Company's goods in the Canadian North-West. They have a branch house in Winnipeg which aids them in facilitating their business, and they do a trade which extends for over 1,000 miles west of this. Messrs. D. MacKenzie & Co. have purchased their own warehouse and sales room on South Water street, where they carry a stock of from fifteen to twenty car loads of goods.

The advantage which this firm employs in cheap freight rates, and their close connection with canning houses, combined with ample capital and business experience, makes them able to place goods on the market at better figures than Winnipeg houses can afford to give. Their business requires a traveller on the road, and when we consider that they have in a short time secured some seventy-five steady customers in Winnipeg alone it speaks volumes for not only their business energy but Prince Arthur's Landing as a wholesale centre. The direct management of the firm here is conducted by Mr. D. MacKenzie himself, a gentleman of quite a number of years of mercantile experience and the chief factor in the firm.

MARKS, MACKAY & CO.

This firm conducts one of the leading wholesale and retail establishments of Prince Arthur's Landing. Their business has been established for twelve years and is the oldest industry in the city, having been opened up in 1870 by Messrs. Thos. Marks & Bro. Mr. Mackay, the junior member, was admitted into the firm two years ago, after having been in the employ of the house for three years.

Messrs. Marks, Mackay & Co. do an extensive business in dry goods, gents' furnishings, clothing, millinery, boots and shoes, carpets, house furnishings, trunks, valises, etc. Their premises are located on the corner of Arthur and South Water streets, the two principal thoroughfares of the city, and is a large three storey building 35x72 feet in area, it is well arranged for comfort and display of the large and carefully selected stock of from forty to \$50,000 worth of goods usually carried. The first floor is used as the dry goods and gents' furnishings department and presents a very tasteful and business-like appearance; the second flat is used for clothing, boots and shoes, and millinery goods; the third floor is where the carpets, house furnishings, trunks and valises are kept in endless quantity and variety. Nothing is lacking to make the stock of this firm complete, and their enterprise and ability is seen at every turn. In the jobbing or wholesale line they do a trade which extends for 150 miles from this busy centre.

The business of Messrs. Marks, Mackay & Co. gives employment to seven hands and is rapidly increasing with the recognized importance of the town. Mr. Thos. Marks, the senior member, is the pioneer merchant of Prince Arthur's Landing and is deeply interested in many other private and public enterprises which will be found in many other sketches in this work. The more direct management of this firm's business, however, falls upon Mr. Mackay, and his recognized business ability has made for him his present favorable connection and reputation.

A. W. THOMPSON & BROS.

The business of this firm was established in the spring of 1875, and is that of dealers in and manufacturers of jewelry and repairing of all kinds of watches, etc. A stock valued at about \$20,000 is

carried, consisting of gold and silver watches, clocks of the best make, jewelry and electro-plated ware. The premises occupied are located on South Water street, are 22x80 ft., and finely fitted up. Mr. A. W. Thompson, the resident and active member of this firm, is also the senior member of the firm of Thompson Bros. & Forrest, Winnipeg, who conduct the largest jewelry establishment in the Canadian North-West. The business of the firm at this place gives employment to four persons and is personally superintended by Mr. A. W. Thompson. This gentleman is also largely interested in other industries at Prince Arthur's Landing. He is a stockholder and director of the Town Hall Company, Elevator "A" Company, also a member of the firm of

CONMEE & THOMPSON.

lumber dealers, who own extensive pine timber limits on Pine River. They commenced operations in 1882 and have cut from two to 3,000,000 feet during the present season, and will build a mill with a capacity of 50,000 ft. per diem during the coming season. They have a water frontage on the lake at this place of 1,000 feet. This firm have opened up an industry sure to grow to large proportions, and give employment to labor, which in turn supports families and builds up a city. Mr. Thompson is also the agent for the Canada Life Insurance Company, the responsibility and commercial soundness of which is well known, and has succeeded in placing over \$100,000 in risks here; he also represents the Standard Fire and has placed some \$50,000 the past year with this Company. Mr. Thompson is Clerk of the Municipality of Shuniah, and is one of those live men, as will be seen from this sketch, who are indispensable to the rapid growth of a young commercial city.

THOS. MARKS & CO.

Under this name Mr. Thos. Marks, the first and pioneer merchant of Prince Arthur's Landing, conducts the leading wholesale and retail provision, grocery, hardware, and crockery business in the city. Some idea of the magnitude and importance of this business can be gained from the fact that he carries a staple stock of over

\$100,000. His salesrooms at the corner of South Water and Arthur streets are 58x72 feet, in addition to which he has other extensive storehouses located on his docks and elsewhere. Mr. Marks does a very extensive wholesale business with railway contractors, also with the mining, lumbering, fishery and fur trading industries. His business in this line gives employment to twelve hands, and aggregates about \$250,000 per annum. Such figures as the foregoing are conclusive evidence as to the importance of this place and opportunities it offers for truly competent business men to succeed in commercial undertakings.

A. M. COOKE.

To this gentleman belongs the honor of pioneer jeweler and watch-maker in Prince Arthur's Landing. Arriving here in '73 he immediately opened business with a large and elegant display of clocks, watches and jewelry. He has been continually adding to his already fine assortment and to-day has an elaborate stock of gold and silver watches, handsome wedding rings, gold and plated watch chains, electro-plated ware, and a general assortment of fancy goods. Mr. Cooke employs three experienced men and makes a specialty of fine watches and watch repairing. The transaction of business amounts to from \$10,000 to \$12,000 per annum. Mr. Cooke's premises are situated on Arthur street, where this gentleman had charge of the first telegraph office on the Canadian Pacific Railway. Mr. Cooke has also the Meteorological Observatory and Signal Service station, from which he reports the probabilities of the weather to Toronto three times daily.

Mr. Cooke is also agent for Goldie & McCulloch's burglar and fire-proof safes, with which he does quite an extensive business, having placed forty in Prince Arthur's Landing alone. He is also general agent for the Raymond, Singer, and Wheeler & Wilson sewing machines. Notwithstanding the several branches occupying this gentleman's attention, he takes a live interest in the outside affairs of the town in general. He employs none but trustworthy assistants, and is thoroughly competent and reliable himself. Mr. Cooke's time is certainly fully occupied, but by his composure and skilful man-

agement not one branch of his business can be said to be neglected. Coupled with this sketch should be the name of Mr. W. P. Cooke, whose satisfactory management in Mr. A. M. Cooke's absence has proved him to be a man of sound judgment and shrewd business ability.

J. E. SAUCIER & BRO.

This enterprising firm have just opened up last spring a very fine stock of family groceries, provisions, wines, brandies, ales, porters and cigars. These gentlemen do an extensive trade with sub-contractors and boarding-house keepers on the Canadian Pacific Railway. They make a specialty of their canned goods, of which they are receiving large consignments nearly every week. They deal direct with Quebec, where they were formerly in business with their father. In the liquor line they make a specialty of their choice French wines.

The firm, although composed of young men, are shrewd, practical business fellows, endowed with more than ordinary push and energy, and determined to make their mark.

L. U. BONIN.

This gentleman's establishment is located on South Water street, the principal thoroughfare of this active little city. It is being enlarged, and when completed will cover an area of 20x44. He carries an exceptionally choice stock of family groceries, flour and feed, glass and crockery. Mr. Bonin can justly boast of a long experience in practical life in this growing centre, being engaged in the mercantile department for the past seven years. He has carefully watched the ups and downs of prosperity which once attended the town, the lull in trade, and finally the greatest revival in business circles that the place has ever experienced. By his integrity and fair dealing, combined with a zealous application of his energies, he has succeeded in building up a trade which is not only profitable to

the merchant but advantageous to the customers, and thus gained both the esteem and confidence of his patrons. His favorable record, united with his extensive practical business experience, commends him to the public as thoroughly competent to deal satisfactorily with all who may favor him with a call.

J. L. MEIKLE.

Over one year since, Mr. Meikle located in the flourishing, prosperous and busy port of Prince Arthur. So well pleased was he with the town site, the magnificent water privileges, and the future prospects of the place, that he set himself at work to build up for himself a business, to make for himself a home, and to possess a fair share of the worldly commodity which all more or less covet. With undaunted courage and a determined will he threw all his energies into the general commission business, with the following first-class firms represented :—McCormick & Co., of London, manufacturers of biscuits and confectionery, etc.; Warren Bros., of Toronto, wholesale grocers; J. & J. Taylor, of Toronto, manufacturers of Taylors' safes; also tent manufacturers and others. Mr. J. L. Meikle is the pioneer in his particular branch, and although the amount of transactions at first was comparatively small the returns are steadily increasing, and ere long he expects they will be sufficiently remunerative to require his whole time and undivided attention.

Mr. M.'s success is every evidence of his business tact, and the increasing patronage of the merchants ample proof of his integrity and honor.

HENRY NICHOLSON.

The advent of this gentleman to Prince Arthur dates from 1874, and he has been engaged in business for a considerable time. His new stock of hats, caps, and woollens will be found very complete, and has one of the largest supplies of gents' furnishings in this vicinity.

Mr. N. transacts quite an extensive Indian trade in furs. He has had considerable practical experience and by carefully studying the wants of his customers and assiduously applying himself to his work, has acquired the confidence of the public and gained to his trade a good share of patronage from the people. His present premises are located on South Water street, and being enlarged by an extensive addition, which when completed will cover an area 20x42 feet.

J. H. BARTLE.

This gentleman's business is that of supplying the public with everything necessary to clothe and protect the body. He is a wholesale and retail dealer in dry goods, clothing, boots and shoes, hats and caps, gents' furnishings and in fact every article usually kept in an extensive and well appointed establishment of this kind can be found with him in quality, style and price to suit the most fastidious customers.

Mr. Bartle established business in Prince Arthur's Landing in 1875 and has increased his business several times since that period which speaks for itself as to this gentleman's business energy and satisfaction given to customers. He now carries a stock of about \$12,000 and does an annual trade of \$30,000. His saleroom is located on Arthur street, being 20x55 feet in area, with two flats. A considerable wholesale trade is conducted, principally with railway contractors and smaller merchants, and with the opening up of the Canadian Pacific Railway Mr. Bartle will be able to greatly extend his trade in this branch. This gentleman is one of the most prominent successful merchants and public spirited citizens here.

W. EADES.

This gentleman hails from Brighton, England, but was engaged in business for several years in the City of Liverpool. He now carries on a general grocery and bakery industry. Mr. Eades

energies are taxed to the utmost to fill his daily orders. The volume of his enterprise has been steadily on the increase, having turned over more stock this summer than in any two previous. He is thoroughly alive to the wants of the people, is prompt in his transactions, punctual in his engagements, and fills all orders with dispatch, hence the secret of his success.

A. E. MCGREGOR & CO.

To this firm every commendation is due for the opening of a first-class establishment on Cumberland street. They probably have the largest stock of family groceries and provisions in this locality, nor are they found wanting in the glassware and crockery line, in which they make an elegant display. As the firm have only lately established themselves here they have just unpacked their large and assorted supply of goods direct from the wholesale warerooms, thereby purchasers may repose every confidence in their being fresh and new. Their canned goods make a good show for themselves and deserve particular mention, as canned stuffs will be found in endless varieties. The firm have also laid in a heavy stock of the very best and purest brandies, wines, ales and porters, which they are prepared to sell at bottom prices.

Captain McGregor, the senior partner, though but a young man, is an old veteran on Lake Superior, having filled the responsible as well as honorable position of captain on the well-known Beatty Line. The captain was caught in the late terrific storm which proved so disastrous throughout the Canadian lakes and in which the ill-fated steamer "Asia" went down. The captain's boat, "The Manitoba," at that time was out on Lake Huron, about sixty-five miles from Southampton, but the captain proved master of the situation and brought her to port in safety. He is a man of sterling worth, of punctual business habits, and has won the esteem of his wide acquaintanceship.

Mr. J. A. McIntosh the manager of the business comes well recommended, as well as the advantage of seven years experience in

the firm of McIntosh & Co., of Goderich.' Messrs. McGregor & Co. are meeting with very favorable and encouraging results, are doing a thriving business, and giving every evidence of prosperity and success which their native push and energy, combined with a like proportion of practical wisdom invariable secures.

T. S. T. SMELLIE, M.D.

This gentleman is a physician and surgeon of twelve years practice, and is of the allopathic school. He located in this place in 1878, having come from Fergus, Ont., where he bore the reputation of being a very successful M.D. His practice here is probably the largest in and around the city. He is also chief of the medical staff employed by the Canadian Pacific Railway construction from this port to Callender station, where his surgical ability is frequently in great demand.

In 1881 Dr. Smellie purchased the drug and stationery business which was established in 1871 by Mr. Small, but changed hands several times before he succeeded to it. He now carries a stock of from \$3,000 to \$4,000 worth of drugs, chemicals, stationery, and cigars, and has built up a very large business, especially family and prescription trade. His store is located on South Water street and office at same place, and private dwelling on Pearl street. The drug and stationery business, however, of this gentleman is superintended by Mr. T. J. C. Rodden, who manages the business is a graduate of Ontario College of Pharmacy and a practical druggist of seventeen years experience. Under his guidance this business has come to occupy a leading place among the mercantile establishments of Prince Arthur's Landing.

O'CONNOR & CO.

The business which is conducted under the style of the above firm is owned and operated by Mr. J. J. O'Connor, a practical druggist of over nine years actual business experience. This gentleman has been in business in Prince Arthur's Landing since 1879, when he operated the establishment now conducted by Mr. Smellie,

but which was sold out, and he started anew at his present site on Arthur street. He occupies a storeroom and warehouse 25x50 feet, two storeys, and has a carefully selected stock of chemicals, drugs, stationery and fancy goods, value for about \$4,000. Mr. O'Connor attends personally to all prescriptions, and as he is a thorough graduate of Ontario College of Pharmacy, his patrons may depend upon no mistakes made in the compounding of medicines, which has thus secured a large prescription trade. In the fancy goods and stationery line, customers will find a very large assortment of goods, at prices reasonable and consistent with a legitimate business, also any valuable compound and patent medicine of real worth will be found in his stock. He is also agent for the New York Piano Company, and handles the following pianos: — Albert Weber, Decker & Sons, J. P. Hale, New York Piano Company, Vose & Sons, Heintzman & Co., R. S. Williams & Son; and in organs, Geo. Woods & Co., Burdette Organ Company, W. Bell & Co.; also a large assortment of sheet music, etc., in which line this gentleman does the leading trade. The establishment conducted by Mr. O'Connor is an indispensable institution in the city and deserves the recognized popularity and importance it has gained during this gentleman's commercial existence here.

W. J. CLARKE.

This gentleman is classed among the pioneer merchants of Prince Arthur's Landing, as he dates his arrival in 1871, when he opened up as general druggist and dealer in paints, oils, fancy goods and so forth at his present site on the corner of Arthur and Cumberland, the two principal business streets. Mr. Clarke's business has rapidly increased through his push and energy and the growth of the town, until he now conducts one of the largest wholesale and retail business in drugs and chemicals in the city, he has also added a jewelry department, where a large assortment of all goods usually carried by a first-class establishment of that kind can be found. Mr. Clarke's premises are 30x75 feet, two storeys, and one thoroughly stocked with about \$10,000 worth of goods in his various lines

as druggist and jeweler. His business employs four men and aggregates \$20,000 annually. He has a large assortment of and deals in, Lake Superior amethysts, agates, greenstones (*choloros tralytes*), Thompsonites silver, copper and iron specimens. Mr. Clarke fills many orders from a distance and is headquarters for the above specimens on Lake Superior. Mr. Clarke is a thoroughly practical chemist himself and does a very large family and prescription trade, personally superintends his business, and looks carefully after the interest of his patrons. He is largely interested in real estate and owns some fine property, is a stock-holder in the Town Hall, a fine brick structure, which is the work of private enterprise, has always taken a leading part in any public enterprise, has rendered valuable aid in the development and upbuilding of the city and has prospered as the truly deserving should.

GEORGE CLAVET.

This gentleman in 1874 established himself in business in the then small but promising town of Prince Arthur's Landing, isolated from the rest of civilized world by the broad expanse of Lake Superior, cast off from direct communication with all towns east and west by an uninhabited wilderness, but foreshadowed in his mind the great importance which must be attached to this "Silver Gate." The volume of business has steadily increased and now his stock will be found complete and assorted. A large trade is done in general groceries and provisions as well as in glassware, crockery, school books and stationery. By carrying the finest class of goods and dealing with the best and most reliable houses has placed this merchant's establishment among the foremost of this young city. Mr. Clavet's public enterprise should not be overlooked, which is so commendable in itself and so characteristic of the man. His new dock at Clavet's wharf was constructed with no small amount of capital and speak volumes for his energy and vim. Dimensions of dock, 800 feet in length with a boat landing 35x260.

The ratepayers of the Municipality of Shuniah clearly exemplified their full appreciation of the services of this gentleman, whom four years ago they elected as their representative in the Council, and

has for the three successive years been re-elected. He has rendered service to her Majesty by satisfactorily filling the responsible position of Justice of the Peace for the last five years. In addition to the many other duties he had to perform Mr. C. has taken a deep interest in the educational affairs, acting for a considerable time as school trustee. He was instrumental in establishing the separate school. He was chief promoter of the constructing and furnishing of the convent. Mr. Clavet has advanced in worldly prosperity, and in addition to his dock and mercantile business is owner of some very valuable city property. Being an early settler, much has fallen upon his shoulders to build up and to improve the naturally beautiful place which new comers now so richly enjoy.

COSMOPOLITAN LIVERY.

Few can boast of a more lengthy citizenship in this pretty place than the now proprietor of the above establishment, Mr. Duncan McDonald being a resident here for thirteen years. He has carefully watched the gradual growth of the promising young city, and became so favorably impressed therewith that three years ago he established himself in his present business, which was a valuable addition to the interests of the Landing. Mr. McDonald bears the enviable reputation of keeping the fastest roadsters in this locality.

His outfit of buggies, both single and double, open or covered, is most creditable to the enterprising proprietor. The stables are situated on Arthur street, in the rear of the Cosmopolitan Hotel.

NEELIN & CO.

This firm have opened out their fine stock of clothing and gents' furnishings in a large tent, corner Cumberland and Park streets. They carry also an extensive lot of tents, in which they have done a considerable trade. They are so well pleased with the business aspect of Port Arthur that they purpose erecting a new frame store and permanently establishing themselves in this flourishing town.

J. F. COOKE.

Mr. Cooke is the photographer of the town, having been in business in the Landing for nearly two years. His studio is located near Arthur street, the walls of which are decorated with pictures and specimens giving evidence of his skill in the photographic art. He keeps for sale a large stock of local scenery on the north shore and stereoscopic views, also mouldings and picture frames. Mr. Cooke is so busy that he is compelled to have an assistant.

HENRY FOOTE.

The subject of this sketch made a visit to this country with a view to locating in one of the north-western towns, and after looking Prince Arthur's Landing over he took a little tour of inspection west but in no place did he find as favorable and as promising a field for his particular line as in the rising young city in which he is now doing so well. Mr. Foote is a thoroughly experienced baker and confectioner, and taking into consideration his being a stranger here has succeeded remarkably well since the opening up of his establishment last September.

Mr. Foote hails from Shearborne, England, where he sold out to take his chance in the far-famed Dominion. He has bright prospects before him, and by an unabated application of nerve and sinew, as in the past, his most sanguine hopes will be more than realized. The premises are located on Arthur street near Pacific Hotel.

DANIEL CAMPBELL.

A very creditable little business is conducted by Mr. Campbell, whose premises are located on Park street nearly opposite Queen's Hotel. He carries full lines in groceries, candies, nuts, biscuits, butter and cheese, etc. He also is one of the Landing's earlier pioneers, being a resident here for ten years. Although engaged in his present business only one year he has by his strict attention to duties acquired a deservedly good patronage.

S. J. McLAREN.

One of the latest additions to the mercantile interests is the establishment of Mr. McLaren, whose stock of ready-made clothing and gents' furnishings will be found equal to the demand of the day. Mr. McLaren is not without experience in this country as well as across the line. He was in the clothing business in Winnipeg for nearly two years and is thoroughly acquainted with the wants of the people in this northern latitude. The building accommodation of this infant city being not equal to the demand, he was forced to open out for the summer in his large tent, next to the Queen's Hotel.

DAVID HALL.

Mr. Hall's premises are situated on South Water street. As a first-class barber he came to the port over a year since, with a long practical experience. He is a gentleman who has learned his business thoroughly in its every department. Mr. H. as soon as proper facilities are attainable proposes to extend his present branch to all kinds of hair work, clothes cleaning and pressing.

MRS. MEIKLE.

This lady has without doubt one of the finest establishments in this business centre. The stock consists of books, stationery, fancy goods and toys, musical instruments, Berlin wools, etc., etc. The stock is so thoroughly new and so complete that one is supplied with any article in her branch of business. The lady assuredly is so very business-like and has continually on hand such an assorted stock that it requires but a glance to see that everything is conducted in a first-class manner.

The citizens do well appreciate the conveniences of such an establishment, and plainly manifest that appreciation by according to Mrs. Meikle a full share of their patronage. Location of store is on South Water street.

E. G. DEBERNARDI.

Among the largest boot and shoe houses must be ranked that of Mr. Debernardi, whose establishment will be found on South Water

near Park street. He not only carries a fine stock of ladies' and gents' ware, but does a heavy trade in order work, keeping five hands busily engaged.

WILLIAM RODNEY.

The only laundry in the Landing is conducted by this gentlemen, who is prepared to turn out work with neatness and despatch. Location on Arthur street.

J. P. HALE.

Mr. Hale carries on the business of confectioner. He, too, is one of the elders in the town, having taken up his residence some eleven years ago. He has travelled about considerably and had experience in different parts of the world, but Prince Arthur's Landing suits him the best. Mr. Hale talks of building soon, that he may open out with a larger stock. He is located on Arthur street.

THOS. ROYDEN MUSKER.

It is only four months since this gentleman opened his hair-cutting and shaving parlor. Notwithstanding his short term of residence he has made many friends and built up a good paying business.

LEISHMAN & MCGREGOR.

This firm is one of the recent additions to the Prince Arthur's Landing commercial institutions, and has been established since June of this year. They conduct the "Fleetfoot Livery and Hack Stables." Their outfit is a new one and cost the energetic proprietors about \$5,000. They are able to turn out a large number of either single or double rigs, one or two seated. Their horses are young and "fleet of foot," phaetons and buggies new, harness and robes the best, and nothing is turned out unless it is sound and complete in every respect. Tourists and visitors to Port Arthur wishing to take a drive either for pleasure or business should call upon Leishman & McGregor, corner Arthur and Cumberland streets, where they will find just what they want at moderate rates.

HOTELS.

QUEEN'S HOTEL.

To omit the Queen's from our description of Prince Arthur's Landing would make it as incomplete as a ship without a rudder. No institution on the northern shore of Lake Superior contributes more to the pleasure and comfort of those who are fortunate enough to extend a visit to this summer resort of the Dominion and United States. The beautiful and commanding situation of this spacious hotel, with its cool and refreshing breezes, makes it not only the favorite house in the town, but affords it the natural advantages which few such institutions enjoy. The building is three storeys in height, with a verandah at the front, the convenience of which is so heartily appreciated in the heat of the day. The upper storeys have a balcony each overlooking the clear blue waters of Thunder Bay enclosed by the beach and rocky islands, constituting as pretty a basin as ever nature's chisel shaped. On the ground floor are the reading-room, supplied with the daily papers and writing conveniences, etc., the reception-room for ladies, the office, the billiard and pool parlor, the bar, private bed-rooms, and the dining-room which can seat over 100 persons; the second storey contains a well and comfortably furnished parlor and drawing-room and thirty-one bed-rooms; the third storey is entirely devoted to bed-rooms, which will be found neat and attractive.

Mr. F. S. Wiley, the proprietor, is a gentleman who thoroughly attends to the wants of the travelling community, and secures the respect of all visitors by his perfect business-like method of conducting to their comfort and welfare while under his roof. A valuable aid to the proprietor is his good-natured clerk, Mr. McMartin, whose watchfulness, kindly manners and obliging disposition makes it generally pleasant for everybody.

PACIFIC HOTEL.

This "the leading tourists and commercial house" of Prince Arthur's Landing was opened up June 1st, 1883, by the present popular proprietor, Mr. John Sinclair, of Winnipeg. The house was thoroughly refitted and re-furnished by this gentleman. When we say "refitted and re-furnished" we do not mean that some additions were made to the furniture already in use, that some fresh paint was put on where needed the most, but we mean that everything that was in the house was removed, that the house was painted and papered throughout, the same as a new house, and that everything put in the house by Mr. Sinclair is brand new from the manufactory, from the kitchen to the parlor—beds, carpets, dining-room outfit—nothing second-handed or old, all new, comfortable and elegant. In fact the Pacific is known as the "new hotel" and has cost the new proprietor over \$10,000 to give the public a place where they may feel in some degree at home.

The first or ground floor is divided into offices, reading-room, dining-room, kitchen, pantry, and a very cozy bar, where only the best of viands and cigars are kept. Leading off the ground floor in an adjoining building Mr. Sinclair has another fine large bar and billiard hall, 25x75 feet, containing five new tables. The second floor contains elegant parlors, fixed up with reference to ease and comfort, pianos, etc., there are also a number of fine bed-rooms and suites on this floor. The third and fourth flats are used as bed-rooms and dormitories, all of which are of a good size, well aired, comfortably furnished and well taken care of. Altogether the Pacific Hotel, under its present management and proprietorship, is second to no hotel in the Canadian North-West and has few equals. This house can accommodate 150 guests with ease, and enjoys a large patronage. The tourist and commercial traveler will find in this house home comforts, and will find in the genial "mine hoste," or his popular assistant Mr. Mark Mallinson, those who will look carefully after their every want. Mr. John Sinclair, the proprietor, has spent the last ten years in the Canadian North-West, has large landed and real estate interests, has operated the Queen's and Grand Central Hotels of Winnipeg, knows the requirements of guests, is popular with everybody. says little and labors hard to accommodate all who may be so fortunate as to be numbered among those registered at the Pacific hotel.

MINING EXCHANGE HOTEL.

Located on South Water street, overlooking Thunder Bay. The proprietor has several years experience, which combined with his gentlemanly and affable manner, will commend him to the traveling community. The house has one of the most convenient locations in the whole of the rising town. The bar is supplied with the No. 1 brands of wines, liquors and cigars. The dining-room is made a specialty, whose tables are provided with all the relishes and with as much variety as the markets afford. Mr. John C. Hasking, the popular proprietor, runs a first-class stable in connection with his hotel. This house is deservedly well patronized and doing a first-class business. Mr. Hasking has conducted the "Exchange" for eleven years. It has accommodation for sixty guests and boarders. Mr. H. is also agent for the Allan line of steamers.

SHUNIAH HOUSE.

The Shuniah is located on Cumberland street, near Arthur street, is large and commodious, with sleeping accommodation for about fifty, and it is convenient to all boats and trains. The interior arrangements are complete, and the general business of the house well looked after by the efficient proprietor, Mr. John Body. The dining-hall has a seating capacity of thirty. Mr. Body keeps also first-class stabling accommodation in connection with the house.

CLUB HOUSE.

This favorite house is located corner Pearl and South Water streets. Everything within is found cleanly, tidy and orderly. The bar already has a reputation for the very best brands of wines, liquors and cigars. The house is thoroughly respectable and well managed; in short, the whole of the interior a type of neatness. Mr. Steve Downing, the efficient host, is a young and enterprising man who is bound to keep apace with the rapid growth of the stirring and youthful city with its admirable site. For one so young he has certainly succeeded in his endeavor for worldly prosperity, as he is not only the owner of the hotel and property he now

occupies, but has in his possession some elegantly situated real estate. Mr. Downing is about to enlarge his house, as the accommodation is not equal to the patronage, the present capacity being sufficient for thirty.

COSMOPOLITAN HOTEL.

Mr. M. M. Connolly the proprietor of the above favorite hotel dates his advent to the Landing seven years back; hotel experience has been his life work. He has learned it thoroughly, and his past success gives evidence of his ability to conduct a house for the accommodation of the public. His billiard hall is next to the largest in the town, is neat and well kept. The bar is filled with the pure "weed" as well as the No. 1 brands of wines and liquors. An elegant view of Thunder Bay is afforded from the front of the house, which is situated on an elevated site on Arthur street.

SCANDINAVIAN HOUSE.

Mr. Ole Brand is about moving into his new and commodious building on Pearl street, which when completed will present an appearance most creditable to the proprietor. The hotel itself is two and a half storeys in height, large airy rooms and high ceiling. It is to be fitted up in good style with sleeping accommodation for sixty guests. Mr. Brand is an experienced hotel man and is quite capable of running the "Scandinavian" to the liking of his patrons.

LINCOLN HOUSE.

A short time ago the rush of business in this delightful resort, with its hundreds of speculators, tourists and travellers made the hotel accommodation not only difficult to obtain, but positively inadequate to the growing demand. With this fact before them, and seeing the need of a comfortable house for so many respectable people, the proprietors decided to open the above mentioned house as a good \$1 a day hotel. There is sleeping accommodation for at least fifty guests. The bar is well represented with the best

manufacture of cigars, wines and liquors. Mr. W. T. Atherton, the manager, is a man of experience and tact, and rightly claims to have one of the most orderly run hotels in the city. The location is on Lincoln street, quite near the bay.

W. H. PARKER.

Among the many conveniences and accommodative institutions must be included the restaurant conducted by Mr. Parker. It is located on Arthur street, near Cumberland. Mr. Parker has splendid ability and ample experience to conduct an eating house in first-class order. The interior arrangement is perfect, with dining-room seating for forty people. Mr. Parker is a resident in this part for the past six years, and during that time has been engaged in boarding-house keeping on the Canadian Pacific Railway. Mr. Parker is the only gentleman in the town who provides meals at all hours. The house is patronized to its fullest capacity, which it well deserves.

AMERICAN HOTEL.

This house is one of the well patronized institutions in this industrial town. Its sleeping accommodation is sufficient for forty. The bar will not be found lacking in its particular department. The proprietor exerts his best endeavors for the comfort of his boarders and the travelling community. A stable capable of holding eight horses in connection with the hotel. Location on Arthur street.

J. T. POPE.

Mr. Pope has been in business in this thriving town for the past eight months. He conducts a regular restaurant combined with a grocery business, carrying in stock a first-class line of candies, nuts, etc., etc. He has been successful in his undertaking and is determined to run his business apace with the growth of the city. Mr. Pope does also a general cartage, which is one of the greatest conveniences in Port Arthur.

AGENCIES AND IMPORTANT INDIVIDUALS

GEO. T. MARKS.

This gentleman is one of the Landing's live business men. Mr. Marks came to this place in 1873 and has during the past ten years taken a very active part in commercial affairs. He is largely interested in city property, both improved and unimproved: owns many tracks of rich mining lands and good farms, and is continually buying and selling real estate, either for himself or on commission. Mr. Marks also conducts a general insurance and financial agency in connection with his personal and private business. He is agent for the marine department of the Western Assurance Company, also the North American Life Assurance Company. Both of these companies are solid concerns and have the highest reputation for responsibility, etc. As financial agent he has charge of the Duncan Mining Company, Silver Harbor Mining Company, and the Geo. E. Trusket Estates. The interests of these different estates are carefully looked after by this gentleman. Mr. Marks was the first to give permanent impetus to the fishery industry of the north shore of Lake Superior by starting the Lake Superior Fish Company, which has proved quite a success. He is also agent for the Owen Sound Steamship Company, operated in connection with the Toronto, Grey and Bruce Railway.

The different businesses which Mr. Marks conducts for himself and others requires a great amount of executive ability in which he

is not lacking, and the success which he has attained in all undertakings, and the responsibilities entrusted to him are sufficient evidence of the foregoing statements. His offices are located on the corner of Arthur and South Water streets.

J. F. RUTTAN & CO.

This well-known firm who have for a long time carried on an extensive business in real estate in Winnipeg, have just opened an office to deal in property in Port Arthur and surrounding country. In addition to their owning a large quantity in the city they have a choice of hundreds for sale, suitable for dwellings, stores, warehouses and manufacturies, and located all over the town. They have choice lots on South Water, Arthur, Victoria, College, Hebert, Court, Bay, Marks' avenue, Wilson, and Pearl streets. Mr. J. F. Ruttan is the resident member and will personally attend to all communications of outsiders. The office is situated on Cumberland street, near Arthur. The firm are also prepared to make loans on real estate at lowest available rates. They are experienced men and an old established and most reliable firm, so that any business entrusted for their transaction will be executed promptly and honorably. Their direct connection with the office in Winnipeg will not only prove convenient to themselves, but advantageous to those in the metropolis who are intrrested in Port Arthur property.

JAMES DICKSON.

Mr. Dickson came to Prince Arthur's Landing in 1868, and opened up the first mercantile concern here in the shape of a general store and trading post for Marks' Bros. Mr. Dickson has prospered and now owns two hotels, one business block and from forty to fifty business and residence lots. In 1875 he was appointed fishery overseer for the district, extending from the boundary line to Pigeon River and Slate Islands, a distance of some 200 miles. In his public capacity as well as his private relations Mr. Dickson is highly esteemed and is quoted as authority on many points. He has done and is doing much for this growing centre.

ROBT. MAITLAND.

This gentleman is not engaged in any particular business at present except looking after his own private interests. Mr. Maitland owns considerable city property, farm and mineral lands, and has taken considerable interest in the growth of the town. He came here in 1872 and has held the office of Clerk of the Municipality for two years, and Deputy Sheriff for three years' of this district. He has accumulated considerable of this world's goods and has now retired.

J. FLAHERTY.

To Mr. Flaherty can be contributed the honor of erecting the first public house for the shelter of mankind in Prince Arthur's Landing, this he accomplished in 1882. He afterward built the Queen's Hotel which has such a wide reputation, and having sold it he has built a fine block of stores and a comfortable residence on Cumberland street, and is now enjoying the fruits of his first years' of pioneering and hardships.

T. D. LEDYARD.

This gentleman is located in Toronto, but is deeply interested in Prince Arthur's Landing. Owning one of the best located and most extensive additions to this prosperous port, known as "Ledyard's addition." He has already sold considerable of this fine property, and with the rapid growth of the city, especially in the direction of his addition, as the Canadian Pacific Railway are building their docks, offices, etc., close by, the demand is greatly on the increase for desirable property and Mr. Ledyard is now realizing what he anticipated when he purchased this portion of the town site. Anyone desiring to make a profitable investment in Port Arthur real estate should address Mr. T. D. Ledyard, Toronto, Ont., and their communication will be promptly answered. He also furnishes extensive and accurate maps of the Landing, including other additions as well as his own, promptly upon application.

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PRESS, SCHOOL AND CHURCHES.

THE THUNDER BAY SENTINEL.

The Thunder Bay Sentinel was published in 1874 by Mr. Thomas Egan, who is now editor and proprietor of the Inland Sentinel, of Yale, B.C. From its inception the Sentinel, which is the official organ of the District of Algoma, has made rapid strides, and the proprietors have from time to time shown great enterprise in conducting. About three years ago Mr. C. A. Everitt succeeded Mr. Egan as proprietor, and he in turn, at the commencement of the spring of 1882, made the property over to Mr. Chas. J. Stilwell, the present editor and proprietor. A daily issue of this journal was first sent out in February last year and continued during last winter, and was this year enlarged to more than twice its former size. The people of the district are justly proud of it, and valuable particulars from remote mining locations are sent in regularly and appear in its columns. The reading matter is always of an interesting nature, the opinions of the editor are fearlessly expressed, and as a representative journal the Conservative party of Canada have a valuable and true auxiliary. The Sentinel is a credit to the thriving town of Port Arthur, and is one of the best advertising mediums in the section.

THE EVENING HERALD.

This journal has been in existence in Port Arthur since April, 1882, since which date it has appeared every lawful evening, with the exception of a short time during the winter of 1882-83. It is independent in politics, and advocates the best interests of Thunder

Bay District in particular, and Algoma in general. It has a good circulation, finding its way into nearly every house in Port Arthur, and is considered to be a reliable and worthy journal by all who read it. It has a very liberal advertising patronage, as its enterprising proprietors have earned the confidence and respect of the residents of the place, whose interests they so jealously guard. The *Weekly Herald* is published on Wednesday morning of each week, and has an excellent circulation, principally in eastern Canada and the United States. The publishers and proprietors are Messrs. Harvey & Knight, Mr. J. W. Harvey being editor and Mr. E. Knight business manager.

THE PUBLIC SCHOOL.

First organized in 1873 under supervision of Mr. E. P. Langrell. The present school house, erected in 1874, is a credit to the town, but the accommodation is quite inadequate for the large number of pupils. The number on the roll is 160, with an average of 148. A large front to the present building is to be erected with an increased accommodation for about 200 pupils.

The school grounds comprise two acres of land, which the Government granted for public school purposes. This institution is in a thorough state of efficiency under the skilful management of Principal M. N. Armstrong, with Miss Bowerman as an able assistant.

CATHOLIC CHURCH.

In 1872 Father Baxter arrived, being the first missionary to the Landing. He preached in a small chapel until a suitable church was built, which unfortunately, on February 6th, 1881, surrendered to the devouring flames. Father Baxter again set to work to provide the wherewith to erect another. He traveled about, visiting the miners, even as far as Isle Royale. Now the people worship in a handsome new brick church which cost \$6,000. Rev. P. Hamel is the present resident priest. There is also a convent of brick structure, which standing on the hill presents quite an imposing

appearance. Cost of convent was \$4,000, and is under the supervision of Rev. Mother Pazzi, assisted by five sisters of the Order of St. Joseph. Music and French are taught in addition to the regular course. The Catholic body contemplate erecting an addition to the Convent, to establish a select school for young ladies. The value of church property, including convent, amounts to \$14,000. The adherents number about 300.

PRESBYTERIAN CHURCH.

This denomination worship in the Town Hall, as the lecture room which they formerly used is too small for the increased congregation. A manse has been built for their minister, Rev. James Herald, at a cost of £600. The people contemplate erecting a very large church as soon as plans are completed. The number of members is now about 55, but the congregation number 150 to 175. At a very low valuation it is estimated that the property of the Presbyterian body is worth £6,000.

METHODIST CHURCH OF CANADA.

This church was organized at Thunder Bay in the summer of 1871, the Rev. Allan Bowerman, B.A., being the first missionary appointed by the Conference. Regular services have been maintained ever since. The Rev. O. R. Lambly, M.A., is the present pastor. This denomination owns a fine property, centrally and beautifully located. It looks out upon Waverly Park, and is completely surrounded by Algoma, Park and Waverly streets. There is an acre of land on which are built a comfortable parsonage, well furnished, and a frame church with a sitting capacity of 500. There is a growing Sunday School of 146 members under the efficient superintendency of M. N. Armstrong. At the present time the congregation is increasing so rapidly that a new and larger church will soon be required.

RAILWAYS, STEAMBOAT & EXPRESS LINES

DOCKS, FORWARDING AND ELEVATOR COMPANIES.

CANADIAN PACIFIC RAILWAY.

This greatest of modern railway systems must be looked upon as the most powerful element in the building up of Prince Arthur's Landing, and the energy and enterprise which the citizens have displayed in securing its terminus proves that they thoroughly appreciate its power. For over a year the line has been open from the lake to Winnipeg, but only in May last did the company take it over from the contractors, and commence operating it. From the lake shore the main line of this railway extends westward to Calgary, a distance of nearly 1,300 miles, and passengers can now book through to Medicine Hat, on the banks of the Saskatchewan, while the line to the base of the Rocky Mountains will be open for passenger traffic before the snows of the coming winter begin to fly. The 435 miles from Prince Arthur's Landing to Winnipeg display engineering conquests over natural difficulties than which none greater are to be found on this continent. About 1,000 men are still employed on this division ballasting up and perfecting the track, and the pay roll for these, which is made up at the Landing and paid out from there, amounts to about \$40,000 a month. On the eastern extension along the north shore of Lake Superior some 2,500 men are employed, and the work is being prosecuted winter and summer. At present the country traversed by about 1,500 miles of railway is tributary to Prince Arthur's Landing, and through it all freight to and from this vast area must pass. It is practically the distributing point for the entire Canadian North-West, and this great advantage is secured beyond competition by its being the lake terminus of the Canadian Pacific Railway. From this point one passenger train, with palace sleeping cars and every luxury of travel that can be secured starts daily, making connections for all points throughout the North-West; while two through freights leave every day for Winnipeg. The magnificent

steamboats on the lake link the line of travel from the Rocky Mountains with eastern Ontario and all other provinces of the east; but these are soon to be superseded by a fleet of Clyde built steel steamships, which will be the very acme of safety, speed and comfort in lake navigation. These will be put on between Algoma and Prince Arthur's Landing by the Canadian Pacific Railway Company as soon as they arrive out from the Clyde, and they will carry only passengers, mails and express matter, and will doubtless prove the beginning of a thorough revolution in lake navigation.

At present docks, freight sheds, elevators and other arrangements of the Canadian Pacific Railway, value for \$200,000, are in the course of construction and will be pushed with rapidity as the company possess along stretch of lake front, the gift of the citizens, they will soon have arrangements for the transfer of passengers and freight unsurpassed on the whole American lakes. Too much praise cannot be given to the company for the able manner with which they have grappled with the immense passenger traffic of the present season, and the comforts they have so hurriedly provided in the emergency. Much of this praise is due to the following local officers, namely: Messrs. L. P. Archibald, superintendent; W. W. Cream, chief clerk; J. G. Henry, train dispatcher; P. A. Bogue, agent; and E. Newman, roadmaster for this division.

THE THUNDER BAY COLONIZATION RAILWAY.

The following facts, figures, etc., concerning this road, are convincing evidence of the feasibility of this project, which is now making material headway. The projectors are meeting with great success, as capitalists who have taken sufficient interest in the wealth of the country through which it is to run know full well that the investment will pay a handsome profit:—

Book of Reference.

SCHEDULE A.—This proposed railway is to be constructed within the Municipalities of Shuniah and Neebing, and the adjacent crown lands to the westward thereof. The population of Shuniah is largely increased since the returns of the last census, and is daily increasing, being to-day about 3,000; that of Neebing likewise, and about 1,000. The population of Prince Arthur's Landing is reckoned at

about 2,500 ; and that of the Thunder Bay District at 13,000. The ratable value of the property within Shuniah, as returned by the last assessment, is \$313,720, increased from \$226,404 in one year ; that of Neebing about \$174,615, increased from \$126,016 in one year. The territory of Thunder Bay District embraces 43,132 square miles, or 27,605,802 acres ; of which are patented.

SCHEDULE B.—*General description of the contemplated work.*—*Its nature.*—It will open up a very large area of wild lands to colonization for purposes of mining, of lumbering, of agriculture, etc., etc. It will constitute a valuable accessory to the Canadian Pacific Railway, by meeting that road at its present lake terminus in Prince Arthur's Landing. It will thus afford an outlet to the productions of a very extensive tract of country in that region of Canada. It will bring into the same tract at all seasons the needed supplies and provisions, which are now absolutely blockaded throughout nearly half of each year. It will facilitate travel at all seasons, when now likewise blockaded. It will furnish regular, reliable, and speedy passage at all seasons for the mails of the Thunder Bay region, which are important and bulky, and which are always irregular—often very precarious—and in the winter, slow, and tediously delayed. *Its extent.*—From Thunder Bay, at or near the town of Prince Arthur's Landing, running south-westerly to a point near Fowl Lake, on Pigeon River being in extent about sixty miles ; a branch being proposed to run down to Pigeon Bay, and other branches to be built when needed, to reach other good harbors, and also to reach mines and lumbering camps. *Its proposed character.*—A good single-track railroad, of standard gauge, for the purpose of transporting passengers and freight.

ESTIMATES OF COST.

Clearing and grubbing	\$ 24,000
Grading	600,000
Bridging and masonry	90,000
Ties	45,000
Iron—fastenings, etc.—and track laying	363,000
Stations, water tanks, engine-houses	7,000
Turn tables	4,000
Ballasting	30,000
Engineering and contingencies	50,000
Total construction	<hr/> \$1,213,000

<i>Brought forward</i>	\$1,213,000
Four locomotives for passenger and freight service	40,000
Four passenger cars	16,000
Two baggage and smoking cars	7,000
Ten box cars	8,000
Twenty flat cars	10,000
Hand cars and repair tools	2,000
Outfit	83,000
Total road and equipment	\$1,296,000

EDWARD A. WILD.

SCHEDULE C.—It is proposed to raise a capital stock of \$500,000, divided into 5,000 shares of \$100 each. It is also proposed to issue and sell bonds of not less than \$100 each to the ultimate amount of \$1,200,000, secured by a mortgage upon the road and the equipment, and of further sums to be secured by mortgage or other lien upon the wild lands to be acquired by the company hereafter.

SCHEDULE D.—Estimate of the probable annual revenues of the road:

From freight on products of the region traversed by this road, viz:—	
Lumber, timber, ties, etc.	50,000
Ores, and products of mines and quarries, etc.—Wheat and farming products, etc.—	
Fish and furs, etc.	30,000
From freight on articles imported into this region, viz:—	
On mining supplies, machinery, tools, provisions, merchandise	20,000
From transportation of passengers	30,000
“ “ mails	5,000
“ “ express matter	5,000
From through business between the Canadian Pacific Railway and Duluth, etc.	50,000
Total annual gross earnings	\$190,000
The probable annual cost of operation is estimated at 70 per cent. of the gross earnings	133,000
The annual nett earnings applicable to the payment of interest on investments is estimated at	57,000

EDWARD A. WILD.

Prince Arthur's Landing, Nov. 25th, 1882.

OWEN SOUND STEAMSHIP COMPANY.

This line of steamers is operated in connection with the Toronto, Grey and Bruce Railway and have also a freight contract with the Canadian Pacific Railway. They run the Spartan, which arrives each Friday at Port Arthur and leaves on Saturday. The Africa arrives Sunday and leaves the following day. The Magnet, which reaches here Tuesday, and leaves on Wednesday. The emigration accommodation of this line is among the very best afforded on the lakes, and they have a freight capacity of about 200 tons. Messrs. Geo. T. Marks & Co. are the agents at this point, and any desiring information concerning this line at this port or elsewhere should call upon or address the agents.

COLLINGWOOD TRANSIT COMPANY.

For over ten years this company has been regularly operating steamers between Port Arthur and the east. Three boats of this line now make regular trips. The Campana, a new and very popular passenger and freight steamer, run last season for the first, arrives at Port Arthur every Friday and leaves the next morning. This boat is a great favorite with the traveling public, has accommodation for about 300 cabin and a correspondingly large number of steerage passengers.

The Francis Smith arrives every Monday and leaves every Tuesday morning. The City of Owen Sound makes a round trip every ten days, calling at all points on the north shore of Lake Superior. This line plys between Collingwood and Port Arthur in connection with the Canadian Pacific Railway, and does a very heavy freight business, as goods can be shipped from Toronto and all eastern Canadian points to the North-West by these boats and the Canadian Pacific Railway at much less rates than by all through rail routes, and in about one-half the time.

Messrs. Thos. Marks & Co., are the enterprising agents at Port Arthur, and look carefully after the interests of the traveling public and shippers of freight.

NORTH-WEST TRANSPORTATION COMPANY

This company is better known as "Beatty's Sarnia Line," the head offices of which are located at Sarnia, with Mr. Jas. H. Beatty, general manager. The company's business here is attended to by Mr. W. F. Davidson, who has been connected with this company since 1877, and prior to that time for five years with other lines coming into this port. The North-West Transportation Company operate four fine steamers which come to this place regularly. The United Empire, the finest steamer on the lakes, arrives here every ten days, July 6th, 16th, etc., and after making the trip to Duluth returns and leaves July 9th, 19th, etc., has a tonnage of 1,500 tons, and a passenger capacity of 300 cabin and 250 steerage. On her last trip the United Empire brought in 300 passengers and a corresponding large amount of freight.

The Quebec arrives July 9th, and each succeeding ten days, leaves July 12th and every ten days afterward during the season. Tonnage 900. Passengers 200 cabin, 200 steerage.

The Ontario arrives July 12th and every ten days afterwards, leaves July 15th and each ten days following. Tonnage 900, passenger capacity in same proportion.

The Manitoba is operated more in the interest of local traffic and calls at points along the north shores of Lake Superior.

During the season the Beatty Line will land at this point fully 100,000 tons of freight, or what is equivalent to 5,000 cars, and will take away from Prince Arthur's Landing much more freight than they bring in. This line deserves a very prominent place in the industries of Prince Arthur's Landing, as it is one of the principal agents in building up the town by furnishing safe, comfortable and cheap transportation for passengers and freight. Any information desired by shippers or travellers will be cheerfully given by Mr. W. F. Davidson, the agent here, either in person or by letter, and persons traveling between the North-West and eastern Canada will find it greatly to their comfort to adopt this route, as all boats make close connection with trains from this point by the Canadian Pacific Railway, or at Duluth with the Northern Pacific.

DOMINION EXPRESS COMPANY, (LIMITED).

In this sketch we aim to represent only the Western Division of this company's business and connections. The head offices are located in Montreal, with the Hon. Geo. A. Kirkpatrick, (Speaker of the House) President, and Mr. John Cassel, of Shaw Bros. & Cassel, Montreal, Secretary-Treasurer.

The Western Division commences at Port Arthur and extends all along the main line and branches of the Canadian Pacific Railway, a distance of some 1,300 miles, with 150 offices, one at each depot of the Canadian Pacific Railway. The office of the Dominion Express Company was opened at Port Arthur, May 14th of this year and is under the management of Mr. Fred S. H. Oliver, a gentleman of experience, who is fully acquainted with the express business in all its departments. At Port Arthur this company ship over the Collingwood Line, and Owen Sound Steamship Company, making direct connection with Vickers' Express over the Northern Railway of Canada, and the Toronto Grey and Bruce Railway. The advantage offered by this express line over that of any other company doing business in the North-West are perfectly evident from the following facts. They lay down goods in Winnipeg from Toronto in four days, or twelve hours less time than is possible by another Company. Their rates are \$2 per 100 lbs. less than that charged by the American Express Company, or only competing line, and one or two days further is saved through there being no Custom House papers or "red tape" fees necessary. The Dominion Express Company is a purely Canadian enterprise. The capital stock being \$1,000,000, all of which is held by Canadian capitalists.

The Superintendent of this Western Division is Mr. W. S. Stout, a gentleman of twelve years experience in the express business, having been a number of years in the employ of the U. S. Express Company, and also one of the organizers of the Pacific Express Company, which operates Gould's Railways. One year ago, when the Dominion Express Company purchased the interest, goodwill, etc., of the Canadian Pacific Railway Express Company, Mr. Stout came here in charge of affairs, and the thorough organization, and great work accomplished by the Western Division in one year can be largely attributed to his industry and well directed judgement.

WESTERN EXPRESS LINE.

This company run boats between Montreal, Port Arthur, Duluth and Chicago. They operate the Myles, St. Magnus, Acadia, Glenfinlas, Louis Schickluna and Socia. They do a very heavy freight business in both imports and exports, as well as in merchandise between Montreal, Toronto, Winnipeg, Chicago, Duluth, and Port Arthur, the latter port being one of their most important points. Some of the boats operated by this line are of one thousand tonnage sea-going vessels, which speaks very commendably of the water route existing between Port Arthur and the Atlantic Ocean, and the great advantages enjoyed by this place as a shipping point. The rates of freight by this line are very low, and shippers either east or west desiring to economize should look into the advantages offered by the Western Express line of steamers. A boat from this line arrives at Port Arthur every week. For freight, rates, etc., apply to Thomas Marks & Co., agents, Prince Arthur's Landing, or to head office of the company, Montreal.

GOVERNMENT DOCK.

In 1872-3 the Government constructed the first permanent dock, under the supervision of Mr. Dawson. It is a splendid piece of workmanship, and after ten years is in as good condition as when first used. It is about 1,200 feet long, with lower track in the centre for loading on railroad cars, and affords a splendid boat landing. It was for a number of years a great attraction to shippers and boat lines, and has served to a good advantage the early merchants of Prince Arthur's Landing, and done much towards making this a well-known port.

CLAVET'S DOCK.

This, the fifth and most recently built dock, was constructed during the past winter, and is a valuable addition to the shipping facilities of Port Arthur. It is the property of Mr. Geo. Clavet, and was constructed at a cost of about \$10,000. This dock is 800 feet long and about 50 feet wide, with a boat landing of 35x260 feet, with warehouses and sheds thereon. During the present season a great deal of lumber and merchandise will be, and has been

handled thereon, owing to its good location and easy approach. Mr. Clavet proposes during the coming winter to make extensive additions, and keep up with the demands of the shipping interests.

MARKS' DOCK NO. 1.

This dock was constructed in 1876, and was purely the work of the private enterprise of Mr. Thos. Marks, to whom this city is so greatly indebted for so many of her public and private institutions. This dock is 700 feet long and used as the depot for the transfer of freights from aboard vessels to cars or local consumption. This dock was considered a great boon to the city when constructed and is still one of the most important transfers on the lake. Mr. Marks has several local warehouses located thereon for his own use as warerooms. Mr. M. Wiley is the wharfinger.

ELEVATOR "A," SHUNIAH DOCK AND FORWARDING CO., (LIMITED.)

This company was organized in 1882, with a capital stock of \$300,000, but have only recently received their charter, and are now prepared to push the work for which they were organized in legal shape. The officers and promoters of the company are Geo. H. Kennedy, President; W. F. Davidson, Vice-President; John T. Mackay, Secretary; A. W. Thompson, Treasurer; and Robt. Hoods, Dr. Smellie, and Hugh Wilson, of Mount Forrest, all the above-named gentlemen form the board of directors. They own somewhat over four acres for use in construction of docks, etc., all of which they propose to utilize. The width of projected dock is 145 feet, and will be extended out into the lake sufficient distance to give from 20 to 30 feet of water for boats. Warehouses, etc., will be built thereon, and all the modern machinery and appliances for the rapid transfer of freight will be put in use. The company have reserved the railway right of their water frontage, and can at no time be blocked by cars, etc., therefore as a local dock their property will also be valuable. The gentlemen composing this company are not only men of means but men of enterprize and push, and will spend a large sum of money during the coming winter in actual improvements.

THUNDER BAY DOCK FORWARDING AND ELEVATOR COMPANY.

This company was organized in 1882 with a capital stock of \$300,000, of which Mr. Thos. Marks is president and principal stock-holder, with Messrs. Geo. T. Marks, F. S. Wiley, H. A. Wiley and W. C. Dobie as directors. The docks and improvements of this company will be seen from the following figures to be the most extensive of any of the five docks at this place. The dock is 1100 feet long by 100 feet wide with a lower railroad track in the centre and two enormous freight sheds built on either side. The shed on the eastern side is 45x500 feet giving 22,500 square feet of floor room, the western side shed is 23x500 feet, and over 800 tons of freight has been handled in one day on this extensive transfer depot. The company have already spent \$50,000 in improvements and construction, and will increase the facilities for handling goods with the growing demand. This dock has been leased by the Canadian Pacific Railway for the present season and is used exclusively by them. As is characteristic of Mr. Marks' business tact this enterprise has proved a financial success.

LAKE SUPERIOR DOCK, FORWARDING AND ELEVATOR COMPANY.

This company was organized in 1882 and is the work of purely local enterprise and capital. The capital stock is \$300,000, and over \$25,000 has already been spent on improvements. A dock extending 800 feet into the bay, 48 feet wide, has been built, warehouses placed thereon, and a railway track laid, while they are now making extensive additions. Large quantities of freight is daily handled owing to the advantages offered for transfer.

The officers and principal stock-holders are N. K. Street, President ; W. H. Carpenter, Vice-President ; A. L. Russell, C. McKenzie, Directors ; D. F. Burk, Secretary-Treasurer. The management of the dock, etc., is attended to by Mr. F. Davidson, agent for the North-West Transportation Company. This company, comprised as it is of capitalists who are deeply interested in the welfare and growth of the city, will soon begin the erection of elevators and warehouses, which are so necessary at a place where the railway terminates and the water route begins. The company have handled 600,000 feet of lumber over their dock this year so far, and all local freight from Beatty's Sarnia Line.

MINING, LUMBERING & FISHERY INTERESTS.

MINES AND MINERALS.

The mineral wealth of the Thunder Bay district is doubtless the richest and most diversified of any on the American continent, and except for its isolated location heretofore would have attracted more attention and have been in an advanced state of cultivation. The following metals and minerals are found in very large paying quantities, and those heretofore properly developed have been a source of immense revenue to the owners. Silver was discovered in 1868-9, and the Silver Islet Mine took out over \$3,000,000 at very little expense.

THE RABIT MOUNTAIN MINE now is attracting considerable attention and proves to be richer than the Silver Islet. This is of black Silurian slate formation, large nuggets of solid black silver weighing several pounds have been found. The vein so far is forty feet wide and only one wall found as yet, a great quantity of ore is in sight. Gen. Wild, of New York, is one of the chief owners and is now preparing to operate on a large scale.

JACK FISH GOLD AND SILVER MINES are among the very richest discoveries of precious metals this location stands first. It is operated by the Huronian Mining Company, composed of a few wealthy gentlemen who work it not as a speculation, but as a rich paying industry. The capital stock is but \$100,000 all paid up and being invested, and there is none of it for sale at any price. The officers and principal owners of the company are James McLaren, President of Bank of Ottawa, President; T. A. Keefer, Attorney, Prince Arthur's Landing, Vice-President; Peter McKellar, Fort William, Manager; and Chas. T. Bates, Ottawa, Secretary-Treasurer. The head offices are located at

Ottawa. The working vein is eight feet wide, and consists of free gold, or what is known as Sylvanite ore, the richest ore known to miners. The lowest assay to the ton is \$49, and the highest \$5,971. The company have some thirty men at work, a ten stamp mill erected, and over 300 tons of very rich ore ready for treatment. Such companies as this with capital, experience, enterprise and courage, really develop mining interest and make not only wealth for themselves but for others, by pointing out what untold millions lie hidden in the earth and their location.

Free gold was discovered at the height of land in 1871, but owing to the impossibility of getting in machinery or away quartz, it was not worked. The Diorite Dyke from Silver Islet to McKellar's Point on the main shore, extends for 30 miles and all veins crossing it are rich in silver, especially those on Thompson, McKellar, Spar, Jarvis and Victoria Islands, and McKellar's Point on the main land and 3 B. McKellar's Point is being operated by a company with a capital of \$1,000,000. Pie Island is stocked for \$5,000,000. Silver is also found all along the north shore and many interior places.

NATIVE COPPER is found in large quantities and is being worked at Michipotcoten by a wealthy English company. It is the same copper as is found on the south shore of Lake Superior, and has proved a source of great wealth to those operating.

IRON is found in endless quantities, and as coal can be laid down at this port for \$3.20 per ton it will not be long until all the iron and castings used in the North-West will be manufactured here.

ZINC is found in rich quantities, also MASSIVE IRON PYRITES, suitable for sulphuric acids. BARYTA or HEAVY SPAR for paint, PLUMBAGO, SOAPSTONE, and a superior quality of OLD RED SANDSTONE.

NEEPIGON SANDSTONE COMPANY, (LIMITED).—This company was organized in 1882 with a capital stock of \$300,000. The property of the company is a very valuable one and contains an almost inexhaustable quantity of fine old red sandstone, large amounts of the same have already been shipped to Chicago for substantial building purposes and ornamentation. The principal stock-holders of the company are Mr. T. and G. T. Marks, H. A. and F. S. Wiley, R. and W. H. Laird, all of Prince Arthur's Landing. The following extract we take from the *Toronto Mail* :—

*A Remarkable Discovery—Red Sandstone Found on the Banks of
Lake Superior.*

"A deposit of fine compact red sandstone has been found on an island close to the north shore of Lake Superior, near Neepigon bay. This stone promises to be very valuable as a building material, particularly for large and lofty buildings in cities where great strength is required in combination with beauty of appearance and power of resisting the action of fire. In color the new stone resembles the brown sandstone from Connecticut, which is greatly used for the brown stone fronts in American cities. The Lake Superior stone is somewhat finer in grain, and is free from the dark streaks which are found in that from the eastern States. It is believed that this Neepigon stone can be delivered in Toronto or any of the lake cities at a much lower price than the New England stone, and nearly, if not quite as cheaply as the Ohio sandstone, while in lasting qualities as a building material it is far superior to both these stones. A company has been organized for the development of this deposit, and as it is the only deposit of pure red stone that has yet been found in a convenient locality for shipment in Canada, it seems to be a practical and promising enterprise. If worked on a large scale it would be useful in helping the development of our North-West by furnishing return freights for the vessels going to Thunder Bay. Samples of the stone may be seen at the stone-yard of Messrs. Brown & Son, on the Esplanade, Toronto. These gentlemen have expressed a very high opinion of its quality. It may also be seen at the stone works at 12th street bridge, Chicago."

The above is a very clear statement as to the importance of this quarrie, which will doubtless soon form one of the most extensive and paying industries on the north shore of Lake Superior, and the work of organization and development has fallen into the hands of live men.

Much could be written of interest and value concerning the hidden riches of this district, and a few years will suffice to demonstrate the statement made at the beginning of this general sketch on mines and minerals.

TIMBER.

Large quantities of fine timber lies tributary to Prince Arthur's Landing, consisting of white pine, spruce, red pine, tamarack, and cedar, and is found principally along the Kaministiquia, Current, Pine, McKenzie, Blind, Black, Sturgeon, Pigeon and Carp rivers, also around Black Bay and the islands along the shores of the lake and bay. Large mills and factories have already been built at this place for the manufacture of the same, and many others are going up in the near future. Mr. Wm. Margach is the timber inspector for the Ontario Government. A large amount of this timber is owned by citizens of Port Arthur. About 1,000 men are employed by this industry.

FISHERY.

Mr. James Dickson is fishery overseer for a district extending some 200 miles along the north shore of Lake Superior, and in his district some twenty different establishments are engaged in this industry, each having from one to three boats in use. The Lake Superior Fish Company alone has two steam tugs and six fishing smacks employed, their output for the past year being 200 tons. The value of the property engaged in this industry is \$32,950. This business is in a very prosperous condition and gives employment to quite a large number of men.

REAL ESTATE, FARM LANDS, RENTS AND BUILDINGS.

Contrary to the general impression, there is a large amount of really good and valuable farming lands tributary to Port Arthur, although hitherto they have been left untouched and emigration has passed by on the westward march. Sufficient arable lands are found in the Kaministiquia Valley and Black Bay Country to settle 3,000 families. The soil is a clay loam, and owing to the extensive forest fires which have swept over these districts are nearly cleared of brush and timber. Every class of grain, vegetables and fruit which is raised in eastern Canada can be produced here and a splendid local market is supplied, as well as excellent facilities for shipment.

Real estate in Port Arthur has never had a back-set. Never has a piece of property sold for less than it cost, the history of the real estate growth in the city ever since the Government sold the first lots in 1872 has been one of steady growth in actual value, according to the location and demand.

The owners of both improved and unimproved property do not make any particular effort to dispose of their interests, knowing full well that within one, two or three years, all survey real estate and that adjacent to the city will have doubled in value. Yet the property holders also recognize the fact that property must change hands to in a measure rapidly increase in value, therefore you will find real estate in Prince Arthur's Landing based upon an underestimated value rather than upon an over.

The holders of improved property are thorough business men and know full well the ruin that exorbitant rents bring upon a young city; therefore this most deeply interested class very wisely put the rents of both dwelling house and business blocks and rooms upon the bases of a fair per centage on the money invested.

There is at present a great demand for buildings of all kinds and for all purposes, and about seventy-five buildings of every class are in course of construction, and many more going up to meet the urgent demand.

GENERAL SUMMARY.

The trade figures hereto appended would doubtless appear untrue to persons doing business in towns or cities with similar population etc. to Port Arthur. But when you consider that this place is the supplying point for about 6,000 men engaged in railway construction, lumbering, mining, fishery and lake navigation, the figures given are perfectly consistent and if anything underestimate the commercial worth of Prince Arthur's Landing.

There are now some 140 different mercantile, manufacturing, financial or professional institutions conducting business at this place. Four of these do an annual business of \$250,000 and over, four others \$100,000, some twenty concerns \$40,000 annually, and some twenty-five a business of from ten to \$20,000. There are sixteen different concerns that employ skilled labor and can be classified as manufactories. These give employment to 214 hands, and their annual outputs largely swell the commerce of Port Arthur.

At no place in the entire Canadian North-West is business in such a state of prosperity, and every person therein engaged is doing well. We have the first merchant yet to hear cry "hard times." The reasons for this exceptional condition of commercial affairs will be evident from an inspection of the causes which have built up the city, and will always give it pre-eminence as a commercial and manufacturing centre.

Surrounded by endless forests of fine timber, tributary only to this port, and underneath the rugged surface mineral wealth beyond the infinite conception of the human avarice ; with lakes and bays teeming with the choicest varieties of fish ; factories on all sides, forming perfect hives of industry ; merchants prosperous and happy ; a natural harbor lined with docks and warehouses, where at all times may be seen the ocean and lake steamers busy loading and unloading ; merry tourists and pleasure seekers crowding the hotels and streets ; the iron horse, with long trains of passengers and merchandise, are the causes which produce the results and conditions which we have endeavored to represent in this work.

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