

Prince Arthur's
Landing 1883

COMPLIMENTS OF



D. LEEDYARD,

THE BACK COVER.

1883

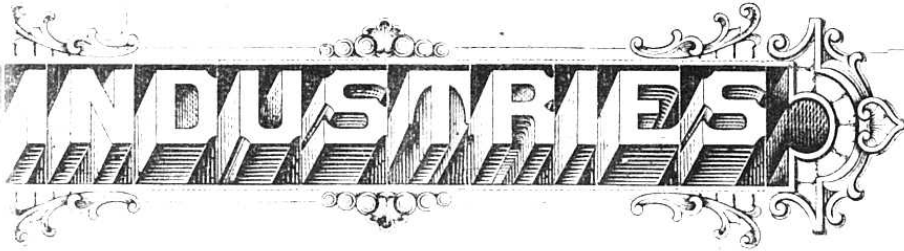
ICE ARTHUR'S LANDING,

OR,

PORT ARTHUR,

Ontario, Canada,

AND HER



PUBLISHED AND COMPILED BY

DEEN & BOYCE,

PUBLISHERS, PRINTERS AND BINDERS,

JAMES STREET EAST,

WINNIPEG, MAN.



THUNDER BAY (LAKE SUPERIOR)

PLAN OF

**WATER LOT No 15
192 AC.**

S. E. 1 Sec. 51

T.M.A.O.U.S. WATER LOT

O.B.I.E.N'S WATER LOT

PRINCIPAL LANDING

LOT 2 IN CON. B.

Pine St., **Main St.**, **Victoria St.**, **Collingwood St.**, **Albert St.**, **James St.**, **Dundas St.**, **Queen St.**, **Kings St.**, **George St.**, **Elgin St.**, **Nelson St.**, **Bathurst St.**, **Yonge St.**, **Ross St.**, **Hurontario St.**, **Wellington St.**, **Queensway Ave.**, **St. James St.**, **St. George St.**, **St. Patrick St.**, **St. Mary St.**, **St. John St.**, **St. Peter St.**, **St. Paul St.**, **St. Andrew St.**, **St. Nicholas St.**, **St. Basil St.**, **St. Vincent St.**, **St. Elizabeth St.**, **St. Anne St.**, **St. Francis St.**, **St. Clare St.**, **St. Agnes St.**, **St. Margaret St.**, **St. Catherine St.**, **St. Thome St.**, **St. Richard St.**, **St. Lawrence St.**, **St. Joseph St.**, **St. Bernard St.**, **St. Bonaventure St.**, **St. Basile St.**, **St. Jean Baptiste St.**, **St. Louis St.**, **St. Charles St.**, **St. Pierre St.**, **St. Michel St.**, **St. Gabriel St.**, **St. Raphael St.**, **St. Valere St.**, **St. Felix St.**, **St. Adrien St.**, **St. Elie St.**, **St. Isidore St.**, **St. Irenaeus St.**, **St. Leodegare St.**, **St. Mercurius St.**, **St. Nabor St.**, **St. Pancras St.**, **St. Paphnutius St.**, **St. Simeon St.**, **St. Ysaac St.**, **St. Zebulon St.**, **St. Zachary St.**, **St. Jeremiah St.**, **St. Mattheus St.**, **St. Mark St.**, **St. Luke St.**, **St. John Evangelist St.**, **St. Paul Apostle St.**, **St. Peter Apostle St.**, **St. Andrew Apostle St.**, **St. Thomas Apostle St.**, **St. James Apostle St.**, **St. Philip Apostle St.**, **St. Bartholomew Apostle St.**, **St. Matthew Apostle St.**, **St. Mark Apostle St.**, **St. Luke Apostle St.**, **St. John Apostle St.**, **St. Paul Apostle St.**, **St. Peter Apostle St.**, **St. Andrew Apostle St.**, **St. Thomas Apostle St.**, **St. James Apostle St.**, **St. Philip Apostle St.**, **St. Bartholomew Apostle St.**, **St. Matthew Apostle St.**, **St. Mark Apostle St.**, **St. Luke Apostle St.**, **St. John Apostle St.**, **St. Paul Apostle St.**.

THE LAKE SUPERIOR TERMINUS ^{OF THE} CANADA PACIFIC RAILWAY

SCALE 2000 FT. TO ONE INCH

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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.

THUNDER BAY DISTRICT.

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 rock 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 accomodation, 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 besides 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 the country. Veins of copper and zinc crop out in

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 Tunder 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, influence 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

PORT ARTHUR.

The history of western cities and towns are usually made up of a succession of quiet 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 vista 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 sixteen 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

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 portion 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.

It 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."

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 Reil-O'Donahoe rebellion in the latter year caused a little

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 Upper 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-

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 one 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 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 ownerships 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 centered 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 this doubtless 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 was 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 therein 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.

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 a long 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 \$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.

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

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.

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 1,100 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 Michipicoten 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 inexhaustible 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.

Property For Sale at Port Arthur

THE HEAD OF FRESH WATER NAVIGATION

—AND—

LAKE SUPERIOR TERMINUS *of the* CANADIAN PACIFIC RAILWAY

Lots in "The Ledyard Addition" to Prince Arthur's Landing (south-east quarter Section 51, Township of McIntyre) will be leased or sold upon favorable terms.

Very liberal arrangements will be made with parties wishing to develop or improve portions of this Estate.

"The Ledyard Addition" is situated on the south side of the Town on the shore of Thunder Bay, and upon this and adjoining property, the C. P. R. from Manitoba and the great North-West first strikes the waters of Lake Superior. The Government road to Fort William and the Kaministiquia River, which will be one of the leading streets of the city, runs diagonally through the property, besides six streets which run north and south and it is crossed by seven avenues running to the Harbor. The Canadian Pacific Railway also crosses this Addition diagonally, affording excellent opportunities for storehouses and factories along the track.

The water lot in front of this sub-division extending for half a mile along the shore forms an important part of the Harbor and will doubtless be covered with wharves, docks and elevators at no distant date.

Lots also for sale in other parts of the town.

For descriptive Pamphlets, Maps of the Town, Plans of Subdivisions, Prices of Lots and other information, apply to

T. D. LEDYARD,

4 Ontario Chambers,

TORONTO.