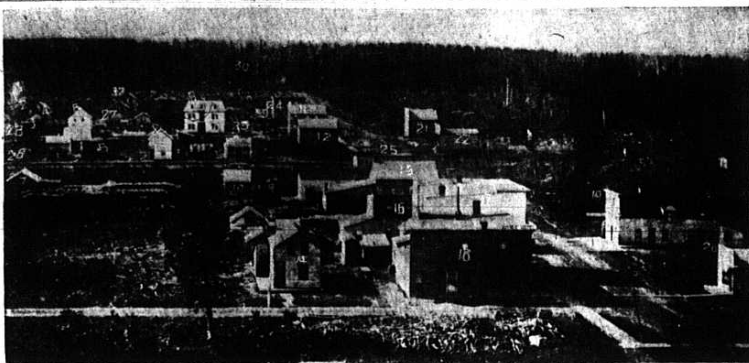


# The Daily Times-Journal

FORT WILLIAM, ONT., SATURDAY, FEBRUARY 22, 1947

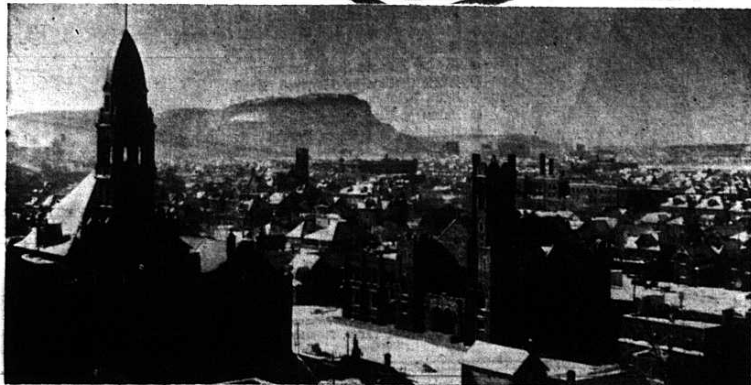
**In Celebration  
of our  
Diamond Jubilee  
The  
Daily Times-Journal  
Presents . . .**



FORT WILLIAM IN 1887

**60 Years  
of Progress in  
Fort William  
1887 - 1947**

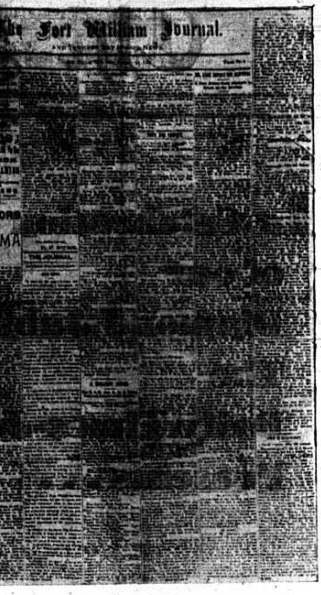
FORT WILLIAM IN 1947



... taken from the files of  
The Daily Journal and  
The Daily Times-Journal

**Diamond Jubilee Edition**

**FEBRUARY 1947**



The front page of the first edition of the Fort William Journal published on February 23, 1887, by Harry D. Lee.

The little office on the left, situated on Anson street in Westfort, was the birthplace of the Journal.

### City's Present Site Had Few Dwellings

In 1887, just 60 years ago, far-sighted residents of Fort William, which had just begun to sprout up with the completion of the Canadian Pacific Railway, saw a great future for this thriving community of only a few hundred inhabitants.

Among those hardy pioneers, who had faith in the great potentialities of this district, was one H. D. Lee, a newspaperman of marked ability. It was Mr. Lee who purchased a small weekly newspaper then operated by Sidney Smith and Will Rutledge.

Mr. Lee published the first edition of his newly acquired paper on February 23, 1887, under the name "Fort William Journal." This newspaper which published first 60 years ago, has carried on through the years and progressed with the growth of the city.

In 1887 the streets of Fort William were mostly lines cut through the bush although west Fort William, which was the main business center during the construction of the C.P.R. The buildings in the year 1887 could be almost counted on one's fingers.

### ALGOMA

It was in the year 1887 that the west was opened up to settlement. It was taken over in 1875 by W. H. Cameron. In 1882 George A. Graham and John T. Horne built a planing mill on the north bank of the river. This later was enlarged to include sawmills and was operated successfully by the partners until they disposed of it in 1901 to the Pigeon River Lumber Company.

Big Wheat Crop in 1887 It was in the year 1887 that the west was opened up to settlement. It was taken over in 1875 by W. H. Cameron. In 1882 George A. Graham and John T. Horne built a planing mill on the north bank of the river.

Oil Lamps for Street Lighting The streets were illuminated by oil lamps and Stewart Thomas hired a contractor for lighting the lamps every evening. Dances were the really big event.

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May and Victoria avenue section of Fort William as it appeared in 1887. Identification of the above buildings will be found in the index printed below.

## Who Sees First Edition of "Journal"

### Harry D. Lee Was Editor of Weekly Published in Westfort

As the village, town and city of Fort William passed through good times and bad so did the Fort William Journal, which tomorrow is observing its 60th anniversary. A newspaper is the very part of a community observing its ups and down but ever confident of its future prosperity.

No greater tribute can be paid to an outstanding newspaperman, Harry D. Lee, publisher of the first issue of the Fort William Journal, than to observe in some way the 60th anniversary of its first publication.

It was on February 23, 1887, just 60 years ago tomorrow, that Harry D. Lee, with painstaking care, set up the type and "locked up" the forms on page and produced the first issue of his Fort William Journal. Since that day the paper has come out on schedule first as a weekly, then as a semi-weekly and finally as a daily.

On these days the press was an old-time, Washington hand press on which three skilled operators could produce about 200 sheets printed in one hour.

Proud of his little paper, which unfortunately he enjoyed to publish only three short years—Mr. Lee kept called by death in 1890—he left the first issue of the press and with the first five-cent piece, which he obtained from the sale of the first issue, he sent it to his young wife in London, Ontario.

The first issue of the Fort William Journal and the first five-cent piece were kept in the family for many years. However, a century or two ago both were presented to the Daily Times-Journal by George P. Smith, son-in-law of Harry D. Lee. It was donated so that it could be kept on file at the Times-Journal here for posterity.

150 Copies Weekly In those early days of publication the Journal's circulation averaged about 150 copies per week. The home of the Journal at that time was on Anson street in West Fort William, which was the busier section of the town plot.

Several previous attempts were made to circulate a paper in Fort William with one of the first, from 1874-75, called the "Tri-Weekly Reporter."

McKellar assisted by Miss Groom and Archie McKellar, and was handwritten.

In 1877 Colin Patience and Walter Hudick set up and published the "Fort William Bay Book" which had the modest circulation of 50 copies. The "Day Book" later was sold to Charles S. Howland but he subsequently moved west.

On July 1886, F. T. Graft started the "Fort William Herald" with some success but after two years he moved to Fort Arthur. However, in 1885, he started and published the Fort William "Echo." However, evidently times were really tough and when he failed to get his instalments the town took over the paper.

Sidney Smith and Will Rutledge started the "Paper" until it was purchased in 1887 by Mr. Lee, who operated it until his untimely death three years later. Mrs. Lee carried on until 1890 when she decided to sell.

When the "Fort William Journal" appeared on the streets it was received with acclaim by the townspeople and since that time the newspaper has been an institution in the community. The residents of those early days of settlement, that it was once edited by a first-class newspaperman and analyzed looked forward to the publication.

It was unfortunate that a man of Mr. Lee's calibre could not have survived to see the fruits of his early efforts to found a substantial newspaper in Fort William, rightly. However, with his passing, it was finally taken over in 1890 by T. W. Rutledge and James McLellan, who moved from west Fort William to east Fort William and operated from a shop at the corner of Victoria avenue and Brodie streets.

Although the little weekly changed hands several times, its foundation had laid solidly by Mr. Lee and as the town grew so did the paper. Like Mr. Lee, publishers who followed him were not only successful but also future growth and today the Daily Times-Journal, daily with the exception of Sundays, is published on pages ranging in size from 14 to 24 pages with larger papers on special occasions.

### INDEX TO ABOVE PHOTO

- (1) W. Russell's residence.
- (2) The Hotel, Bank 1877.
- (3) Late Chief of Police Campbell's residence.
- (4) Owned by F. C. Perry and occupied by Robert Reading.
- (5) Alex. Cameron's residence.
- (6) Owned by W. Hauto and occupied by Mrs. Fraser.
- (7) Eucher Pelletier's residence with pile of cordwood in rear.
- (8) William Dodd's residence.
- (9) Mr. Simpson's residence. (Note: This house was moved away from this spot to make way for the Central Theatre.)
- (10) King and Pelletier's barn.
- (11) Mrs. Fox's residence.
- (12) Walsh, Murphy & Whaley's store.
- (13) King & Pelletier's general store.
- (14) John McK. Hunt's residence.
- (15) King & Pelletier's liquor store.
- (16) Peter-Rochon's hotel.
- (17) Berthiaume block.
- (18) The Avenue Hotel.
- (19) Mireault hotel.
- (20) Dr. Hamilton's drug store.
- (21) Merchants Bank residence, and occupied in 1880 by the Journal, then a semi-weekly.
- (22) W. S. Piper store. The W. S. Piper store today stands on the same location.
- (23) George Gale's residence and carpenter shop.
- (24) Moore's hotel.
- (25) Miss McCullum's Bazaar.
- (26) Miller and Morton's Grocery Store.
- (27) Warren Pritchard residence.
- (28) Ole Lennox's residence.
- (29) Hapik Austin's residence.
- (30) Alex. Cameron's residence.
- (31) Ben Mercier's residence.
- (32) Owned by F. C. Perry and occupied by Alex. Fraser, the first C.P.R. policeman in Fort William.

1856, the construction of the Dawson Road in 1869 between the Head of the Lakes and Fort Garry. Here the road started at Prince Arthur, so named later after Prince Arthur who served with the Wesley expedition in 1870 the first rebel rebellion in the west took place, and the Red River expedition of 1869 met their end at the Battle of Seven Oaks.

On July 1st, 1875, the first of the Canadian Pacific Railway was cut by Adair Oliver, the member of parliament for the County of Oxford in the provincial house, at a point somewhere near the site of the present Consolidated elevator at Fort William.

In 1882 the railway was operating between Fort William and Fort Simpson as a construction line, and construction on the eastern section was proceeding rapidly.

In March, 1884, 4000 troops under General Middleton were sent over the road from Ottawa to Winnipeg to quell the second Riel rebellion. There were several uncompleted sections of track on the north shore section where the driving of tunnels through the rock delayed construction. Troops reaching these points were obliged to march over the ice. The first gun batteries were sent in 1870.

On June 30, 1886, the first transcontinental train passed through Fort William which was followed in May 1887 by the first transcontinental passenger train from Montreal to Vancouver. The train was hauled by the wood-burner Lullipian locomotive No. 374, which was a Canadian transcontinental history.

In August, 1945, the "Puffing Billy" to Old 374" was taken over by the Vancouver and British Columbia Pacific across Canada's plains, in Kijilano Park.

With the advent of the railway age the Lakeshead, the gradual disappearance of old Fort William commenced. Elevators, coal docks, freight sheds and railway tracks displaced the buildings and covered the site.

## History of Fort William Goes Back as Far as 1697

In providing a chronological history of the growth of Fort William from 1697 to 1947—sixty years of progress—it would be somewhat tedious not to include in brief detail the early history of the founding of Thunder Bay and leading up to the year 1887 when Fort William was founded.

Fort William traces its surrounding buildings of hewn timbers, and its stockade with storehouses and powder magazines, to the same condition as when the Hudson's Bay Company took it over, until, in 1887, it was surrounded by the modern buildings of hewn timbers, and its stockade with storehouses and powder magazines.

The first European settlement at Fort William was the trading post established by DuRoi in 1679 or near there named Kaminitiquia River and north Camenitigoyon or three rivers. From this starting point a chain of posts was established reaching to Hudson's Bay.

The post was renewed from time to time. It became Fort Kaminitiquia, a stockaded and fortified post in 1697, under Jacques de Noyon, and in 1717, under Zachari Robutel de la Noue.

Following the destruction of the present Daily Times-Journal and leading up to the year 1887 when Fort William was founded.

According to the historians, Thunder Bay and the Kaminitiquia River probably were first discovered in 1662 by Francois Chouart de la Noue, a French Canadian trader, who was with Pierre Radisson, brothers-in-law, who came across the lake from the south-west.

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## Since 1905

For 42 years Mr. Sam Tritt has been catering to the needs of men in the Thunder Bay District . . . many who were customers at our beginning still visit our store for all their clothing requirements, and down through the years these valued old customers have been joined by more and more new customers who are also being held by our steadfast policy of

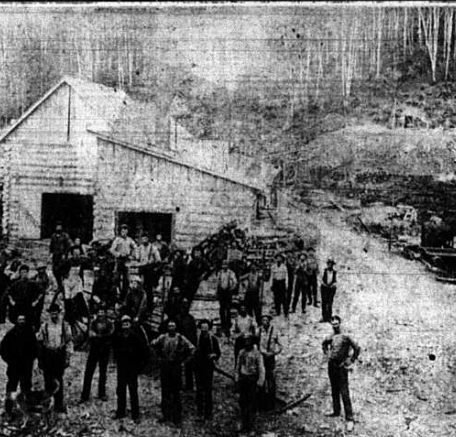
"SATISFACTION GUARANTEED ON EVERY PURCHASE"

- Forsyth and Arrow Shirts and Pyjamas
- Stetson, Biltmore and Green Hats for men
- Stanfield's and Oes-Tee Underwear
- Strider Famous Shoes for men
- Work Clothes by Monarch, Headlight, Kitchen, Peabody, Carhartts
- Palmer's High Boots.
- Dominion and Gutta Percha Rubbers.

Fort William's Oldest Clothing Establishment



317 Victoria Avenue SAM TRITT, Proprietor



Employees and buildings at the Beaver Silver Mine in 1889.



Victoria Avenue, looking west from Simpson Street, in the year 1890.

# 1890 Was the Turning Point for East Fort William

## Boom Started When C.P.R. Moves Divisional Point

The year 1890 saw great changes for Fort William and from that time on it was a town of progress, according to the weekly issues of the Fort William Journal, published in those days. The Journal kept abreast of the times with stories dealing with the progress of the community, especially in east Fort William.

During that year the town really boomed, with the announcement by the C.P.R. that the divisional point would be situated at east Fort William.

In August, 1888, an agreement was entered into by which the principal works of the railway were to be built in McKellar ward. The following year this enterprising ward undertook to give a bonus to the C.P.R. to secure these works, this bonus being cancelled later in the same year when a 20-year exemption from taxation was granted.

An idea of the changes which took place in the year 1890 may be obtained from a story which appeared in the November 20, 1890, issue of the Fort William Journal.

The story stated in part as follows: "Visitors to Fort William today will see something very different from what might have been observed there a few months ago. Houses are rapidly going up on every street, new streets are being laid out, sidewalks are being constructed and in new places of business goods of all description are being unpacked. Bustle and animation pervade the whole town."

"On November 20, we had the pleasure of seeing driven the first pile for the foundation of the grand hotel the C.P.R. expected to have completed for the opening of navigation in 1891. "On this hotel, on the annex to Elevator 'A' and on the annex to the docks some 400 men will find employment all winter. On the principal streets property has, within a few days, advanced from 25 to 50 per cent. in price, and on Simpson street every lot has been sold."

"By a supplement to Time Table No. 24, issued by General Superintendent Whyte, Fort William is designated the divisional point for the C.P.R. This change went into effect on November 20. As a result the hotels and boarding houses are all crowded and it is almost impossible to rent either a house or room."

"Fort William has entered upon an era of prosperity that has long been predicted for her. The boom is no seasonal one, but has behind it stern facts to ensure her future greatness." "The closing months of 1890 witnessed the completion of the new C.P.R. roundhouse and workshops and had Fort William become an important divisional point and the only lake terminus on the only transcontinent railway. New buildings sprang up like magic all over the thriving town and

important public improvements were commenced.

At this time the large C.P.R. hotel was rapidly taking form and was expected, when completed, to present an imposing appearance.

According to the Journal of that time the air was full of rumors as to what would be carried out the following spring. "There is no doubt that building operations will commence at a very early date and there is every promise of a busy season and good times," the Journal story stated.

The story stated also that a great many trainmen and others whose headquarters were in Fort William, but whose families were elsewhere, were preparing to build homes for themselves and settle in the town.

"Plans are prepared and in some cases the contracts let for the erection of several fine business blocks," the Journal stated.

"The Bank of Montreal, we are informed, plans to put up a fine building and open a branch here," said the Journal. "Plans already are drawn up for the Hudson's Bay store. When it is completed there will be no finer store, no finer emporium, between Montreal and any Winnipeg."

"All these and other contemplated improvements will mean the employment of large numbers of men who will require to be fed, clothed and housed. Mechanics may feel sure of employment, hotel and boarding house keepers may expect to see their rooms filled and their merchants may confidently look forward to increased demands from their stocks. A great deal of money will be in circulation and judging from the present outlook, 1891 should be an important year to Fort William and its citizens."

John McKellar Revee During the year 1890 John McKellar was reeve with C. J. McLennan, E. A. Carpenter, Alex. Stevenson and John King as councillors. The public school registrations totalled 116 pupils with Mr. McLean as principal and Miss Hocking as teacher.

As predicted in the winter of 1890 by the Fort William Journal (in news items of that year) 1891 was a big year for the community in building and new business.

On January 12, 1891, the Commercial Bank of Manitoba opened a branch in the Commercial block, Simpson street, with A. H. Dickins as manager. Previously to that the Bay Street Bank was doing business. In October, 1891, the Bank of Montreal opened a branch in Fort William making in all three banks in the thriving town.

In November, 1891, the C.P.R. hotel opened, while on September 2, 1891, the Journal began to publish a twice weekly in an effort to keep abreast of the rising tide of business in Fort William.

Volunteer Fire Brigade Formed In July, 1891, formation of a volunteer fire brigade was undertaken, and representative citizens headed by E. A. Morton, held an enthusiastic meeting, evening with a good attendance.

The first year of business was the election of officers, and on motion the following were unanimously chosen to form the new organization for the current year: George A. Graham, president; Allan McDougall, vice-president, and W. H. Cumming secretary. (Mr. Cumming was editor of the Fort William Journal).

## Silver Mining Boom

### Active Up Till 1890

Mining always has played a prominent part in the growth of Fort William and district starting way back in the early days when Peter McKellar, explorer, mineralogist and geologist, made the first discoveries of gold, silver, zinc, lead and iron.

The first exploratory work was undertaken in the region of Black Bay where John, Peter and Donald McKellar spent the whole of the winter of 1865, according to early records. Their work attracted the attention of others and a syndicate was formed by Messrs. McIntyre, Wallbridge and Her-

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## Board of Trade Formed Here April 3, 1891

The Fort William Board of Trade, forerunner of the present Fort William Senior Chamber of Commerce, was formed on April 13, 1891, and has carried on continuously since with leading citizens forming the membership.

It was the Fort William Journal, the community's interests at heart, which urged the formation of a Board of Trade in Fort William. In leading editorials and news stories, the Journal strongly advocated the formation of such an organization, which it believed was a vital necessity considering the fact that the town was booming and it was the ideal location for new businesses and industries.

Previously to April 13, 1891, the Journal called a meeting of representative citizens at which the question of the formation of a Board of Trade was discussed pro and con. After hearing the opinions expressed by those present it was decided to hold another meeting on April 13, 1891.

Following this meeting the Journal published the report of the first regular meeting of the Fort William Board of Trade held on Monday, April 13, 1891. It was held in the dining room of the Avenue hotel at 8 o'clock in the

evening with a good attendance. The first year of business was the election of officers, and on motion the following were unanimously chosen to form the new organization for the current year: George A. Graham, president; Allan McDougall, vice-president, and W. H. Cumming secretary. (Mr. Cumming was editor of the Fort William Journal).

A council of 12 members had to be appointed, the report of the meeting stated, but it was decided to name only six at the time and leave the selection of the others to a subsequent meeting. Councillors elected at the first regular meeting included: A. D. Sutherland, A. H. Dickins, E. J. Roebon, D. McKellar, E. A. Carpenter and John McLaurin. Following the election, bylaws were submitted and adopted by the meeting.

At a subsequent meeting held within a week's time from the first regular meeting the additional six councillors were elected to the first slate of officers of the newly formed Fort William Board of Trade. The additional slate elected included: J. T. Horne, A. McLaren, R. Bowman, P. McKellar, C. W. Jarvie and James Hammond.

... the family store with the friendly service



It is a source of great satisfaction to be able to depend on a valued piece of merchandise. The patronage of thousands of customers in the past 34 years is proof of the Jorgensen & Co. reputation for finest quality and value of each article sold. We are grateful to our past customers, and we are proud to offer our future customers the finest merchandise available.

- BLUE RIVER DIAMOND AND WEDDING RINGS.
- BULOVA WATCHES.
- 1874 SILVERWARE.
- COMMUNITY PLATE.
- KING'S PLATE.



Quality for 34 years ... that's our record for continuous, dependable service to Lakehead and district residents



## HANDS OFF!

For your protection — for our protection Jorgensen & Co. keeping abreast of the times, have installed the most modern burglar alarm system in the science of property protection. All risk of loss by burglary has been eliminated... your valuables are in safe keeping at the up-to-date firm of Jorgensen & Co., Jewellers.



# Journal Becomes Semi-weekly

For three years Harry D. Lee, conscientious and hard-working publisher of the "Fort William Journal," carried on his paper in the west Fort William and east Fort William, and bringing out his little newspaper every week.

During those three years Mr. Lee prophesied great things for the community and it was unfortunate that he was unable to live to see his prognostications realized. On February 28, 1930, just three years almost to the day when he published the first issue of the "Fort William Journal," Mr. Lee died. He was 42 years of age, having been born in 1888.

The March 8, 1930, issue of the Journal contained the write-up of Mr. Lee's death and the front page was set up with heavy black border lines. It also announced that Mrs. Lee would carry on with John R. Brodie as editor and manager. This arrangement continued until June 7 when T. W. Rutledge took over the management of the Journal.

It was during the summer of 1930 that business began to really hum in Fort William with the trend towards east Fort William, where the C.P.R. decided to establish its divisional point. The weekly issues of the Journal followed the boom very closely and published all the various activities and building projects which were under way at the time and which were contemplated.

It was on November 22 that Mrs. Lee sold the Fort William Journal to T. W. Rutledge and James McLaren, who published the weekly for three years before selling it to T. A. Bell.

**Moved to Victoria and Brodie**  
Following the trend of business in 1930 Rutledge and McLaren moved their shop from Anne street in west Fort William, to the northwest corner of Victoria avenue and Brodie street in east Fort William. This was the second home of the Journal. The present building on North May street is the sixth home of what originally was the Fort William Journal.  
On December 6 McLaren and Rutledge, with W. H. Cumming as editor, published their first weekly in their new home in east Fort William. In



THE JOURNAL occupied the above premises, at the northwest corner of Victoria and Brodie streets from 1890 to 1933.

announcing the new ownership the December 6 issue contained a "Salutory" setting down the aims and objects of the weekly.

The "Salutory" stated in part as follows: "We will endeavor to conduct the Journal that it will merit the support of a large constituency of readers. It will be operated under a non-partisan and non-political basis. Our aim is to publish a thoroughly independent paper and our mission will be to keep prominently before the public the immense riches, the wonderful resources and the limitless possibilities of this

part of Canada. We are among those who believe that a great and quiet city is about to rise on the banks of the Kaminitiquia River. In laying the foundations of that city, in contributing to its upbuilding, we desire to take a part."

Since that time, despite changes in ownership, the Journal has carried on keeping abreast of the town's progress and at all times advocating improvements for the welfare of the town and citizens.

### Changed to Semi-Weekly

With the increase in business that took place during the years 1930 and 1931, the publishers of the Journal decided to publish twice a week and on September 2, 1931, the first issue of the semi-weekly rolled off the presses. It was a tabloid containing four pages. McLaren and Rutledge continued in the newspaper business until 1933 when they sold out to T. A. Bell.

Like every newspaper, which is the very life of the community, the publishers of the Journal, McLaren and Rutledge, were keenly interested in the development of the town. Straight forward editorials advocated modern improvements such as a new water system, doing away with the town pump and delivery by water carts, sewers, a street railway, fire hall and the formation of a board of trade. All these improvements as stressed in the Journal's editorials, later were realized.

### First Field Hospital Established

Previous to 1899, when the Victorian Order of Nurses was in charge, which was followed later by the erection of the first McCellar hospital, the first report of hospital work and care of the sick in Fort William was in 1870.

This was during the measles epidemic among the Indians. At that time Governor McIntyre of the Hudson's Bay Fort, turned one of the Hudson's Bay "Men's House" into a place to care for the men and Indians stricken at their own post. In addition, Governor McIntyre and his family cared for the sick until the epidemic had passed.

In the earlier days the names of McIntyre, McLellan and McViear were connected with the care of the sick. Many Indians, not connected with the Post, were left in their wigwags alone and unattended because of the fear their friends had of the disease. The McLellans, McIntyres and McViears went among them giving them attention and supplying them with nourishment. The first hospital in Fort William of a field hospital was in 1893 when 80 immigrants were quarantined for smallpox outside the town, and the Relief Committee was organized to care for these patients until the quarantine was raised.

The Relief Society provided all the supplies necessary. Dr. Smellie organized a band of helpers from those not smitten with the disease and had three camps for the sick, convalescents and those awaiting the period of quarantine. That good attention and strict adherence to quarantine were given is easily seen in the fact that there was no outbreak of the dreaded disease in town.

### Skating Carnival Well Attended

The first skating carnival ever held in Fort William was held on the Princess rink on Wednesday evening, January 22, 1890, according to the Fort William Journal.

There were a number of prizes given out and quite a large crowd of skaters and spectators was on hand for the big and novel event. The rink was well lighted and the ice was all that could be desired.

Following is a list of those who took part: James McDougall, as Alphonso; Frank Lee, Stella Claus, W. Skipper, clown; Frank Day, fancy skater; Harry O'Hagan, Louis 14th; Miss Philipp, French Lady of 17th century; Walter Bray, fancy skater; John Brennan, Broadway Cap; Thomas O'Hagan, Mother Hubbard; James Walsh, negro; R. Dawson, Old Joe; Miss Mulligan, Diabli; Ed. Treffit, Chief of the Blackfeet; John Nichols, Squaw; Miss F. Philipp, Japanese lady; Miss Cora McDougall, knight; Miss O'Connor, Ruth gleaming in the fields; J. Fox, clown; Miss M. Young, Scottish girl; Miss M. Campbell, Mother Hubbard; Miss Minnie Philipp, Kate Greenaway; W. Whalen, clown; Rose Smith, fat lady; John Anderson, farmer's daughter. The Judges were James Walsh, Neil Ward and Beverley Herrington.



"ALEX" WHITE



ANGUS C. WHITE

Opening a New Page in Customer Service... Every Day for More than Thirty Years...

... But never in a single instance deviating from the policy of service and quality indelibly written into the first page of the history of this popular Rexall Drug Store on the corner.



Established 1918

## Town Sewage System Installed

It was in the period 1922-23 that officials of the thriving town of Fort William started to think seriously of the installation of a serviceable sewage system. New homes were springing up on various streets and new buildings were being erected and the urgent need at the time was sewers to serve the residents of these new homes and buildings.

According to the issue of the Journal for November 20, 1923, a system of sewage was inaugurated in the town from the outlet on the banks of the Kaminitiquia river to Brodie street. The write-up in the November 17 issue of the Journal stated that the Victoria avenue sewer was completed on November 16 and a connection made with Brodie street. It stated, however, there still was a portion of

the outlet from the manhole in front of Smellie's drug store, past the Avenue hotel, still uncompleted. However, Town Engineer McKay at the time thought that it would be completed shortly so that the entire system sewage from the outlet on the banks of the Kaminitiquia River to Brodie street would be in operation.

It was in the latter part of 1923 that Dr. T. S. T. Smellie, who followed Dr. W. H. Hamilton as medical officer of health, took charge of a car of immigrants in which smallpox had broken out. Dr. Smellie established an isolated camp on the outskirts of the town and administered to their needs. Fortunately no deaths were recorded. To assist the immigrants a Fort William relief society was formed. The society provided assistance for 74 passengers, men, women and children, involved.

# 40 YEARS IN BUSINESS

★ Based on six outstanding merchandising principles. Stitts are satisfactorily serving the district with men's women's and boys' wearing apparel and shoes for the entire family...

- Fair Prices
- Quality merchandise
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FORT WILLIAM :: PORT ARTHUR  
SIOUX LOOKOUT

FROM

# PIONEER DAYS

TO

QUALITY and SERVICE

AS NEW

AS TOMORROW



IN STEP

(1896) WITH THE TIMES (1947)

FOR 51 YEARS

# J. & T. M. PIPER HARDWARE

# Fort William Incorporated As Town on July 18, 1892

## 2,000 Citizens Turn Out for Monster Torchlight Parade

A memorable day in the history of Fort William, when the whole town turned out to celebrate, was on Monday, July 18, 1892. On this day, which was observed with a monster torchlight parade led by the town band, speeches and general celebration, Fort William was incorporated as a town with more than 2,000 of a population.

For months the Fort William Journal editorially commented upon the necessity of having Fort William incorporated as a town. On January 27, 1892, an editorial in the Journal stated in part as follows: "Time is rapidly approaching for the serious consideration of the question of incorporating the town of Fort William. There are many advantages which an incorporated town has over a municipality, and our people, one and all, should join hands in every effort made in this direction and secure the benefits at as early a day as possible."

The above and other editorials, urging the necessity of becoming incorporated as a town, appeared from time to time in the Journal. Finally on March 19, 1892, town officials received a telegram from Toronto which stated that Fort William would be incorporated with all territory asked for. In addition the telegram stated that the electric railway would be allowed administration to Fort William from Port Arthur on condition it built and operated through to west Fort William.

**John McKellar First Mayor**

The first meeting of the Town Council was held on the afternoon of July 18, 1892, previously to the monster celebration in honor of the town's incorporation, which was held in the evening.

In attendance at the first meeting were Mayor John McKellar, first mayor of the town, and Councillors R. J. Armstrong, John Morton, James O'Hagan, R. Reese, H. Sellers, S. Stevens, John Armstrong and James Hammond.

At the meeting, according to the write-up in the Journal, appointments were made and the various committees appointed. Those included: W. A. Matheson, town solicitor; A. Campbell, W. J. Dodds and R. McNabb, police officers; Jas. Tonkin and Wm. Harrison, sanitary inspectors; James Tonkin, road commissioner; and James Davidson and James Foster, poundkeepers.

The committees elected as follows: Board of Health, R. Mc-

Nabb, A. Campbell, J. Tonkin, R. Hall, P. Condit, E. A. Morton, W. McLean, Mayor McKellar and Clerk Rutledge. Finance committee: Mayor McKellar and Councillors Reese, Morton, O'Hagan and Armstrong.

Board of works: Mayor McKellar and Councillors Sellers, Armstrong, Stevens and Hammond.

Licence, Relief and Police: Mayor McKellar and Councillors Sellers, Morton and Stevens.

Fire, water and light: Mayor McKellar and Councillors Reese, Armstrong, O'Hagan and Hammond.

Other business was dealt with and the first meeting of the Town Council of Fort William was adjourned at around five o'clock so that everyone could be in readiness for the big celebration.

**Future Chicago of Canada**

The July 20, 1892, issue of the Journal devoted about two columns to the write-up of the big celebration held on the evening of July 18. In the headlines the paper urged that July 18 be set aside as a national holiday for Fort William, the future Chicago of Canada.

The mayor and councillors, elected one week and two weeks previously, gathered around the council table as the council of the future Chicago of Canada," the story said. "It was a memorable occasion and one to which old settlers on the banks of our beautiful Kaministiquia River had long looked forward to. One which marks the commencement of a new era in progress and development of our town. An occasion which is only the prelude to other landmarks of our future which, with it, will form stepping stones on our onward march to fame and prosperity.

"On such an occasion it was fittingly fit and proper that some step should be taken to celebrate the day and indelibly imprint its importance on the minds of our citizens. Right royally did they respond to the invitation extended and turned out in masses on the eve of July 18 and do honor to the new Fort William national day.

Early in the evening an immense crowd of men, women and children gathered on the sidewalks of our principal streets. As those crowds continued to steadily increase in numbers a bystander looking into their happy and joyous faces full of confidence in the present and hope for the future, could already see the commencement of the fulfilment of President Van Horne's prophecy, that ere long there would be in Canada four great cities on the line of the C.P.R.—Montreal,

## Avenue Hotel Destroyed by Fire in '94

In one of the most extensive and disastrous fires in the history of Fort William, the Avenue hotel, Victoria avenue, one of the town's leading hotels, was totally destroyed on the morning of March 6, 1894.

E. Boveas, a young man employed in the Mills jewelry store, lost his life in the blaze, which broke out at about three o'clock in the morning. The building, owned and occupied by E. J. Rochon, was operated as a hotel with the exception of two rooms, one of which was occupied by A. F. Mills, jeweler, and the other by Thomas Dunbar, the barber.

The loss was estimated at \$20,000. The hotel was a large two and three-story building situated at the corner of Victoria avenue and Simpson street.

It was fast disappearing and before him tonight were assembled together progressive citizens vastly exceeding in numbers the largest gathering of Indians in the balmy days of the Hudson's Bay company's regime.

"Other speakers included: Councillors R. J. Armstrong, J. Morton, S. Stevens, Rev. J. Laycock, George A. Graham, chairman of the Board of Trade; Rev. J. L. Simpson. The band leader was E. L. Williams."

Although the Journal proclaimed that July 18 should be proclaimed a national holiday in Fort William, it was interesting to note that July 18, 1893, a year later, passed without any mention of it in the paper.

## Trotting Horse Races on Ice Were Featured in 1892

On January 2, 1892, R. G. McKenzie opened up an open air skating rink on the Kaministiquia River situated a short distance above Elevator B. The rink was 200 feet by 100 feet and boasted a building heated with a stove for the accommodation of skaters.

Curling and trotting horse races on the ice were also two of the major sports enjoyed during the period 1892-93. In January, 1892, the Journal reported that although there was plenty of snow east and west from the town of Fort William, the town was just enjoying comfortable sleighing.

In that year Port Arthur just defeated Fort William rinks for the district curling medal. The matches were

played on the Syndicate avenue rink. On March 19, 1892, throngs turned out to witness the trotting races on the ice. The course was laid out between Elevator B and the old government docks.

On February 6, 1892, the Journal reported that the contractors building the new fire hall were getting along nicely on the building with the interior rapidly taking shape.

In the same month it was announced that the Steamships Alberta and Athabasca, of the C.P.R. line, were going to be greatly improved. Each was to have a crown promenade deck and awning similar to that on the steamer Manitoba.



THE FIRST ISSUE OF THE DAILY JOURNAL was published in the above quarters at the northeast corner of Victoria and Simpson streets (the present location of Gerry Hardware) on October 12, 1893. The Daily Journal was owned by Thomas A. Bell at that time and besides the daily was also publishing the semi-weekly Journal. Shown in the above photo are, from left to right: Four newshybs (unknown); Walter Gordon, J. McDonald, unknown newshyb, George Thompson, T. W. Rutledge, David Smith; Wm Binningdon, Thomas A. Bell and J. S. McMillan.

## "Journal" Becomes Daily Paper

After publishing the Fort William Journal in tabloid form for a few months, expansion of business necessitated the publishers to increase the paper to the regular size, six columns wide and six inches deeper. The first issue of the larger semi-weekly was published on August 11, 1892.

T. W. Rutledge and James McLaren were the publishers and took a keen interest in the welfare of the town. It always was a newsy sheet and its editorial comment was very interesting and to the point. At all times the paper took a stand when anything which might prove of benefit to the town came up for consideration.

Rutledge and McLaren ran the paper from 1890 until they disposed of it to Thomas A. Bell, a well known resident of the town, in January, 1893. The first issue of the Journal, under the new ownership, was published on January 21. It announced the new owner and stated that it would endeavor to provide the residents with up-to-date news on local events.

The town continued to boom and as the town boomed so did the paper. The result was that Publisher Bell decided

to publish daily and on October 12, 1893, he published the first issue of the Daily Journal.

The first issue commented editorially on the decision to publish a daily. It stated as follows: "We propose in the daily to furnish full telegraphic news to our people and thus putting them in touch with other people in places in the outside world. The daily will be an evening paper and will contain the same dispatches which the evening papers in Winnipeg, Toronto and other cities the same day publishes."

"We came before the people of the three towns, west Fort William, Fort William and Port Arthur, today with the promises and pledges of former proprietors. We have in the three towns between 5,000 and 6,000 people. In addition the semi-weekly will be published on Wednesday and Saturday."

**Moves to New Location**

Later that year the plant was moved to a new location at the corner of Victoria and Simpson street, and remained in this location until 1899. A story of interest was the 1892 annual report of George A. Graham, president of the Board of Trade, which was published in detail in the Journal.

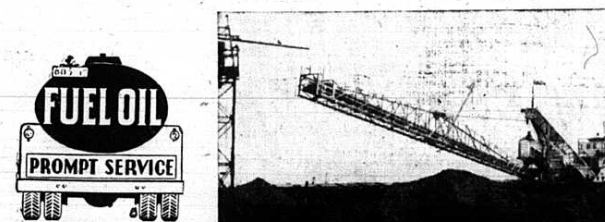
The report stated that in 1892 a total of 572 vessels with a registered tonnage of 326,714 tons, reported and cleared at the Customs House. During the year 638,190 tons of freight was handled. Boat shipments of grain included 6,346,800 bushels of wheat, 426,265 bushels of oats, 34,569 bushels of barley, and 461,860 barrels of flour and feed. This did not include receipts and shipments by rail.

The report also revealed that the elevators had had a busy season and all were filled to capacity. Elevator "A" had 1,200,000 bushels; "B" 1,300,000 bushels, and "C" 1,250,000 bushels. It also was reported that a new and larger elevator was expected to be erected in 1893.

In his annual report Mr. Graham stated that a proposal was under way to light the town streets by electricity. He also urged that a first-class flour mill be constructed in the town.

In those days the Journal advertised the finest grade of bituminous coal for 3.50 a ton delivered.

# PERPETUATING A HIGH IDEAL... Since 1903



**COAL DOCKS**

NO. 1 MURPHY, near Jackline Bridge  
NO. 2 MEAD, near river mouth

Both on Kaministiquia River

It was in 1903 (four years prior to Fort William's incorporation as a city) that the late James Murphy founded the James Murphy Coal Company. Quality, Service and Fair Dealing were the ideals which characterized the establishing of the enterprise which was destined to become one of the leading fuel businesses in Western Canada. To perpetuate these ideals has been the firm's constant aim. Consistent expansion has marked the history of the James Murphy Coal Company since its inception. Improved facilities, ample stocks of the world's best fuels, modern docks and efficient methods for oil treating and delivery assure customers of the James Murphy Coal Company a service second to none in Canada, including the recent addition of supplying fuel oil to those who heat with oil.

- YOUR FUEL MADE DUSTLESS ON REQUEST**
- Susquehanna Anthracite
  - Republic Coke
  - Briquettes
  - Cavalier Stoker
  - Solvay Domestic Coke
  - DRY WOOD—Poplar, long or cut
  - Algoma Canadian Coke
  - Olga Pochontas
  - Dana Elkhorn Stoker
  - Blower Coal
  - Western Canada Coal
  - Fuel Oil
  - Champion Steam
  - Elkhorn
  - Pittsburg Steam
  - Youghogony Steam
  - Smelting
  - Petroleum Coke Scraps.



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**PROMPT DELIVERY AT ALL TIMES**

**ALWAYS SURE OF FULL WEIGHT**

**EXPERT FURNACE SERVICE**

# JAMES MURPHY COAL CO.

FORT WILLIAM — ONTARIO

# First Street Car Trip Made to Westfort 1893

## Gaily Decorated Car Makes Trip From Port Arthur in 33 Minutes

Speeding along at 15 miles per hour Fort William residents welcomed the arrival of the first street car to make the trip from Port Arthur to west Fort William, on Wednesday, September 27, 1893, according to the Fort William Journal.

It was a gala event, with the car gaily decorated with flags and bunting and with representative citizens from both communities aboard. Superintendent Lowe of the Port Arthur Electrical Railway, was in charge as motor-man.

For many months previous to September 27, 1893, negotiations between Fort William and Port Arthur were under way pertaining to the inauguration of a street railway to serve the

ing river. It was described as the first electric railway in Western Ontario and free rides to all was the order so that everyone could try out this speedy means of transportation through the town. The cars, two in number, were clocked at a top speed of 15 miles per hour.

Local Officials on Board

On Wednesday, September 27, 1893, the car, which opened the electrical railway for traffic to west Fort William, left Port Arthur at about 10 o'clock in the morning. On board from Port Arthur were: Mayor A. H. McDougall, town engineer; W. H. Langworthy, town clerk; W. C. Dobell, police magistrate; Chief of Police Nichols; James Dickinson of the newspaper Sentinel; Mr. Allen of the newspaper Herald; and Messrs. W. W. Russell, W. J. Bawlf, R. J. Spofford, Mr. Shera and F. S. Wiley.

Upon reaching the northern boundary of Fort William the gaily decorated car was met by Mayor John McKellar, Councillor John Armstrong, A.

On Wednesday, September 27, 1893, the car, which opened the electrical railway for traffic to west Fort William, left Port Arthur at about 10 o'clock in the morning. On board from Port Arthur were: Mayor A. H. McDougall, town engineer; W. H. Langworthy, town clerk; W. C. Dobell, police magistrate; Chief of Police Nichols; James Dickinson of the newspaper Sentinel; Mr. Allen of the newspaper Herald; and Messrs. W. W. Russell, W. J. Bawlf, R. J. Spofford, Mr. Shera and F. S. Wiley.

Upon reaching the northern boundary of Fort William the gaily decorated car was met by Mayor John McKellar, Councillor John Armstrong, A.

H. Dickins, George A. Graham, Mr. Mills and Constable McNabb. In the write-up in the Journal, the story stated that the greatest harmony prevailed on the car throughout the trip to west Fort William as on board were some of the strongest opposers and strong supporters which the road had during construction.

From the time of starting in Port Arthur until the terminus in west Fort William was reached by the car, 33 minutes had elapsed.

21 Full Trips Daily

Chairman Nealin at the time stated that they were trying a new time table which might become regular. It was as follows: The car that leaves Port Arthur on the even hour goes direct to west Fort William and on the odd hours runs as far as Fort William only. The car leaving Port Arthur on the half-hour runs as far as Fort William. This would mean that there would be 21 full trips daily between Port Arthur, west Fort William and Fort William.

A few weeks later street railway and town officials had problems to contend with. The Journal revealed that lady passengers on the electric railway were inconvenienced in finding suitable landing places in rainy weather at many of the streets where they desired to alight from the car. "During the past week women have been obliged to get out of the car in the mud, ankle deep, along Simpson street especially," the Journal stated. The ladies also complained of men smoking in the car.



STREET CAR NO. 2 ON VICTORIA AVENUE shortly after the Port Arthur-Fort William-Westfort run was inaugurated on September 27, 1893. The street car is travelling east on Victoria avenue, and the building on the right is the Albion Hotel, which is now the site of the Victoria Block. The large building in the background is the W. S. Piper Hardware Store. —Photo courtesy Carson F. Piper.



1884 **W. S. Piper** 1947

FORT WILLIAM'S OLDEST RETAIL ESTABLISHMENT

**63 YEARS YOUNG**

Today as for more than six decades "YOU'LL BE SURE TO FIND IT AT W. S. PIPER'S"

### Marching with the Cavalcade of Events

It has been our privilege during the past 63 years to watch with interest, and to be identified with, the progressive march of events in Fort William . . . From a village of just a few pioneers' shacks, to its important position as the eighth largest city in the Province of Ontario.

We like to feel that we have contributed our full share of effort toward the upbuilding of this community. In doing so, our experience has been enriched by a legion of true and loyal friends.

W. S. Piper's is, and always has been, "A good store" in which to shop. From the very first day we have aimed to give helpful service to the citizens of Fort William . . . to all sections of the cities and district . . . adhering rigidly to our unalterable policy of fair dealing in every transaction. Today, W. S. Piper's offer and maintain the same kind of service and reasonable prices on good merchandise.

*we believe that such a policy never grows old*

*We extend sincere congratulations to The Daily Times-Journal on the attainment of its Diamond Jubilee, marking sixty years of public spirited service to the people and interests of Northwestern Ontario.*

**W. S. PIPER LIMITED**

HARDWARE • FURNITURE

### Fur Trading First Commerce At Fort William

- Fur traders chose Fort William as headquarters for trade between east and west.
- 1678—Duluth established post here.
- 1717—Jacques De Noyon built stockaded fort.
- 1800—New stone fort built.
- 1808—Fort William the legislative centre of the Northwest Fur Trading Company and christened Fort William in honor of William McGillivray head of the company, as many as 2300 Indians and Traders gathered where the X.Y. Company and the Northwest Company joined forces.
- 1816—Lord Selkirk arrived here with 200 De Meuron soldier settlers and seized Northwest Company officers in reprisal for interference of company with his settlement plan at Fort Garry.
- 1821—Northwest Company amalgamated with Hudson's Bay Co. and trade was ended. The Hudson's Bay Company floated over Fort William more than 100 years and a large fur trade was carried on from this point; Indians and district traders bringing their furs here from whence they were dispatched in huge canoes to the east. The sailing vessel Invincible, Otter, Monk, Recovery and Discovery also figured in the fur trade between Fort William and the east but it was not until September, 1846 that the first steamer Julia Palmer was hailed up the rapids at Sault Ste. Marie and made a trip to Thunder Bay. With the coming of steam the canoe and the sailing vessel passed out of use.

### Transportation Keynote in Fort William History

An event which thrilled the people of Canada from coast to coast took place in Fort William when the first sod of the Canadian Pacific Railway was turned on June 15, 1879 by Adam Olive, M.L.A. for Oxford.

Some 500 persons, almost the entire population of Fort William and Fort Arthur's Landing, now Port Arthur, turned out to witness the ceremony.

The speaker of the day, Judge D. E. Van Norman, delivered an eloquent address stressing the importance to Canada of the building of the railway which was to open this continent and bind its people together.

Judge Van Norman illustrated the importance of transportation facilities in developing a nation by reference to the building, 30 years before, of the Erie canal in the United States. At that time the village of Buffalo contained a population less than that of Prince Arthur's Landing and that of Chicago no larger than Fort William. The speaker referred to the growth which had resulted from the development of transportation facilities at these points in the United States and predicted that the breaking of bulk of cargoes going east and west would result in similar growth and development here. The development in the United States cities rested on the vast territory which lay west of them and in a like manner the Canadian head of the lakes was bound to prosper as the bulk-breaking point for the great Canadian west.

How truly prophetic were Judge Van Norman's words can be realized by considering the great growth which has already taken place at Fort William and Port Arthur.

The first through train from the Atlantic to the Pacific passed through Fort William on June 30th, 1886, inaugurating a traffic which has since grown to huge proportions, helping in no small measure in building up the fur trade of the west and of Fort William, the gateway to the east.

# Fort William Aglow in 1898 As Electric Lights Appear

Under the heading "Fort William Aglow as Electric Lights Make Their Debut in Fort William" the March 14, 1898, issue of the Daily Journal carried a complete story of the turning on of the "artificial sunshine" in Fort William. The lights were turned on at 6.30 o'clock on the evening of March 12.

The following story, which appeared in the Fort William Journal describes the enthusiasm of the town's residents displayed when the lights were turned on for the first time. For many it was the first time they had seen electric lights.

"Fort William's brand new electric light system sprang into brilliant materialization last Saturday evening. The citizens who had been anticipating the advent of modern illumination for some weeks were at last content when at 6.30 o'clock the button was touched at the remote power house on the banks of the Kam river—and in a twinkling the elevator tower was ablaze with artificial sunshine. The lighting of the spheres conquered by Edison and Tesla chased along 50 miles of wire from McTear's grocery store in the west to the Hudson Bay store in the east. It went at the rate of 280,000 miles a second. It took but the millionth part of a second to light the whole town. The people saw the great light of their lives for the first time, and much enthusiasm was displayed. Crowds grouped around the arc light at every corner and studied its glow with a feeling of municipal pride.

"The first test was a success. This fact is highly complimentary to the merits and efficiency of the electric system of the Royal Electric Co., Montreal. The Royal's apparatus was installed in less than a week by Thomas S. McCauley, their local agent.

"Unlike the experience of many towns in the Dominion there was scarcely a hitch in the starting of the system. The Royal engineers worked like a charm. At one or two points connection was not made on account of trifling faults, which were remedied by the linemen in a brief time. Before eight o'clock the arc lamps and incandescents were giving universal satisfaction. Opponents of electric light regretted that they had ever voted against the bylaw when they witnessed the striking appearance of the town which had been in darkness for so long.

**a 50 Miles of Wiring**  
"The streets were magnificently illuminated. The promenade and squares were immensely lighted. Messrs. Murphy, Hamilton and Jarvis were the recipients of congratulations from every quarter. It was a night of triumph for these gentlemen who have been more or less criticized since they began to attend to Fort William's business at the expense of their own."

"Away up at the power house, William McKay, the Robb Manufacturing expert, and Mr. McCauley, of the Royal, were putting the finishing touches to the machinery early in the afternoon. They and their assistants had been working like slaves for several days getting things in readiness for the opening. The smoke stack was breathing its capacity of smoke,

## Building Active From 1896-99

Following two years of comparative inactivity in the way of building, the year 1896 saw construction operations in the town of Fort William become brisk as a result of a crying need for tenement houses, according to the Weekly Journal of July, 1899.

The story stated that Fort William was having its growing pains, once again. "Building operations have been exceedingly brisk here the past two years and the population has been rapidly increasing until it now reaches over 4,500 and is expected to reach 5,500 before the end of 1899," the story revealed.

"Probably no place, Winnipeg not

excepted, is a better barometer of the progress and development of the west than Fort William. This is well exemplified in the growth of Fort William during the past two years simultaneously with the active immigration and the general revival of business throughout the Northwest and British Columbia. Local building operations have also contributed their quota, and the Rainy River railway, now in course of construction, is bound to give the lake port a further and greater impetus than it has yet received.

"While the town is now rapidly building up it is on solid permanent land and there has been a complete absence of the speculative feature so often in evidence in new towns. In the year 1897 over \$50,000 was expended in new buildings but the demand still was far from being satisfied.

"This year (1899) saw the new steel tank elevator for the C.P.R. commenced at which of unique design, the first and only one of this system in Canada. It is constructed with 24 cylinder steel storage tanks, 60 feet high. Each are 58 feet in diameter and 16 are 29 feet in diameter and are absolutely fire and damp proof. The main building, which is of structural steel, contains modern machinery for cleaning, separating, weighing and transferring grain from cars to tanks or to vessels. The shipping capacity is 40,000 bushels per hour and the unloading capacity 400 cars per day. This great, modern grain storehouse has a capacity of 1,500,000 bushels and the company has altogether in their four elevators here a capacity of 5,250,000 bushels.

"Reverting to general building the year 1898 has seen still greater activity than any of the years previously. In the neighbourhood of 60 new buildings have gone up at a cost of over \$80,000. Of this the greater portion has been devoted for tenement houses and may be divided approximately into 30 frame, 20 brick and brick veneered, and 10 steel-clad. Three very creditable stores have been erected during the year and special mention may be made to the cold storage warehouse built by Messrs. Gordon and Ironside, the third of its kind in this western country, at a cost of \$80,000. While tenement houses alone to the value of over \$100,000 have been erected in the two years past the demand is not yet satisfied and the indications are that the building operations of the present year will assume as great proportions as in the year past.

"Among the principal buildings in the town, the public is deserving of special mention. This edifice cost \$28,000 and would do credit to any town in the province. The town hall, combining fire hall, corporation offices and concert hall, is commodious and well-adapted to meet the needs of the town.

"Shipping during the past year shows that this place has already become one of the chief shipping ports of the Dominion. Figures revealed that during the past year vessel arrivals numbered 452 with the regular tonnage amounting to 570,813 tons; the crews number 19,129. The amount of lumber was 159,000 tons while wheat shipments totalled 15,000,000 bushels.

Even in those times optimism was the keynote and broad-minded leaders were working at its capacity by summer.

"The three commissioners must not be forgotten. Ratespayers have nothing but nice things to say about James Murphy, chairman, Dr. W. H. Hamilton and C. W. Jarvis. They gave a good account of their stewardship Saturday night. Finally the commissioner's secretary, T. Ed. Oakley, must be remembered. Mr. Oakley has proved the right man for the position.

of the community were talking about the Deep Sea Waterway and what it would mean to the town of Fort William when completed. The story stated that year by year as the west develops this shipping will increase and when the great waterways to the Atlantic are deepened allowing vessels loading in Fort William to sail direct to any port on the globe, and when the old world can lay down on these wharves its products in like manner, it goes without saying that business in this harbor will assume colossal proportions.

**-AID CHINA HERDS**  
SHANGHAI, (Reuters) — A shipment of dairy cattle and sheep from New Zealand and the United States is expected here shortly to assist Chinese farmers to replenish war-damaged herds. The animals will be distributed at cost price to needy farmers.

**SUPERB Jewelry**  
... since 1900



For 47 years it has been our privilege to serve Fort William Citizens. We have endeavored always to merit your patronage by offering the newest in Jewellery Merchandise at consistently good value prices. . . . To be still in business after 47 years, we believe proves that we have gained the confidence of large numbers of Lakehead residents — we thank you at this time and promise a continuance of our sincere efforts to merit more and more of your patronage.

**O. J. TAILLON**  
504 VICTORIA AVE.  
FORT WILLIAM

**WESTFORT'S OLDEST FOOD STORE**  
...purveying finer foods at consistently lower prices for

**41 YEARS**

**"EVER SINCE MOTHER WAS A BABE IN ARMS"**

You are invited to become a satisfied customer, and to keep you satisfied we guarantee only the finest quality groceries and meats . . . personal service . . . prompt delivery anywhere.



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"Home" to 31,772 of Canada's finest citizens . . . pioneers, builders and newcomers to this "Land of Milk and Honey" . . . 6,881 Homes . . . (53.8 per cent of them are owner-owned) . . . Homes that make Fort William a grand community in which to live.

The D. E. McKay Agency has been instrumental in establishing many of the city's happiest homes. We have been privileged to give direction and aid in financing construction . . . in procuring the most admirable locations. And for the comfort and security of the family, our insurance service, in all its branches, has substantially contributed to successful management and convenience of facilities.

Consistent with the growth of the city and district the D. E. McKay Agency has expanded its services at every opportunity. Daily, more and more people are looking to this agency for experienced aid in the protection of life and property.

*Building on past records • protecting the future*

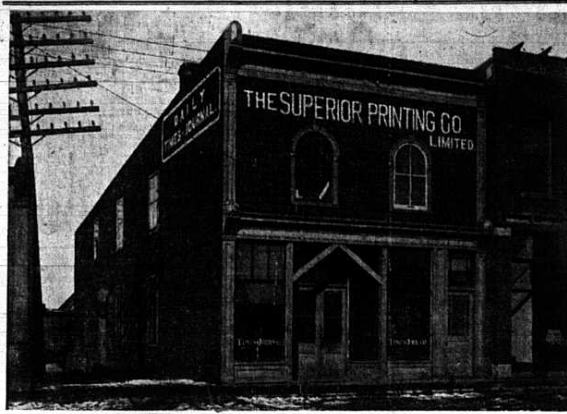
INSURANCE  
REAL ESTATE

**D. E. MCKAY AGENCY**

125  
S. MAY ST.

Geoffrey Spencer, Manager





The home of the Fort William Times on South May Street, which bought out the Journal Printing Co., and began publishing the Daily Times-Journal at the above office on December 1st, 1899. The above building is at the present site of the Daily Times-Journal.

## Journal and Times Merge to Form The Daily Times-Journal

For six years T. A. Bell published the Fort William Journal, which retained the same name since 1867 and kept abreast of the fast growing town of Fort William.

However, in 1899, with the sudden passing of Mr. Bell, a semi-weekly called "The Times" was merged with the Fort William Journal and called the Times-Journal, which name the paper has retained since.

Late in 1899 T. W. Rutledge and D. Smith, manager and secretary-treasurer of the present Daily Times-Journal, commenced publication of a semi-weekly called "The Times." About two months after this paper began to publish, Mr. Bell, publisher of the Fort William Journal died suddenly.

In those days the little town was fast moving ahead with a population

of around 4,500 persons and expectations for an increase of at least 500 before the end of 1899.

A brother of Thomas A. Bell came to Fort William upon the death of Mr. Bell and operated the paper for a short time. Finally, on December 1, 1899, the stock of the Fort William and Port Arthur Journal Printing Company, Limited, carrying with it the entire newspaper property, consisting of presses, type, fixtures, subscription list and goodwill, passed by purchase into the control of the Rutledge-Smith Company, publishers of the Fort William Times.

As a result the semi-weekly Times ceased publication and the paper was named the Times-Journal. Rutledge and Smith erected a new building on North May street on part of the present site of the Daily Times-Journal and moved to the new location. The first issue of the Times-Journal

carried a short story on the union and plans of the new company.

The story stated as follows: "The union of these two papers thus inures to the people of Fort William and district a daily and weekly newspaper that will endeavor to represent the two and will be worthy of an undivided support."

"The daily paper will continue as an evening paper under the name 'Daily Times-Journal,' while in addition there will be a weekly issue as was formerly published by the Journal. The new publication thus appears published by the same firm and under the same management as the former Fort William Times."

"Thus in the space of only a few months Fort William saw a new semi-weekly being published, later to merge with the Journal company and commence publication of both a daily and a weekly, bringing to the citizens of the town and district up-to-date local and wire news."

# First Pumping Station Used Kaministiquia Water in 1899

### Located on Sprague Street, Station Serviced 80 Homes

The rush and bustle of the rapidly expanding western country brought about by the building of the Canadian Pacific Railway was naturally reflected in Fort William where busy workmen were building docks, warehouses, tracks and other terminal facilities to handle the rapidly expanding traffic which moved through the port.

The population was growing rapidly and the demand for public services of various kinds was crowding the municipal authorities who heretofore could spend long evenings around the stove, in the country store and have plenty of time to debate the simple problems of a village.

But now the larger problems of water supply, telephone service, sewage disposal, electric lighting and many other problems presented themselves and demanded early solution and far-sighted judgment.

Fifty years ago a one-horse rig with a barrel or two of water aboard peddled the supply to all and sundry. A sound oak whiskey barrel in the kitchen, refilled as needed, served for drinking and cooking purposes, and it was a simple matter to haul the waterman should an additional supply be required.

The waterman, who to serve the central part of Fort William, dipped his

supply from the river at the present subway near the river end of Donald streets, and barrels becoming unsuitable, improved his system by using a wooden tank.

The need of fire protection other than that provided by a connection extended out from the steam pump at Elevator B brought about the laying of water mains and also the installation of an electric lighting plant.

In March, 1897, in a letter to the town council signed by H. M. Piper, chief of the voluntary fire brigade, and T. E. Oakley, secretary, the council was importuned to put in a waterworks system which the letter stated would cost some \$30,000.

That the matter was realized to be of prime importance was indicated by the submitting of a bylaw for \$35,000 which covered the following estimates of expenditure:

Pipes and laying	\$25,775
Hydrants, valves, etc.	1,525
House service	1,250
Pumps and piping complete	2,450
Boiler in place	1,500
Pumping station	1,700
Engineering	800
<b>Total</b>	<b>\$35,000</b>

The station was located at the foot

of Sprague street.

The Journal reported that the vote taken on July 9, 1897, was overwhelmingly in favor of the project with a majority of 117 in favor.

Another bylaw was later presented which for an additional \$5,000 proposed a change in the location of the power house and additional mains to the west end, but this was defeated.

It was decided by the town fathers that with steam available to pump water much of the same plant could be utilized to supply electric light, and on July 15, 1897, a bylaw was voted on to spend \$13,000 on the necessary equipment. This bylaw was carried with 143 in favor and 13 against.

It is very interesting to note that one of the voters preferred the water barrels to the more expensive labor-saving plan of water flowing from a tap and that there were those who thought that the coal oil lamp mounted on a pole here and there on the most prominent corners were to be preferred to the sputtering carbon arc lights and the incandescent home lighting.

With the public services provided came the need of a body to look after this phase of town government, and a board of water and light commissioners was elected by the ratepayers. The first board consisted of James Murphy, Dr. W. H. Hamilton and C. W. Jarvis.

On January 1, 1899, water was turned into the mains and was connected up to about 80 houses.

duplex direct acting pump, capable of raising water from a depth of 18 feet with a fire speed of 800 imperial gallons per minute with a hydraulic pressure of 100 pounds when stream pressure is 100 pounds per square inch.

The water was pumped from the Kam river near Westport and the system cost \$35,000.

In 1900 the commissioners expected to have a service of from 200 to 400 houses. The work was stopped early in the fall of 1899 on account of frost and bad weather. Messrs. Hill and Gowanlock, of Toronto, were the contractors, with Mr. Gowanlock personally supervising.

The power house was a two-story solid brick building. The upper portion being used as a residence and the lower storey and basement for the boiler and engine rooms. W. H. Smith was superintendent.

Many persons inured to the water barrel service and eschewing the expense of a water connection, did not respond quickly to the advantages of the new supply, and it is noted in the Times-Journal that on April 24, 1899, Dr. W. W. Birdall forbids the removal of water for drinking or cooking purposes from the Kam river at any point below the Duncan street sewer.

Dr. W. H. Hamilton had previously warned the public of allowing stagnant water to be dumped in barrels, a fresh supply being retained in along with the old. The doctor urged that barrels should be emptied and thoroughly washed before a new supply was added.

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One of the last photographs showing the old Hudson's Bay Fort. Also shown is the coal dock, C.P.R. Elevator and the steamer Australasia. This photo was taken about 1898, and shows the Kaministiquia waterfront in the vicinity of McTavish Street.

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# Fort William Establishes Telephone System in 1902

## City's Municipal Telephone System Cost Citizens \$12,500

After much negotiation and controversy, all of which was carried in the Times-Journal columns, during the turn of the century Fort William decided in favor of establishing its own municipal telephone system, which finally was completed and in operation December 20, 1902.

Previously to purchasing its own system the Bell Telephone Company had operated its own telephone system in the two towns, coming here with the completion of the C.P.R. However, men of vision who made up the thriving town's population were of the opinion that the town could operate its own telephone cheaper and provide a better service to the residents.

Finally on January 29, 1902, according to the Times-Journal, a start was made on the new municipal telephone system. Port Arthur also took over its municipal system and the first message over the new system was on Saturday, October 18, 1902, when Mayor Joshua Dyke put in a courtesy call to Mayor Matthews of Port Arthur.

Dyke asked if that were Mayor Matthews speaking, and upon being answered in the affirmative, he said: "I wish success as mayor of this town to the telephone system of the united towns of Fort William and Port Arthur. We already have linked our destiny with municipal ownership, and municipal ownership is one of modern democracy—government by the people and for the people. We hope to give this telephone system as all other public utilities at the lowest possible cost with the utmost practical efficiency. Our two towns now stand united on behalf of the people against monopolies of every kind in the great utilities of life. We must now aim, to keep in line with the scientific and efficiency and then given these two we may confidently look forward to their result—prosperity. Hurrah for Port Arthur."

double that enjoyed by the private company. (The Bell Telephone Company) the story said.

"At the last meeting of the telephone committee, Secretary Oakley made the following report: 'Gentlemen, you have now installed the number of telephones you undertook to place, and while all have not been placed that are on order, still as you are in complete operation you may assume that your duties of construction are done. The work did not go on as rapidly as we hoped, but this has been in common with other work this fall. You were able to keep within estimates but there will be very little left towards placing the phones that will be required next year.'

"The figures submitted at that meeting show that the system cost \$12,500, which is within the \$12,500 that the by-law called for. This will leave nearly

\$300 to expend on a fire alarm system which will be made as efficient as any in Canada.

"It will be so arranged that practically every telephone will be a fire alarm box so that an alarm turned into the central telephone office will alarm the entire department. This arrangement will make the telephone service of double value serving both as a means of communication and a fire alarm.

"The system is being extended to the west end as rapidly as men can do it and by January 1, 1903, every person in town who has ordered a telephone will have it in use. It then remains for the people of Fort William to stand firmly by the system no matter what comes. Although there may be a fight it can end in only one way if the people are true to their town and to themselves."

## Much Building Progress in Evidence During Year of '02

In his inaugural address for 1903, which was combined in a January issue of the Times-Journal, of that year, Mayor Joshua Dyke stated that the year 1902 was a very eventful one in the history of Fort William. "After a hard contest the provincial legislature last spring gave the town statutory rights to 10,000 horsepower of electrical energy from the Kaministiquia River at Ecate Rapids," he stated.

"W. J. Copp and Harold Copp have erected a large foundry building for the manufacture of stoves, ranges, furnaces and general castings and it is expected that this concern will be ready to do business the early part of this year.

"The Vickers family, old and highly respected pioneers of Fort William, generously donated ten acres of land in a convenient site to be used as a park for the recreation of citizens in general. In addition, during the past year, the council acquired the control

of Mountain View cemetery.

"After three years of waiting the Ogilvie Flour Mill deal is an accomplished fact. Because our town covers such a large area it will soon be necessary to have two collection boxes for mail, one near St. Paul, Wergandville Addition, and another in the neighborhood of the Copp foundry or some distance nearer the center of the town."

"In all the history of the town no year has marked such progress as 1902. Mechanics, mechanics, professional men, clerks and laborers have all felt the glow of good times. Indeed, there are few places in Canada where better opportunities are afforded all classes and where greater prosperity can be enjoyed. Our customs port business has gone ahead in leaps and bounds so that this year we rank among those aspiring to first place in shipping tonnage and customs returns in Canada. The Grand Trunk Pacific is a recent project which must find a place at the head of the lakes and give greater facilities to meet the ever increasing volume of business."



Miss Mary McKellar is shown above laying the corner stone of the John McKellar Memorial Hospital on South John Street, October 7, 1902. The \$16,000 hospital was completed in June, 1903, and had accommodation for 35 patients.

## McKellar Hospital Started in 1902 First Patient Admitted June 1903

The story of caring for the sick and injured from the earliest days in the history of Fort William to the present time is an exceedingly interesting one, especially until the John McKellar Memorial Hospital finally was completed and the first patients admitted on June 24, 1903.

During the earliest days, around the 1870's, the names of the McKellars, McViears and McIntyres were linked with the caring of the sick and injured. Later Dr. Smellie arrived and finally in 1889 district nursing work was established under the supervision of the Victorian Order of Nurses.

The Victorian Order of Nurses was founded by Lady Aberdeen of a Canadian Jubilee Memorial to her late Majesty Queen Victoria in response to a wish that all memorials should take the form of care of the sick and suffering. Their nurses were sent out the new districts ready to care for those who came to make the most. When on duty in one of these little cottage hospitals, one of which was erected in Fort William, the nurses felt, and justly so, that they were doing real nursing and being of more use to humanity than when filling a responsible position in one of the largest hospitals on the American continent.

Miss Farnsworth, the first nurse, died district work from December, 1899, to November, 1900, when Miss Copp and Miss Hoey came to take care of the field and continued district nursing and also taking care of a few patients in their "home" until November, 1901.

It out in the open air for a short time, then left it by the kitchen range until sufficiently warmed to put on again. Our patient, in the meantime, was rolled up in the blankets.

"For the nurses' use the only things reserved were two tea cups and caddis and five teaspoons—not one sheet, pillow case or towel. We had a very small room between us which seemed very close quarters for two women to keep on strictly good terms. However, we divided everything—half the clothes closet, half the dresser, half the work, etc.—and got on splendidly.

"In those days committees had been formed and officers appointed. S. C. Young was chairman, Rev. C. E. Scott treasurer and J. A. McKellar secretary, with two men and two women appointed each month to act as house committee."

Want lists were provided the house committee and all the necessities were quickly supplied. The hospital first surgical supplies—sterilizer, bandage roller and a few other things—were the result of a game of ping-pong between two of Fort William's gentlemen.

In June, 1902, the nursing staff was increased by the addition of another nurse. The cottage soon became too small to accommodate the increase of patients. The result was that every room was made use of—even the nurses' own room and the kitchen.

tee. C. W. Jarvis was president and Mr. Trautman secretary.

The first meeting of the incorporated board was held on May 2, 1902, with trustees Jarvis, Stevenson, McDougall, Manion, C. Young, Hoar, Dyke, Whalen and Trautman present. Difficulties were bravely met and the building of the hospital was pushed steadily ahead with the result that on October 7, 1902, the corner stone was laid by Miss McKellar.

The Times-Journal, in its new columns described the laying of the corner stone with a half holiday allowed the school children to witness the ceremony.

Corner Stone Laid October 7, 1902

"Fine weather and a universal feeling in favor of the undertaking brought out a large crowd on Tuesday, October 7, 1902, for the laying of the corner stone of the John McKellar Memorial hospital, on South John street," the Times-Journal reported.

"At 2 o'clock in the afternoon the school children gathered at the Central school building where they were met by the West Fort children and those of the separate school. There, with the citizens and town officials, made a long procession to the grounds. The singing of the school children was a feature of the program. They were accompanied on the piano by Miss Maude Livingston.

"Rev. Father Arpin made a five-minute address in which he invoked a divine blessing on the undertaking. The Scriptures lessons were read by Rev. Mr. Hayward and Rev. Mr. Wilson. Following there was an address by C. W. Jarvis, president of the board of trustees.

"At the conclusion of his address Mr. Jarvis presented Miss McKellar with a silver trowel, suitably engraved, with which that lady proceeded to spread the mortar in which the corner stone was laid.

"Enclosed in the mortar alone, in a steel box, are records of the town including a copy of the Times-Journal, the names of the school children, a voters' list, coin now in use, souvenir program of the day, pictures of the town with former mayors and a brief history and statement of the town's affairs, and a history of the hospital movement including a complete list of the town officials, enterprises of the town, its churches, societies, names of the school children, and all facts of interest in regard to the town."

"After Architect Allsworth had declared the stone well and truly laid, Mayor Joshua Dyke made the address. After the ceremony the young daughter of Mayor Dyke spread a bouquet of flowers on the stone and read a short address to Miss McKellar.

"Work on the hospital is going steadily ahead. M. H. Braden began on the brick work today, October 8, and Contractor Dale has already commenced on the carpentry work."

Cottage Hospital Formed

"At this time the necessity of a hospital was clearly seen and work was commenced along these lines in the Victorian Cottage hospital, but not without the usual difficulties of pioneer work.

Miss Christina J. Banks came to Fort William and got things operating on a hospital basis. Miss Duncan also came with Miss Banks and as soon as they arrived they had to set to work.

Writing in a special edition of the Times-Journal, which appeared on April 17, 1903, Miss Banks who was the first lady superintendent, stated that they were pleased to find the cottage fairly well supplied with modern conveniences but there was only a very meager supply of hospital wants and appliances.

"We had eight patients and only enough dishes, trays, etc., to serve three and between lines reached when we were short of for the next trays," Miss Banks wrote. "Our supply of linen was very small when we started but found all the available night shirts were on the patients. As we bathed each patient we took the night shirt, shook it well, hung

McKellar Board Takes Over

In the meantime the McKellar Hospital Board was bravely pushing its work ahead and in June, 1903, took over everything in connection with the Victorian Cottage hospital.

The start of the McKellar hospital was in September, 1903, when a public meeting was called to discuss means of insuring the salary of a district nurse. During the winter of 1898-1900, four meetings of citizens were called to discuss the advisability of and ways and means for a hospital. In January, 1900, a committee of three representative citizens, Dr. Hamilton, P. J. Manion and G. P. Pike, was appointed to solicit subscriptions, ascertain cost and probable source of revenue. The committee was to report to a public gathering.

The committee was successful in its efforts and the most notable gift was a block of land between John, Vickers, Arthur and Ridgeway streets. This was given by the McKellar brothers in memory of their brother, the late John McKellar, who was Fort William's first mayor.

In May, 1900, W. F. Hogarth, S. C. Young, C. W. Jarvis, G. P. Pike, P. J. Manion, Dr. Hamilton, D. McGilivray, James Murphy, A. Snelgrove, A. McDougall, I. L. Pelletier, W. H. Whalen and F. E. Trautman, were made trustees.

\$16,000 Hospital Opens

The June 27, 1903 issue of the Times-Journal carried a story of the opening of the John McKellar Memorial hospital. The cost of the building was \$16,000. Of this amount \$7,500 was borrowed from the Union Trust Company; \$35,000 was raised by the people and the balance of \$5,000 still had to be raised by contributions from the people. The hospital accommodated 35 patients.

The story of June 27, 1903, stated that that week had seen the opening of the hospital. "It was done without noise or demonstration," the story said. "The effects of the Cottage hospital were moved into the new building and the nurses took up their work at McKellar hospital where it was laid down at the same time."

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TOMORROW'S  
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ETC.

## Two Year Old Boer War Ends

After nearly two years and eight months of war peace was declared between the British Empire and the Boers on June 1, 1902. The war tried the British Empire to its uttermost and wiped out the Boers from the list of nations, according to a news story from London which appeared in the Journal of June 2, 1902.

Word that peace was declared was received in Fort William on Sunday, June 1, and spread quickly. The National Anthem was sung in the churches and on Monday the town observed the occasion with the flying of flags.

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# New Town Hall Built in 1905 To Replace Burned Structure

## Early Records of the Town Destroyed in Fire of 1903

The burning of the Town Hall which was erected in the fall of 1892 shortly after Fort William was incorporated as a town, resulted in elaborate plans being made to build a new and modern edifice in keeping with a growing community.

The old Town Hall was burned on the early morning of March 10, 1903, and although plans immediately got under way to build a new structure, it was not formally opened until the night of October 10, 1905. The present City Hall is the same building which was erected through the efforts of men of far-sighted vision who saw a great future for Fort William, the gateway to the golden west.

According to the March 10, 1903 issue of The Daily Times-Journal, the fire broke out at 3.30 o'clock in the morning and completely destroyed the Town Hall. "For a time the entire block between Donald street and Victoria avenue was threatened," the Times-Journal stated. "The fire originated in the room occupied by the

Municipal Telephone Central office and it was impossible to save a single thing in the hall."

"The greatest loss are the town records, none of which could be saved so fast did the flames spread through the building. The building was erected at a cost of \$15,000. It was insured for \$13,000 which included \$3,000 on the telephone plant," the story stated.

On March 11, the town council met in a special session and immediately employed Architect Eylesworth to prepare plans for a new town hall costing between \$40,000 and \$50,000.

A short time later work on the new structure was commenced and for nearly two years workmen were on the job. Delays were experienced through lack of materials and the changes in the plans, with the result that when completed the building cost around \$60,000.

A story which appeared in the October 10, 1905, issue of the Daily Times-Journal, recalls the ceremony marking the formal opening of the council chamber in the new town hall.

"In the presence of a few spectators

and with every member of the council present, the new council chamber of the town hall was formally opened last night," the write-up stated. "Mayor Rutledge stepped into the mayor's seat promptly at 8 o'clock and without ceremony he proceeded to congratulate the people of Fort William on the fine new building now occupied for the first time. Fifty spectators applauded the mayor as he touched on vital points of the town's prosperity."

"He stated that the supposition of many people that the city hall will cost \$100,000 is entirely beyond reason as the chairman of the building committee had prepared a statement in which the cost is a trifle below \$80,000."

"C. H. Jackson, mayor in 1904, was asked to make a few remarks. He went over the ground of the starting of the new hall and congratulated the people on the splendid edifice which had been erected. Mr. Jackson went over much of the ground of the vicissitudes of the town during the past few years and then took a fling at the new assessment set."

"Former Mayor Dyke, who occupied the chair in 1902 and 1903, went over the growth of the town and said he did not think the people were too optimistic in the expenditure for a city hall as within a very short time the entire building would be utilized."

"W. F. Hogarth, who was mayor in

1901, made a short speech and urged that the town purchase more land in order to beautify the grounds around the city hall. He congratulated Mayor Rutledge and members of council on being the first to occupy the beautiful building."

"C. W. Jarvis, who was mayor in 1899 and 1900 also spoke congratulating the town's residents on a fine new structure."

"Councillor King made quite a lengthy speech telling how the money for the town hall was spent."

At the meeting the council recommended that C. Watkins be appointed police constable on three months' probation.

Although the opening of the council chamber marked the official opening of the new town hall, the night of August 22, 1904, the formal opening of the auditorium in the town hall took place," according to the Daily Times-Journal.

The issue of the Times-Journal of August 23, 1904, stated: "Last night the new city opera house was opened by Harold Nelson and his company. It was 9 o'clock when Mayor Jackson made his appearance on the stage to do the formal act of opening the auditorium of the new city hall."

"The appearance of the hall seemed to please the citizens as many expressions were heard commending of the seating plan and general appearance. The lighting effect is apparently that can be desired."

View of Fort William, showing new Town Hall.

## First Government Post Office Building Completed in 1904

The year which saw the completion of the new Post Office building on North May street, now occupied by the Unemployment Insurance Commission, was one of much activity in the town of Fort William. This was in 1904 and during that year building permits totalled \$1,000,000, according to the Times-Journal of that time.

The new Post Office, which also included the Customs House, with quarters on the second floor, filled a vital need for a growing town and was erected at a cost of \$35,000. It was opened for business by the customs department in August, 1904, with the postal staff taking over on November 1 of the same year.

The story in The Times-Journal covering the completion of the fine new building, stated that the federal government had treated Fort William generously in the matter of improvements as evidenced by the new Post Office and Customs House on May street.

In the year 1900 the question of a site for a government building was submitted to the people and of four proposed the May street site was chosen by a large majority. This site was presented to the federal government and the next year an appropriation was made to start the building. No work was done that year but in 1902 the contract was let to R. Cameron of Almonte, and the work of piling and putting in the foundation was started that year. The next year, 1903, construction went ahead and in August, 1904, it was occupied by the Customs Office and the Post Office department moved in on November 1.

The building was erected on contract work with the government inspector being W. T. Rankin. "The lower floor is occupied by the post office where Postmaster Suberland and his office force have quarters in keeping with the business of the place," the story in the Times-Journal stated.

"On the second floor Collector Perry of the Customs Department is the finest equipped office in the district, containing a general business room where the public is taken care of, an office for the chief clerk and a handsome private office for the collector. On the third floor are the living rooms of the caretaker, Duncan McCallum."

The year 1902 was the start of prosperity in Fort William, according to the annual report of the Board of Trade. The wonderful growth of the

town was evidenced by the building and construction activity which continued from that time on for several years. Those years saw the community grow in population, development of manufactures and included better homes and comforts for the people of a growing community.

In 1902 there was expended in business blocks the sum of \$150,000, then considered a goodly sum of money. At that time there was a little better than 3,000 inhabitants.

Shipping was heavy in 1902 with 712 vessels entering the harbor and carrying a total of 1,381,600 tons. The grain capacity of elevators in that year was 8,000,000 bushels and 22,500,000 bushels were shipped through the town.

The freight handling was 912,099 tons of grain, 383,228 tons of coal, 176,539 tons of merchandise, 105,600 tons of flour, 27,820 tons of steel rails and 6,480 tons of oil.

The amount of customs duties collected was heavy in that year and brought Fort William up to fourth place in the Dominion. From January 1 to December 31, 1902, \$279,068.18 was collected, which showed an increase over the preceding year of \$18,878.48 and over 1900 of \$156,019.25. These figures show how the town in that year of 1902 commenced to grow in importance.

The year 1903 was the banner year, according to reports in the daily paper. Business in all lines flourished and increases in statistics of all kinds were shown in the annual report of the Board of Trade. Business blocks and dwellings were erected to the extent of \$248,000. The Canadian Pacific Railway completed Elevators D and E, and also a new machine shop.

The number of vessels arriving in port included 494 Canadian vessels with a tonnage of 731,817 and 189 American with a tonnage of 665,066. The amount of grain shipped was 35,120,000 bushels, and the storage capacity was increased to 10,000,000 bushels.

Freight handled during 1903 included 752,888 tons of grain, 753,000 tons of coal, 127,576 tons of merchandise, 124,118 tons of flour and mill stuff, 8,409 tons of steel rails and 5,059 tons of oil. The amount of customs duties from January 1 to December 31 was \$382,417.85. During that year the McKellar hospital was completed and occupied.

Growth of Fort William continued in 1904 and during that year 140,000 new settlers passed through the town to take up lands in the west. There were 60,000,000 bushels of wheat raised and Fort William's port was very busy taking toll of much merchandise. The taxable assessment of the town increased \$1,000,000 over the previous year.

During 1904, 174 buildings were erected at a cost of \$292,395. Besides these, elevator construction totalled \$725,000, business blocks \$73,000, Post Office and Customs Building \$35,000, and other improvements for a total of \$1,080,000.

"During that year the Ross Hotel was erected and the Bank of Montreal building was remodelled at a total cost of \$22,000, while the Murphy block on Simpson street was built at a cost of \$18,000. The Dyke block and Evans block on May street, were erected at a cost of \$8,000 and \$10,000 respectively. A new school also was built in Ward Four at a cost of \$12,000. The Imperial Oil company added two large storage tanks making a total storage capacity here of 2,500,000 gallons of oil."

## Paper Urges Need of Ice-Breaker Here

As early as the spring of 1890 the Fort William Journal was advocating the need of an ice-crusher to speed up the opening of navigation to and from this port by ten days or two weeks. The Journal, in a front page story, was of the opinion that the attention of the Dominion government should be drawn to this subject and the sooner something was done the better.

In the year 1900 the residents of Fort William welcomed with pleasure the approach of spring and the opening of navigation, which that year was marked on April 23. That was the day that the ice went out of the river but the bay still was filled with ice and it would be a matter of ten days to two weeks before vessels could reach open water.

Describing the opening of navigation in the year 1890, the Journal stated that the warm rain of Tuesday, April 23, had the effect of loosening the ice on the river and on Wednesday, April 23, it went out. The water rose several feet. The masses of ice, now laboring devices for every conceivable requirement. All this coupled with an Easy Term financing plan for your shopping convenience.

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- ... Do you remember way back in those days when roofing, kegs of nails, and fencing were displayed on the side-walk in front of the store?
- ... Do you remember when horse blankets draped each side of the store entrance and displays of dairy pails, oil lanterns and buggy whips graced the ceiling?
- ... Do you remember when the shiny black cook stoves with the fancy nickel plated trimmings—the hand powered washing machines with the big wheel on the side—the floor space was a 1,500 square feet with a staff of three—this was consistent with the scheme of things—for from the very beginning of their business career Gerry's have been abreast of the times!
- ... The store today is four times as spacious as the original—with a total now of 8,500 square feet and a staff of sixteen—it is well lighted and up-to-the-minute—with well balanced displays—beautifully styled and colorful merchandise, electrical labor saving devices for every conceivable requirement. All this coupled with an Easy Term financing plan for your shopping convenience.

... AND TODAY GERRYS ARE STILL PLANNING FOR THE FUTURE

In a recent business transaction, Gerry's purchased the building immediately adjoining to the north and are laying plans to extend their facilities at the earliest possible moment—when this is completed Gerry's will have added 3,500 square feet bringing the total to 10,000 square feet—to bring Fort William and District even greater service and satisfaction.

# GERRYS



# Ogville Flour Mill Starts Production

After seven years' delay a brand new industry in Fort William started its wheels turning on December 12. It was the big plant of the Ogville Flour Mills company with a capacity output of 3,000 barrels of flour daily.

In January of 1947 the Ogville firm again made history in Fort William when it installed a new box car unloader at the company's elevator. The new equipment is capable of unloading between seven and eight cars of grain per hour—a remarkable advancement from the old hand operation in vogue in local elevators when the flour mill was placed in operation.

With the headlines "Ogville Flour Mill Running," the December 12, 1946 issue of the Daily Times-Journal carried the story of the opening of the new industry. The man in charge of the mill on the opening were: G. A. Colett, superintendent; H. W. Chalfant, millwright; and George K. Edhe, head miller.



The above photo shows the Ogville elevator after the foundation gave way and the structure slid into the Kaministiquia river on May 28, 1906. The machinery of the big Ogville mill was turned over yesterday for the first time and within a week will turn out 3,000 bags of flour per day," stated the story describing the event.

Since its opening the Ogville flour mill has enjoyed continuous operations and this year is observing its 41st anniversary.

The machinery of the big Ogville mill was turned over yesterday for the first time and within a week will turn out 3,000 bags of flour per day," stated the story describing the event.

"It was in 1899 that the late W. W. Ogville turned his eyes to Fort William and its company, the W. W. Thompson, then general manager of a western business of Mr. Ogville. His wife and mother had a reputation to the town's authorities. The proposition was that if the town would give a free site on the river and exemption from taxation, one of the big mills of the company would be built here.

The citizens promptly accepted the offer. A site was obtained and preparation made to go ahead with the building. But alas for human frailty, in 1900 Mr. Ogville died suddenly and his affairs were thrown into the hands of his executor. His death led to the extension of the business that Mr. Ogville planned as his will with the town was about to lapse. Mr. Thompson and Charles R. Hooper formed a company and secured a lease on the property of the Ogville estate. This included the Montreal and Winnipeg mills and the entire elevator plant.

The new company was incorporated as the Ogville Flour Mills Company. After it had got into good working order, Mr. Thompson, who had been asked that the town give the company a new working agreement, was substantially the same lines as the old one. This was done and steps were at once taken by the company for building the new mill.

The elevator, to hold 500,000 bushels, was built first and was completed in 1901.

A series of misfortunes has pursued the building of the Ogville plant in Fort William. The delay in the opening of Mr. Ogville and the delay in consequence. In the early part of the year 1906 the foundation gave way and totally destroyed the structure. Then delay in the opening of the mill was due to the fact that the starting of the mill has been put off from year to year.

## First Automobile Accident Reported In August 1906

In the year 1906 in Fort William there were only a few cars here and those that were here were purchased for healthy sums of money. Some cars were being advertised at that time for more than \$5,000.

The August 20, 1906, edition of the Daily Times-Journal carried the first report of an automobile accident ever to occur in this district. The accident, which resulted in a fractured arm to one of the occupants of the car, occurred on Saturday, August 18, 1906, at Kakabeka Falls.

The first motor car accident in these parts took place last Saturday afternoon in which A. R. Bartlett, Windsor, had his arm broken, stated the article in the Times-Journal.

"Also in the car were G. A. J. C. and D. C. Graham, and the chauffeur, according to an explanation given by members of the party. The party, E. C. Heywood's motor car was going to the Falls and prior to reaching the top of the hill near the Falls the chauffeur was told that the men would walk down the hill. He either did not hear or paid no attention to the warning that the machine could not carry them down the hill.

"As the chauffeur did not stop at the brow of the hill the three Graham's jumped and all landed safely. Mr. Bartlett kept his seat, probably not realizing the danger as much as the Graham's men, who knew that all persons usually walk down the hill.

"The chauffeur lost control of the car almost before the really steep part was reached and it went down the hill at a flying clip. At the turn it upset and Mr. Bartlett's arm was broken. The chauffeur, a young man named Field, got himself out of the car practically unharmed. The car was badly damaged but not beyond repair.

## Times-Journal Erects New Building in 1906

It was in 1906 that the Daily Times-Journal erected a brand new building on part of the same site on which the present Times-Journal building stands. The new building at that time was equipped with all the latest in modern printing equipment and all electrically operated.

So that construction could go ahead the equipment was moved to another building across the street and in the interim the paper came out every day, six days a week.

The October 3, 1906, issue of the Daily Times-Journal described the new building and the modern equipment installed, which was the last word in equipment of that kind.

"With the advent of electrical power from Kakabeka Falls, the Times-Journal appears to its readers today printed on a new perfecting press, driven by Kakabeka power," the article read.

"The new Cox Duplex press marks another era in Fort William journalism. It is the our perfect press between the old cylinder running 1200 impressions an hour to the fast perfecting press running at the rate of 4,500 right-page per hour. With the new press the Times-Journal is ready for the carrier boys 20 minutes after the type forms are on the press thus enabling us to have the paper delivered in every part of the city before six o'clock in the evening.

The Times-Journal was the first to sign a contract for this power and are also the first users of it. The plant of electrical machinery on the completion of the new building last equipped with the latest in modern printing equipment and all electrically operated.

The Times-Journal was the first to sign a contract for this power and are also the first users of it. The plant of electrical machinery on the completion of the new building last equipped with the latest in modern printing equipment and all electrically operated.

# Kakabeka Falls Power Turned on Oct. 1906

## Jenison Scheme Becomes a Reality After Ten Years

"In the presence of more than 100 members of the Canadian Manufacturers' Association, the members of the Board of Trade and the council of Fort William, President Harry Cockburn presided at a banquet held in the Avenue hotel, pressed on the historical history of Fort William, for new manufacturers would have to come here.

"After ten years of alternate hopes and fears the dream of Fort William for the harnessing of the waters of the Kaministiquia river at Kakabeka and turning their power into electrical energy has become a reality," the story said. "It was in 1906 that E. S. Jenison, a civil engineer of Chicago, brought the project to the attention of the government of Ontario, the bold fact that here at our door was running waste one of the greatest bargains of the north.

"The scheme of Mr. Jenison was to bring the water in an open canal to a point just outside the limits and use it for generating power and also to turn it into the water mains of the town for domestic use. The contract with Mr. Jenison was voted on by both towns and carried and the people looked forward with the greatest interest to see work start and manufacturing industries located in our market.

"Then began a series of delays that were the most remarkable in the history of financing and industrial enterprise. The mayor of Fort Arthur refused or neglected to sign the contract and to this Mr. Jenison always ascribed his failure to immediately float the scheme among capitalists. The time limit in which he should have power and water ready for delivery expired and Fort William refused to give him an extension of time. At the next meeting of the legislative assembly following the expiry of Mr. Jenison given to the town with the authority to sell or assign them to any person of his choice.

"The rights were assigned to F. H. Clergue, then at the height of his power in the Sault Ste. Marie enterprise. Again the people lived on the wave of expectancy for a few months only to be sucked under the unreasonably terms imposed by the Clergue people on which they would under-

"The present equipment of the power house has already been found. The city of Fort William has contracted for 600 horsepower, the Ogville Flour Mills secure its power from the company, and a contract has already been made between the C.P.R. and the power company. This latter contract means the driving of all the machinery in the five elevators, the coal handling plant and all the machines in the roundhouse and machine shop. In addition the power company is to be the first to sign a contract with the company.

"The resident superintendent of the power company is M. L. Bird, at present with headquarters at the falls, but as the demand for power increases he will likely be moved into the city.

## Shown above is the new building of The Daily Times-Journal on N. May street. This building was erected in 1906.



"The history of the Fort William Journal is simple the history of Fort William. Started at the birth of the divisional point of the C.P.R. at west Fort William, it pursued an humble course during the upbuilding of the town at that end and enjoyed the unique distinction of having been once owned by the town. With the removal of the shops and docks of the C.P.R. to the mouth of the Kaministiquia river, the Journal also moved and in 1892 it was owned by the town. In 1899 the Times and Journal were combined and has been issued as such since December 1, of that year.

"The new Cox Duplex press marks another era in Fort William journalism. It is the our perfect press between the old cylinder running 1200 impressions an hour to the fast perfecting press running at the rate of 4,500 right-page per hour. With the new press the Times-Journal is ready for the carrier boys 20 minutes after the type forms are on the press thus enabling us to have the paper delivered in every part of the city before six o'clock in the evening.

## Telephone Lines Placed Underground

It was the summer of 1906 that telephone lines in Fort William were placed underground which practice has been followed since. Previously to that time the wires were strung from pole to pole in the town.

"According to the August 2, 1906, issue of the Daily Times-Journal, the first work of putting telephone lines under the ground in this city was started.

"Superintendent Jones has a gang of men at work laying a conduit from the new building on Donald street to the junction of May and George streets." "The conduits are made of wood purchased from the same company that is furnishing the pipes for the water works. Altogether, the water, light and telephone commission is doing a big job to keep up to the requirements of a growing city."

W. A. Black, western manager of the company, is now in the city attending to the last details before the mill goes into steady production."

## Fort William Becomes City In April 1907

Much development took place in Fort William during the years 1905, 1906 and 1907, according to the annual report of the presidents of the Board of Trade, which were printed in the issues of the Daily Times-Journal during those days.

During the year 1905 there was further expansion in Fort William, noting that year Fort William had business in such importance that her business attracted the attention of the Dominion. The prosperity of the western provinces was the foundation of Fort William's growth. Over 100,000 new settlers had located in the prairie provinces and had been expending immense sums and utilizing every energy to cope with the growing business.

The Grand Trunk Pacific commenced work on their \$10,000,000 project to bridge the space between Fort William and Winnipeg, and that the new road had not arrived too soon was shown in the fact that 180,000,000 bushels of grain was produced in 1905 alone.

Fort William's customs, which were \$200,000 in 1902, rose in 1905, an increase of \$27,000 over 1904.

The year 1906 demonstrated without a doubt the stability of Fort William's population year by year had been steadily increasing until this year the city reached 12,000 and had new manufacturers such marvelous possibilities that this number now bids fair to be more than true during the next five years.

It was in the year 1907 that Fort William became a city with a population

### EXPERIENCED HANDS to take care of your Moving, Crating and Storage Needs!

### IT HAS BEEN

# MCKENZIE'S CRATING

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Under the Personal Management of the McKenzies

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**BACKED BY HALF-A-CENTURY OF TOP FLIGHT SERVICE**

**MCKENZIE'S ARE AS NEW AS TOMORROW....**

Serving the varying needs of Fort William with sound knowledge and up-to-the-minute equipment.

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of 12,000. The population year by year had been steadily increasing until this year the city reached 12,000 and had new manufacturers such marvelous possibilities that this number now bids fair to be more than true during the next five years.

It was in the year 1907 that Fort William became a city with a population

# Water From Loch Lomond Turned on June 23-1909

## Typhoid Epidemic of 1905-6 Forced Change of Water Supply

Since the project was finally completed Fort William has been noted for its splendid and unlimited supply of pure water obtained from Loch Lomond, which is situated east of Mount McKay in the Township of Blake, about six and a half miles from the city hall.

The water was turned on officially on the afternoon of June 23, 1909, by James Conmee, M.P., at an impressive ceremony in front of the city hall and before a crowd estimated at around 4,500 persons. The distinguished guest presided over the ceremony and in a few minutes a electric wire went up from the crowd as they saw pure water burst in a rainbow spray from the electric fountain which had been erected at the northeast corner of May and Donald streets.

It was during the typhoid epidemic in Fort William in the years 1905-1906, that the mayor and council members were forced to change the city's water supply from the Kaministiquia river. Many persons died as a result of the outbreak and it was not for some time that the cause of the epidemic was known.

A steamer plying the Kaministiquia river and dragging its anchor, broke the water main in the river with the result that the water supplying the town became contaminated by sewage which flowed into the river some distance from the water works. When the seriousness of the situation was grasped, the best expert advice available was employed, and such effective measures were adopted that within a very brief period the progress of the disease was checked, and the council and the people, united to exercise the utmost precaution and adopt the most thorough system.

When the seriousness of the situation was grasped, the best expert advice available was employed, and such effective measures were adopted that within a very brief period the progress of the disease was checked, and the council and the people, united to exercise the utmost precaution and adopt the most thorough system.

Crescent Lake was lapped and pumped to the town and in the meantime work was advanced on the Loch Lomond project with H. S. Hancock, C.E., planning and supervising the work. It was started in 1906 and finally completed three years later at a cost of \$450,000.

Loch Lomond is 333 feet above Lake Superior. It is six and a half square miles in extent and has a watershed of 30 square miles, most of which is either owned or controlled by the city. It is fed by numerous small streams and lakes in the watershed.

The course of the water from the lake is described briefly as follows: The 36-inch intake runs 754 feet into the lake at a depth of 40 feet. The water then passes through a tunnel four feet by six feet nearly a mile long, which was blasted through solid rock. Emptying into the forebay it is screened and passes on to an 800,000 gallon reservoir, where it is aered and screened again and is distributed into the city by two 18-inch and one 24-inch mains at a controlled pressure of 110 and 120 pounds.

The momentous occasion of the turning on of the water from Loch Lomond was described fully in the Times-Journal, June 24, 1909. It was a genuine love-feast—the ceremony attending the turning on of Loch Lomond water yesterday afternoon," the story said. "Hands were joined across the Nesbitt and McIntyre rivers and for the time being the two cities at the head of the lakes seemed merged into one. Well deserved tributes were paid in stately flights of oratory to H. S. Hancock, city engineer, who, in the words of James Conmee, M.P., well conceived and perfectly executed the Loch Lomond project; to James Piper, chairman of the board of commissioners, and the men associated with him on that board, and to the gentlemen

otherwise connected with the government of the city. "Chairman Piper was master of ceremonies and it is conservatively estimated that there were 4,500 persons in a happy frame of mind listening to the auspicious occasion.

"Dealing briefly with the history of the water system of Fort William, Mr. Piper said the first outlay of \$40,000 had grown to \$700,000. Cost of operation is now \$100,000 a year. It has been reduced to a minimum in the present system and in future pure water will be cheap in Fort William and the money which would have been spent in the operation of any other system, can go toward paying for the construction of the present system which will be operated by gravity. He estimated that the debt would be liquidated easily in five years."

Ex-Mayor Rutledge was the first speaker followed by Chairman Piper. Mr. Rutledge paid tribute to Engineer Hancock and the men involved in the work of supplying pure water to the people of Fort William. He deplored the criticism which had developed in certain quarters and declared that while mistakes may have been made, he did not think the cost of the Loch Lomond system was too great. He said that since the inception of the idea of supplying the city, the cost had increased from 10,000 to 20,000 and that the assessed valuation of the city had increased from \$7,000,000 to \$14,000,000. Mr. Rutledge was mayor of the city when actual work began on the project.

"Introduced as the man who had pointed out the faults of the old water system, Dr. Bell, provincial health officer, congratulated the city, the city engineer and the men directly responsible. He said the system was as good if not better than any on the American continent. The supply, he was convinced, was unlimited and unsurpassed.

"Mayor Matthews of Port Arthur said he and Port Arthur citizens were glad to congratulate Fort William on this notable occasion.

"The address of the evening was delivered by James Conmee, M.P., a resident of Port Arthur, who ably emphasized the congratulatory sentiments of the city and the public men of the city on its coming into possession of an unlimited supply of pure water.

"He painted the coming greatness of a united city which he named Port William on a glowing canvas, and drifted into a discussion of national enterprises. In the peroration, which preceded the crowning event of the day—the act of setting in motion the motor which signified the turning of Loch Lomond water into the mains of the city—Mr. Conmee thanked the city and the commissioners for the honor accorded him and stated that he had again been obligated by the city of Port William to which he was already deeply indebted.

"As Mr. Conmee concluded with the words, 'turn on pure water, a municipal blessing' suited his action to the word. Grasping the electric switch he glanced at Chairman Piper for the signal that all was ready. He got the signal and drove the switch home.

"Then all eyes turned from the man to the electric fountain which had been erected at the northeast corner of May and Donald streets. It was a moment of suspense, but only a moment. The men who had erected the fountain and had made the connection, had done their work well. The motor had scarcely attained a healthy buzz when the water burst in a rainbow spray from the top of the 50-foot fountain. The assembled multitude gave one lusty cheer and in silent contemplation, which meant more appreciation than could have been demonstrated by an ovation, observed pure water descending on the city.

"The citizens' band, which added much to the enjoyment of the occasion, rendered the national anthem and the multitude dispersed."

## HIGHLIGHTS OF 1908

Most interesting is an insight into just what was accomplished in the way of growth in the city of Fort William for one year. The December 18, 1908, issue of the Daily Times-Journal published a thumbnail sketch of accomplishments which had taken place in the city during that year, which was one of marked progress and prosperity.

The list includes elevators, dwellings, business blocks, population increase and an all round summary of a year of prosperity. "This year saw the completion of the Consolidated Terminal elevator with capacity of 750,000 bushels of grain," the report showed."

Other items on the list were as follows: Beginning of construction on the 20,000,000 bushel system of terminal elevators to be operated by the Grand Trunk Pacific Railway company. Request from Western Canada Flour Mills company to build large elevators here in 1909.

An approximate increase in population of 3,500 persons, bringing the total to 19,383 inhabitants.

More substantial residences than were ever built in a year in a city of similar size on the North American continent.

Two of the largest office buildings between Toronto and Winnipeg, a distance of more than 1,200 miles.

Completion of the double tracking of the Canadian Pacific Railway between Fort William and Winnipeg, a distance of 426 miles.

Completion of the Grand Trunk Pacific Railway between Fort William and Lake Superior Junction, a distance of 183 miles.

Construction of St. Paul's and St. Andrew's churches at an estimated cost of \$60,000 each.

Completion of three public schools—Central, Ogden and Isabella—at a value of \$78,000.

An agreement from the C.P.R. to build in 1909 the second largest passenger station in the west, a traffic and railway bridge across the Kaministiquia river, additional facilities for storing freight and a subway.

Construction of a \$75,000 addition to McCallister General Hospital, the need of which was most vital.

Seventy million bushels of grain for trans-shipment—three times as much as was ever received at any other Canadian lake port.

More package freight than was ever received at any other Canadian lake port.

The purchase by Fort William of the street car line within its borders from the Fort Arthur Electric Railway.

The building permits issued in 1908 amounted to a total of \$1,552,500.



Water wagon on North May street in 1909, prior to the turning on of the Loch Lomond supply in July of that year. —Photo courtesy Carson F. Piper.

## Canada Iron Corporation Begins Operations 1908

With a staff of 100 men, the Fort William plant of the Canadian Iron Corporation went into production on the afternoon of Saturday, Feb. 1, 1908. A ceremony, marking the occasion, was held at 4 o'clock at the big plant in west Fort William.

According to a story which appeared in the December 18, 1909, issue of The Daily Times-Journal, young blood of the vigorous, strenuous and aggressive sort was responsible for the con-

duct of Fort William's largest industrial concern. "This concern is expanding and developing faster than any other concern in the city of anything like the same size," the story read.

"G. W. Stainby, in his early 30's is general superintendent, while F. F. Smith, also in his 30's, is chief of the office staff."

"At the beginning of 1908, 100 men were employed. Before the year was out 225 men were being directed by Mr. Stainby, who became superintendent in November, 1908. He increased the number to 300 at the beginning of 1909 and right now there are 325 on the payroll. "The plant is now turning out 120 car wheels, 15 tons of castings and 50 tons of water pipe per day. In addition a general machine plant business receives expert attention." "During the year the sum of \$7,000 was expended in the construction of a two-story brick and iron store room and pattern shop, and an extension 5 feet by 50 feet was built adjoining the grey iron foundry. Plans are being prepared for an annex to the pipe shop which is to be built in 1910 at a cost of \$50,000 which will increase the output of the pipe department by 25 per cent."



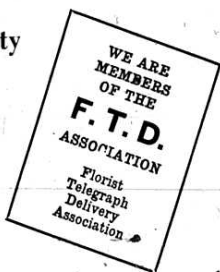
# FOR 35 YEARS IT HAS BEEN LeCocq The Florist

... and more and more every year since our establishment in 1912 ... Fort William people are relying on LeCocq for satisfactory service.

Flowers in Complete Variety for Every Occasion

... Be sure your gift of flowers always carries the LeCocq name on the box.

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- IMPROVED AND UNIMPROVED PROPERTIES IN ALL PARTS OF THE CITY
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- SURETY AND FIDELITY BONDS
- PROMPT SERVICE ALWAYS PHONE SOUTH 4000



FOR THIRTY-EIGHT YEARS, G. R. DUNCAN & CO. LIMITED HAVE BEEN PROUD TO SERVE THE CITIZENS OF FORT WILLIAM PORT ARTHUR, AND THUNDER BAY DISTRICT.

Our gratitude and sincere thanks go to the large and ever-increasing clientele whose privilege it is ours to advise and assist. We pledge the same conscientious handling of your affairs in the years to come.

# G. R. DUNCAN & CO. LIMITED

426 VICTORIA AVENUE FORT WILLIAM PHONE SOUTH 4000

Building Permits for 1912-13 Total Close To \$10,000,000 Mark

1912 Sees Start Of Canadian Car And Foundry Plant

The year 1912 marked the biggest industrial growth in the history of Fort William...

Already building operations on the plant, consisting of 75 acres on the Kaministiquia river...

Starch Works on Island. At the same time as the lay-out for the Canadian Car...

the city. These are rapidly being pushed to completion and before another two months the company expects to be in shape for operation...

Superior Brick and Tile. An industry from which Fort William will derive no small benefit in the future is that of the Superior Brick and Tile company...

The construction of the plant has been completed and more than 100 men are engaged on the job...

The following figures show the industrial progress of Fort William during the year 1912.

Canadian Car and Foundry Co. Ltd. \$1,500,000; addition to C.P.R. elevator \$200,000...

City Takes Over Control of Street Railway in 1914

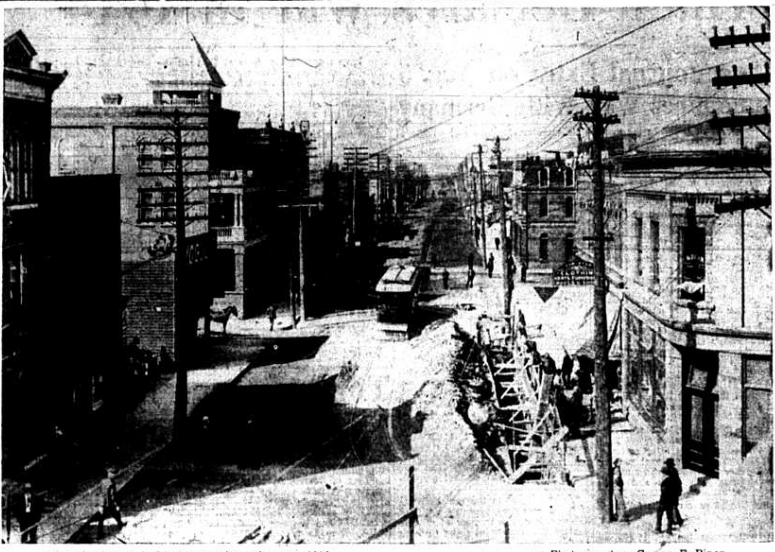
"The busiest city of 1912." That could well describe Fort William of that year...

While Fort William might unblushingly add to its many flattering sobriquets such as "The city that has not seen a dull day since it was discovered..."

Including all structures, from the largest manufacturing plants to the smallest cottages...

A big industry, which is unique for no reason more than it is the first of its kind to be established by the government...

The city of Fort William played no slight part in the year's building boom. Chief among the structures erected by the municipality was a modern incinerator plant on Athabasca avenue...



Victoria avenue, looking west, about the year 1910. -Photo courtesy Carson F. Piper

will employ in the neighborhood of the branch loading stations, which also were built this year.

For the first time bedding material such as mattresses, were this year manufactured in Fort William in the large modern brick plant of the McKeellar Bedding company...

A big industry, which is unique for no reason more than it is the first of its kind to be established by the government...

The city of Fort William played no slight part in the year's building boom. Chief among the structures erected by the municipality was a modern incinerator plant on Athabasca avenue...

The building has been completed at a cost of \$50,000. A minor part of the present car barn was built about three years ago.

The federal government gave expression of its recognition of Fort William's rapidly growing importance in Dominion affairs by starting in the early autumn the erection of a Customs House at the corner of May and Leith streets...

In preparation for the handling of its end of the street car line, which will be formally taken over by the city of Fort William on January 1, 1914, the city has erected a large modern car barn and shops on Walsh street.

At present the foundation work is well under way.

In addition the government also has asked for tenders for a modern armory and drill hall which will be erected in the city.

Thus, from the above story on the industrial progress of Fort William, present day residents may observe the big strides in building and industrial expansion which took place during the few years prior to the outbreak of the first World War.

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for 39 years

QUALITY

In reviewing the happy business relationships which have made our business one of the oldest established jewelry firms in the city...

Grain Exchange Completed in October 1913

The month of October, 1913, saw the completion of Fort William's finest office building—the Grain Exchange—which has the honor of being the first large cosmopolitan building to be erected at the head of the lakes.

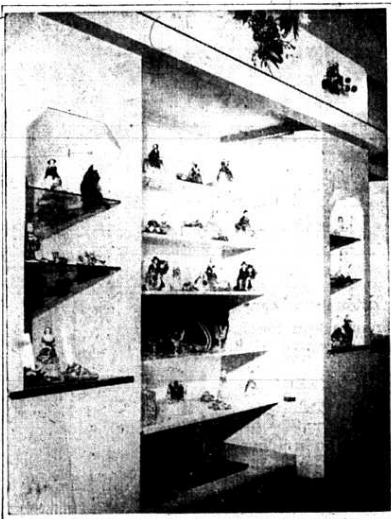
The contract for the building was awarded to the A. C. Stewart Construction company and was signed on February 14, 1913. The work was started the next day when men began to prepare the site.

The plans of the building called for reinforced concrete construction with the exterior of brick. The dimensions of the building are 100 feet by 125 feet...

The brick work was up two stories by June 23 and the majority of the pyro-clastic peltions were in position.

The Board of Grain Commissioners leased the entire floor of the building for their board rooms and inspection department.

The citizens' band played "See the Conquering Heroes Come" when the athletes were carried shoulder high to the center of the crowd.



A section of the Gift Department at McCarty's Jewellery Store

for every occasion

WEDDINGS ANNIVERSARIES BIRTHDAYS

J. H. McCarty's QUALITY JEWELLERS

613 VICTORIA AVENUE - FORT WILLIAM, ONTARIO

C.P.R. Capture Dominion Soccer Title

C.P.R. football team, champions of Canada at Winnipeg, 1912. From left to right, back row: J. Chandler, H. Hough, C. Entwistle, C. Murray, W. Stobbs and H. Whitehouse...

This seemed to put the game into the easterners and from then on they had the better of the play. Dave Cassidy scored the second goal on a pass from Frank Sinclair.

The July 24, 1912, issue of the Daily Times-Journal contained the story of the big reception tendered the Dominion champions as they stepped off the train from Winnipeg the night before.

Heralded as one of the most magnificent triumphs in the history of Fort William was the winning of the Dominion soccer football championship by the C.P.R. eleven on July 30, 1912.

"Fort William rejoiced supreme at River Park Saturday afternoon when the C.P.R. team won the People's Shield, emblematic of the soccer football championship of Canada, defeating Leithridge 3-0 in the final game of the tournament."

The story of the victorious game, which gave the local "People's Shield" emblematic of the Dominion title, the arrival home of the team, the big parade in the honor and the civic banquet, were contained in the issues of the Daily Times-Journal of that time.

"Leftbridge was unfortunate when he shot from J. Babo's flank off the left back into the net for the first goal."

"The game was the best ever played in Winnipeg. Playing with the wind in their favor, the C.P.R. eleven had an advantage which gave them considerably more of the play but they were held without a score by the stout defence of Entwistle, Hough and Murray. When the second half opened, the C.P.R. eleven again showed the result that the speedy C.P.R. forward line uncorked numerous combination rushes the like of which was never before seen in Winnipeg."

"The C.P.R. eleven again showed the result that the speedy C.P.R. forward line uncorked numerous combination rushes the like of which was never before seen in Winnipeg."

# Elevators Under Guard as Britain Declares War in 1914

## Times-Journal Extra on Aug. 5 Announces War With Germany

In an extra published in the morning, The Daily Times-Journal announced to the people of Fort William and District that Great Britain had declared war on Germany. This was on the morning of August 4, 1914. This was the start of a four-year war which saw Fort William's young men leave their shores in the thousands to do battle against the enemy.

The extra carried glaring headlines that "Great Britain Declares War on Germany." The extra was printed on pink newspaper. A short dispatch from London stated that "Great Britain declared war on Germany at 5 o'clock last night. The announcement that Germany had declared war on Great Britain was due to an error in the admiralty's statement."

A dispatch from Berlin stated "Shortly after 7 o'clock last night Sir William Goschen, the British ambassador, went to the foreign office and announced that Great Britain had declared war with Germany. He then demanded his passports."

Another dispatch from London stated that England's wireless broke loose and that immediately after midnight King George sent a personal message to the entire fleet then sailing against the Germans with arms and decks cleared for action.

King George gave out the following message: "I have confidence that the British fleet will receive the old glories of the navy. I am sure that the navy will again shield Britain in this hour of trial. It will prove the bulwark of the empire."

This was the first message sent to the fleet since it cleared from Plymouth Harbour and sailed to the agreed rendezvous in the North Sea. "Ever since the wireless has been silent, now orders permitted to go into the night was the signal for the most tremendous naval battle ever fought. The orders spluttered out through the darkness from the great naval wireless station. Immediately after the orders to capture or destroy the enemy had been flashed to the admiral commanding it was followed by the King's own words."

L.S.R. Ordered to Report  
In the same pink extra the 96th Lake Superior Regiment was ordered to report for duty.

"Orders issued by Lt. Col. J. A. Little, commanding 96th Lake Superior Regiment, said the brief message: "Officers and men of C., D., E. and F. companies will report for duty at the Fort William armories at 6 o'clock

men have mounted the stairs at Fort William contingent's temporary armory on Hardy street, and taken the oath of allegiance to King George."

"Orders from Ottawa, which were received last night, only call for the calling of recruits from the 96th, which has been ordered to do general police duty in the two cities. This has disappointed many citizens who desire to volunteer for active service abroad. It is probable, however, that orders will be received shortly by Col. Little to call for volunteers for such service."

"Advances in the price of foodstuffs have already been made by wholesalers on account of the war breaking out in Europe," another local story revealed. "Flour has advanced from \$3 to \$3.20 per hundredweight and on Monday sugar went up 10 cents a hundredweight, which makes the retail price six cents per pound. Another increase of a cent a pound is expected by dealers."

"Since the declaration of war last night nearly all the retail grocers have been attempting to purchase sugar, un-



AN HISTORICAL EVENT

Sir George E. Foster, Minister of Trade and Commerce, is shown above as he unveiled the Hudson's Bay memorial tablet at the corner of McTavish and McIntyre streets, October 12, 1916. The tablet was erected by the Thunder Bay Historical Society to commemorate the actual site of the old council chamber where, in 1821, the Northwest Trading Company and the Hudson's Bay Company were amalgamated.

## First Left for Training Camps Within 20 Days

Good bye, boys. God bless you. Good luck to you and may you all get back home safely."

"Cheers and tears were mingled at the station today when 10 thousand strong the people of Fort William went to see the brave boys off to Val Cartier, whence they will be passed on to take their places on the firing line at the front," said the August 24, 1914, issue of The Daily Times-Journal.

Headed by the band and with a string of automobiles leading and following the regiment, the boys marched gaily from the armory, on Simpson street. The crowds that had lined up on the sidewalks fell in behind them. All many thousands were in the throng which marched up Syndicate avenue to the union station.

"Every man, woman and child, who could buy, beg, borrow or steal a flag had one in full view, stuck jauntily in their hats pinned in their bosoms, or waving it in the hands. As the boys marched through the streets friends pressed in upon them to shake the hands of those they knew. It was hard to keep the line in trim marching order."

"It was a little after 10 o'clock when the train rolled in carrying with it 153 officers and men of the 18th Force from Portage la Prairie in command of Col. McPherson, who was soon greeted by a score or more of his old Fort William friends as Charlie. The train pulled out as the crowd cheered loudly and waved good-bye to the young heroes."

## Times-Journal Installed Modern Press in 1914

Revolutionizing all previous methods of printing The Daily Times-Journal will be printed and folded at one the firm on March 31, 1914, brought out its first issue printed on the big new Hoe 32-page press.

"While the old machine would print an eight page paper at the rate of 4,500 copies per hour, the new press will enable the Times-Journal to be printed at the rate of 18,000 per hour for 4, 6, 8, 10, 12, 14 and 16 page papers and 12,000 copies of the 20, 24, 28 and 32-page paper per hour."

The new press weighs about 30 tons and is the first Hoe press to be installed in the two cities and as such provides a notable event in newspaper equipment. Nine out of ten of the great metropolitan papers of this country are printed on the Hoe press.

Altogether the plant and equipment of the Times-Journal is as modern and up-to-date as money and care in selection can make it. We have no doubt as to the future of Fort William and Thunder Bay district and feel confident that it will not be many years until even the present equipment is outgrown by the needs of the city and district. Of course, it is a large step from an eight-page press to a 32-page press or from a press of 4,500 per hour to a press of 18,000 per hour, but we are sure that the publisher who by their support made the former machines possible, will continue their hearty co-operation so that even the large press of today will appear small and inadequate before many years roll around.

The introduction of this machine, the first of its kind in the two cities, revolutionized the previous method of printing, which has been directly from the type, whereas now paper-machinists, taking impressions of all the type forms are made and from these in turn, when dry, a curved stereotype plate is cast, which is placed on one of the many printing cylinders on the press, the story added.

This method has many decided advantages, particularly when the size or circulation of a newspaper passes beyond the ordinary small city stage, as editions may easily be multiplied or the size of the paper enlarged without the ordinary small city stage, which necessitated two runs every day.

# Barnett-McQueen are Wise in the Ways of Constructo . . .

## Builders of Many of Fort William's First Elevators

There's an art in sound construction that only experience can teach — Barnett-McQueen established their business in the year 1905

... 42 years ago — and have devoted their entire time to building not only to a plan but conscientiously building for the future.

... 42 years of experience has made Barnett-McQueen wise in the ways of constructing — Elevators, Docks, Roads, Warehouses, Factories, Homes and Garages.



# BARNETT-McQUEEN CO. LTD.

MAIN OFFICE  
460 CHRISTINA ST.

ENGINEERS • CONTRACTORS

FORT WILLIAM  
PHONE SOUTH 218



The Copp Stove Factory, at Syndicate and Empire Avenues, which was destroyed by fire in 1917.

# War Years See Local Firms Producing Heavy Ammunition

## Northern Engineering and Copp Stove Produce Shells

"Wholesalers of Fort William find the wheels of business revolving more smoothly than for some time past. That was a headline which appeared in the December 16, 1916, edition of The Daily Times-Journal.

"What does the business situation at the head of the lakes look like through the spectacles of the men who are at the back of a lot of the business done?" said the story. "This question is answered by the wholesale men of the city in optimistic manner. The sudden collapse of business confidence during the early days of the war has been replaced by solid industry and few indeed are the men who are not working and drawing fairly good pay to-day.

"The inquiry among the jobbers of Fort William also led, imperceptibly, to the all-pervading topic of the present high cost of living here, the wholesalers who have their fingers on the pulse of the market, seem to offer little or no consolation.

"That any appreciable lowering of the cost of living as far as foodstuffs are concerned will come before the end of the war, seems remote from probability as the drain upon the food supplies of the world, in order to keep so many millions of combatants in health and good physique, is completely outrunning the world's ability to keep pace with it.

"The only consolation is that the non-combatants are for the most part earning fairly high wages and can at least pay the high prices without feeling it too heavily."

Some of the industries which were operating at capacity in 1916 included the Northern Engineering and Supply Company plant, the Copp Stove Company, the Seaman-Kent Lumber factory and Canada Starch Company.

"Everything from a needle to an anchor would appear to best fit the large and inexhaustive stock of the Northern Engineering and Supply Company, which occupies about 88,000 square feet of space at the corner of McKay street and Simpson street," said a story appearing in the December 16, 1916 issue of the Daily Times-Journal.

"Started 10 years ago in an old livery barn the plant kept gradually expanding from that beginning into a large and capacious warehouse, which it occupies today."

"There were very few dollars worth of machinery in the first building but today there are lathes, boilers, mach-

box factory ready for operation in the spring where the company will make its own boxes.

"Just now glucose and syrup are made at the Starch Works and in addition three by-products from the same material—gluten feed for cattle food, oil cake meal for hogs and calves and corn oil, which is sold almost entirely to soap manufacturers.

Then by-products are taken from the corn after the starch is taken out of it.

"The Seaman-Kent Lumber factory which produces flooring, is situated at the extreme end of the Mission extension of the street railway," said the Times-Journal. "This plant turns out 13 million feet of lumber per year. Each machine, of which there are six handles 7,000 feet of flooring per day.

"In addition to regular work the plant has manufactured 15,000 S.S. shovels, which are 18 pounders."

"Every nook and corner of the Copp Stove Company, south Syndicate avenue, is crammed to capacity with shells," said the write-up of that plant.

"Turning out 45 Howitzer shells at the rate of 500 per day the plant is going night and day."

"The once peace-time occupation of the plant was the casting of stoves but now it has been converted into a munitions factory of high efficiency."

"Day and night shifts are always at work on the shells. A total of 120 men are working two shifts. Stoves and ranges such as the 'Superb,' 'Empire,' 'Camp Stoves,' 'Silver Prince' and 'Silver King' were made at the Copp plant anyone of which can be found in most households at the lakehead."

**Syrup From Starch Works**

"It is safe to say that a great number of the citizens of Fort William do not know that they have in their midst, within a half an hour's easy walk from the corner of Victoria avenue and Syndicate avenue, one of the most wonderful plants in America in the Canada Starch Company, familiarly known as the Starch Works," said the Times-Journal of December 16, 1916.

"Architecturally the buildings are the most beautiful in construction of all the industries situated at the head of the lakes. Unlike most industrial plants which are built for utility only the starch works is not only useful but ornamental and is a vantage point of beauty for all the neighborhood."

"In 1913 the works first started up in Fort William a branch of the Montreal headquarters, other works being at Bradford and Cardinal."

"At present it is safe to say that the Starch Works is so named because it does not make starch. It imports all its starch from other plants and ships it out to the trade. But this state of affairs is shortly to be remedied for even now, ready to commence in the spring, a four-story starch house is being erected 150 feet by 50 feet and then the company will make its own starch."

"A large store room is now being built, 170 feet by 40 feet. This will be a two storeys high. There also will be a

"We're Oldtimers Too"

—YOUNG IN SPIRIT  
—OLD IN EXPERIENCE

SINCE 1911



We've been busy providing Fort William and District Homes with the Finest Foods at lowest possible prices for 36 years!

—a record to be proud of!

# WALBERG GROCERS

Quality and Service for Thirty-six Years

393 EAST BROCK STREET

PHONE SOUTH 1517

"... in the warmth of countless friendships" since 1905



A thousand thrills come to us as we recall the experiences of the past forty-two years. But the thought uppermost in our minds is one of deep gratitude to our customers—our friends and neighbors who have been loyal patrons of ours for so many years. Customs have altered, times have changed, but never has there been a substitute for the merchandising principles upon which this business was founded. Our length of service has justified that motive. It will continue to be our policy in every transaction.

# R. S. PIPER & SONS

Wholesale and Retail Hardware

1515 BROWN ST.

WEST FORT WILLIAM

# FOUNDED ON GOOD SEED 30 Years Ago!

It was back in 1917. We planted just a small business furrow. But it grew abundantly and strong. We've widened our fields of service... always with the finest seeds of quality... seeds that produce the best value harvest IN EVERY DEPARTMENT. We believe we have planted well. Today, many of our most loyal customers were among our first patrons. This is the finest of all harvests... the confidence and good will of a legion of old friends and new friends to make every succeeding year a year of jubilee... every day, a further opportunity to serve you.

A Growing Business

# MOUNT MCKAY FEED CO. LTD.

424-425 WEST GORE STREET

FORT WILLIAM



- SEED (1917)
- GRAIN
- HAY
- COAL
- WOOD (1947)



A line up of local automobiles in front of the West Hotel, Simpson street, about 1917

## Scott Highway Officially Opened August 18, 1917

### Sixty Car Cavalcade to Grand Marais Marks Grand Opening

The "Scott" or International highway to the south, which today is paved for the most part and over which motorists can travel to Duluth in around five hours, was opened officially on August 18, 1917, according to the Daily Times-Journal.

"Scott highway—for such it was decided by an unanimous international vote it should in future be known—was formally opened by a gathering of Canadian and American motorists and motor car enthusiasts at Grand Marais on Saturday, August 18, 1917," said the story of the big event which appeared in the columns of The Daily Times-Journal of August 28, 1917.

"The event not only went through with eclat unmarred by a single unpleasant feature, but its splendid success was further crowned by brilliant northern weather, golden sunshine, enthusiastic crowds from both sides of the border, and a genuine spirit of international friendship.

"Sixty-five cars took in the trip from the head of the lakes. It is estimated that well over 200 Fort William and Port Arthur people, including a generous number of ladies, were in the party which left here. The mayors of the two cities and a representative number of the leading civic and government officials from both cities honored the occasion with their presence as guests of the local Rotarians, under whose auspices the affair was staged. Much credit is due to the president of the Port Arthur and Fort William Rotary club, Dr. C. McCullough, Secretary Routley and their live, wide-awake associates.

"The start was made somewhere

### Reasons for Living In Fort William

The following are some 37 reasons why life is worth living in Fort William, according to December 19, 1914 issue of the Daily Times-Journal. "Possibly they do not include nearly all the advantages enjoyed by the people at the head of the lakes but they comprise a list of unique things of which Fort William lays claim to," said the story.

1. Climate that is the moderation of eastern and western climates.
2. Good general health.
3. A pure drinking water supply unsurpassed anywhere in the world.
4. The longest summer and autumn evenings of any large cities in Canada.
5. Cool summer nights.
6. Beautiful sunsets.
7. Enticing scenery.
8. A scenic mountain in the midst of the city.
9. Plenty of game both big and small.
10. Ideal motor car trips.
11. Exceptional facilities for motor boat trips.
12. An up-to-date sanitary department.
13. An excellent police system.
14. A perfect and efficient educational system.
15. A cosmopolitan population.
16. Good fire protection.
17. The greatest inland port in the world.
18. Three great transcontinental railways.
19. A great agricultural stock raising district.
20. Level roads.
21. Consistent winter weather.
22. Snowfall in Fort William is lighter than east and west.
23. An up-to-date street car service.
24. Municipally-owned utilities.
25. Substantial dwellings, owner owned.
26. Democracy of spirit.
27. Splendid public buildings.
28. Sample market and grain exchange.
29. A big railway payroll.
30. Stable manufactures.
31. Unlimited Hydro-Electric possibilities.
32. A beautiful scenic waterfall.
33. Capital of one of the newest and most promising Dominion parliamentary ridings.

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This scene was carried out all along the route and the International bridge at Pigeon River was replete with arches and bunting. Rotarian J. A. Campbell had complete charge of decorations. The trip over was made by most of the cars in a little over five hours to Grand Marais.

"A stop was made at the International bridge. Most of the party ate lunch at this point before proceeding on the balance of the journey. The presence of Pipers Scott's McKenzie and Norman McDonald certainly enlivened things. The pipers were chaperoned by Postmaster Armstrong.

"A lengthy program of speeches and community singing was enjoyed.

"Just before the close of the program Hans Engleson accepted the platform and made a short speech of tribute to the work of William Scott of the International highway, the opening of which was being celebrated. As an appropriate closing to the afternoon's proceedings, he moved a resolution that read as follows: "that the route be henceforth known as the Scott highway." The resolution was carried unanimously.

"In the evening further entertainment was provided and the return trip to the Lakehead was made on Sunday.

## Elevator Capacity in 1916, 45,215,000 Bus.

In the year 1885 the first elevator was completed on the banks of the Kaministiquia River and in readiness for the harvest of that fall. In 1916 The Daily Times-Journal, in the December 16 issue, carried a lengthy story to the effect that the head of the lakes would have a grand total storage of 34 elevators when completed to be 54,575,000 bushels of grain.

"Head of the lakes will have that capacity when elevators, building and projected, are completed," stated the story. "The total present capacity is 42,115,000 with 1,130,000 bushels capacity and this year, 48,000,000 bushels capacity still under construction and 4,750,000 bushels capacity still coming.

"Present Elevators in Use

House	Capacity Bushels
Canadian Northern Elevators A and B	8,500,000
Canadian Pacific Elevator D	7,250,000
Grand Trunk Pacific Elevator	6,750,000
Canadian Government Elevator	3,250,000
Grain Growers Grain Company Elevators E and B	2,500,000
Eastern Terminal Elevators A and C	2,225,000
Western Terminal Elevator	2,070,000
Ogilvie Elevator	2,000,000
Davidson and Smith's Elevator	1,750,000
Fort William Elevator Company's Elevator	1,750,000
Empire Elevator	1,750,000
Consolidated Elevator	1,750,000
Thunder Bay Elevator	1,750,000
Horn's Elevator	750,000
Dukey's Elevator	250,000
N. M. Paterson Elevator O	230,000
Black's Elevator	150,000
Superior Grain Company Elevator	100,000
National Elevator	45,000
N. M. Paterson's Elevator K	30,000
Muirhead's Elevator	35,000
Guy's Elevator	35,000
Canada Starch Company	45,000
Bole's Elevator	15,000
<b>Total capacity in bushels</b>	<b>45,240,000</b>

Elevators Under Construction

Saskatchewan Co-operative Grain Company	2,250,000
Mutual Elevator	500,000
M. Sellers Elevator	500,000
Grain Growers Grain Company	200,000
Roy Elevator	60,000
<b>Total capacity in bushels</b>	<b>4,610,000</b>

\* Elevator Additions Built This Year

Davidson and Smith Addition	1,000,000
N. M. Paterson (addition to)	130,000
<b>Total capacity in bushels</b>	<b>1,130,000</b>

"The total capacity of two waterfronts when all elevator projects now under way are completed, will be 31 elevators with a total capacity in bushels of 46,850,000.

"The total capacity of two waterfronts when all plants under construction and plants in view are completed and running:

Richardson and Son's Elevator	2,500,000
Elevator for New York and Chicago men	1,250,000
Western Terminal	1,000,000
<b>Total</b>	<b>4,750,000</b>

## The Picture Changes

but... the Fryer technique in fine portraits never ages



MRS. H. CARHOLL nee Mabel Wilkie 1305 Arthur Street

[1911]

PHOTOGRAPH BY FRYER

... To record faithfully the historical growth of a city... of a community... of its families is of great importance. Fryer's, from 1906 to 1947 has met this responsibility.

... For 41 years the words "Photograph by Fryer" have been readily accepted as the ultimate in fine photography... whatever the study, mode, mood or character. It is this acceptance that has made Fryer Canada's largest independent photographic studio.

# Fryer's Studio

Providing Northwestern Ontario With a "Better" Photography Service



## ... since 1916 Supplying Foods of Quality for Discriminating Families

In serving Home Executives in Fort William and District for 31 years during the "ups and downs" of recurring business cycles we feel we have come a long way through adhering steadfastly to the principles upon which this business was founded.

We have never deviated from those fundamental ideals of quality, service and consistently low prices. Systems have changed, new methods have come in being — Clemens have kept abreast of the

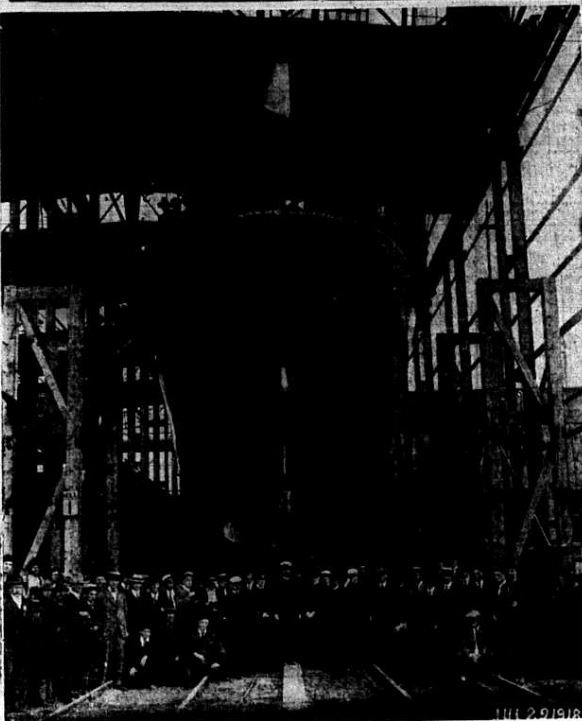
times in every move for advancement. Today, Clemens is as young in spirit as thought it was established yesterday, but old in the experience of merchandising and customer service.

PHONES SOUTH  
584 AND 3422

# J. CLEMENS

Cor. Victoria Ave. and Norah St. MEATS — GROCERIES — VEGETABLES — FRUITS





CANADIAN  
GOVERNMENT  
RAILWAYS  
C. G. R.  
550000

The first box car produced at the plant of the Canadian Car and Foundry in February, 1918

# Ships and Box Cars Produced At Canadian Car in 1918

## Close to 2,000 Men at Work At Fort William Plant

First box cars manufactured at the huge plant of the Canadian Car and Foundry company, west Fort William, commenced to roll off the assembly lines early in February, 1918, according to The Daily Times-Journal of that date.

The February 20, 1918, issue of the Times-Journal stated that railway box cars made in Fort William were already rolling on the Canadian government transcontinental railway some where between here and the coast. As fast as the cars are built at the Canadian Car plant they are pulled out onto the government railway tracks and put into immediate service.

"A total of 1,900 men are now at work daily in the big plant and additional men are coming in every day. We are making one more car each day," said A. J. Canfield yesterday afternoon. "We started with one car the first day, made two the second, three the third, and so on. We hope to build up to 30 cars per day. He added that the plant would build 2,000 cars first before the men are turned in on the ship plant. A total of 1,200 men would be employed in the car plant and a maximum of about 1,600 men would be put to work when shipbuilding commences."

The January 29, 1918, issue of the Times-Journal contained the story regarding the closing of a contract with the United States for the construction here of steel ships to the value of ten and a half million dollars at the Canadian Car and Foundry company plant.

"The Canadian Car company has added at one stroke a branch to its business that will increase its staff of workmen by one thousand and is assured of two years' work at least in this class of construction at the Fort William plant," the story revealed.

"The announcement of this contract being closed was made by J. A. Canfield, superintendent of construction,

last night, and brings to a successful conclusion negotiations that have been pending since the beginning of last summer. Mayor H. Murphy said today that a considerable portion of the time which he spent last year in the east was devoted to the shipbuilding industry, and, as a result of the efforts put forth by himself and the company, a thorough survey was made of the car plant by expert shipbuilders. The outcome was that a report was made that there was no plant in Canada and few in the United States which could so easily be adapted to shipbuilding as that at Fort William.

"Shipbuilding operations at the local plant are to be commenced in May and the preliminary work to be carried through from now until May 1 will involve considerable expenditure and the employment of a large force of men on construction work.

"Contracts will be let locally without delay for the erection of a building 200 by 220 feet which will be located between the present main car shops and Montreal street just west of the country building. Here the work of ship construction will be carried on and a marine railway built on a grade over on this railway when the time for launching has arrived.

"Meanwhile there is no letup to the car building end of the car works and additional orders are expected to be added at least 5,000 more cars to those already under contract. There soon will be a regular procession of 25 cars daily turned out from the local plant.

"There is no doubt the plant will soon be employing 1,500 workers in addition to the 1,000 engaged in shipbuilding.

February 18, 1918. Work was commenced this morning by Contractor E. G. Pennington on the foundations for the annex to the building of the Canadian Car and Foundry company, in

connection with the new shipbuilding plant, which is to be established here. The company's contract is for 12 mine-sweepers whose dimensions are 145 feet long by 26 feet six inches of beam. They will be built entirely of steel and will steam away from the local factory's slip complete and ready for their particular work. The engines for the first twelve will not be made

here, it is understood, but for following contracts they will be. July 8, 1918. "The first car contract for the Canadian Car is complete. There are other contracts in course of negotiation and work on them will start in a few weeks. Work on the six mine-sweepers is making rapid progress and it is expected the launching will take place August 1.

"After being successfully launched the minesweeper will have her boilers installed at the dockers, her guns placed for and all her apperworks completed and be put in complete shape for the special work for which she was designed. The crew will board her here and put her through special tests on Thunder Bay."

"It was a pleased and satisfied group of high officials of the Canadian Car and Foundry Company, who in company with representatives of the French government, luncheon with the aldermen and Board of Trade officials at the Kam club last evening," stated a story which appeared in the July 30, 1918, issue of the Times-Journal.

"Midway down the grade of the slip a platform had been erected at which point the christening was to take place with Miss Edith Parks, daughter of Operations Manager, R. H. Parks, performing the ceremony in the presence of officials and leading citizens.

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"The satisfaction was genuine because from Mayor Murphy down, every citizen of Fort William was equally pleased when the first vessel of war ever launched in fresh water for salt water service, floated smoothly into the Kaministiquia river last evening. The epoch-making event which took place will no doubt have a more far-reaching and lasting effect than was realized by those who witnessed the ceremony.

"Mayor Murphy, officials of the big plant, other leading citizens and representatives of the French government spoke at the banquet, marking the big event."

August 12, 1918.—The "Mantoue," the second of the minesweepers built at the Canadian Car was launched this afternoon. The event took place at 4 o'clock and was christened by Miss Marjory Murphy, daughter of Mayor H. Murphy.



Jenkins and Son Funeral Home, 226 South Syndicate Avenue

**a dignified professional service ... since 1910**

It has been our constant endeavor during our 37 years of Funeral Directing in this city to conduct funerals in a manner to create lasting and beautiful memories. We strive always to achieve flawless performance of our sacred duties.

The conveniences offered in our Funeral Home are always appreciated. The dignity of the Funeral Chapel is in keeping with the solemnity of the occasion.

Fort William's Oldest Established Funeral Home

**JENKENS and SON**  
FUNERAL DIRECTORS

226 S. Syndicate Ave. Telephone South 62

The new boat is all wood, containing in her make-up over one million feet of lumber. Two hundred and fifty men had been employed in construction since last September.

## 52nd Battalion Wins Many Medals

"One Victoria Cross, two D.S.O.'s, one Bar to the D.S.O., four Military Crosses, six D.C.M.'s, 14 Military Medals and a Croix de Guerre, was the proud record of the well-earned harvest of decorations won by the 52nd Battalion in one engagement," said the Times-Journal issue of May 20, 1918, in an interview with Lt. W. A. Grant, who returned to Fort Arthur the day previous.

"The decorations were won at Passchendaele last October," said Lt. Grant. "This record stands as the greatest list of awards won by any single battalion at the front," he added.

## Dr. Cook Catches Largest Trout

"The glory of having caught the biggest speckled trout that has ever been hooked, believe how without a doubt to Dr. J. W. Cook of Fort William," said a story in the August 9, 1915, issue of the Times-Journal. "The world's record speckled trout was caught in the famous Nipigon river."

"For 15 minutes after the fish was landed the Indians who were with Dr. Cook maintained a discreet silence. It was then one of the anglers said: 'You have the biggest trout ever caught in the world.'"

"Even the lucky fisherman had his doubts as to the species to which this leviathan among trout belong, and he sent the skin down to friends in Ottawa to submit to the Dominion experts. John Byrnes, of this city, submitted it to the Times-Journal. You have the biggest trout ever caught in the world."

## Freighters Built By Dredging Co.

The first full canal sea freighter ever built in Fort William, the "War Sioux," constructed to the order of the Imperial Munitions Board, was launched on the afternoon of May 11, 1918, at the shipbuilding plant of the Great Lakes Dredging company.

"The vessel was launched at 4:30 o'clock in the afternoon with Mrs. R. J. Manion, wife of Captain R. J. Manion, M.P., acting as sponsor and doing the christening honors," said the story of that date in the Daily Times-Journal.

"The tug Sarnia, of the Canadian Towing and Wrecking company, took care of the boat as soon as it was launched. There was a large crowd of citizens and officials on hand for the big event."

"The new boat is all wood, containing in her make-up over one million feet of lumber. Two hundred and fifty men had been employed in construction since last September.

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# T-uses First locally Made Newsprint on Jan. 16, 1923

"Inequaled success was the result of the trial run of the huge No. 1 newsprint machine of the Fort William Paper Company Limited Sunday evening, December 31, stated a story in the Times-Journal of January 2, 1923. The machine turned as smooth as oil and a quality of newsprint suitable for use on the high speed rotary presses was turned out.

"After the trial run was concluded, with complete success, the machine was cooled down and this week arrangements are being made to start the machine late this week on what will be a long journey. The permanent run starts this week-end, it probably will be a long time before the drying rollers become cool again."

On January 16, 1923, the issue of the Times-Journal of that date was printed on newsprint manufactured at the Fort William plant. A special two-page supplement carried the story of the big new mill and its production of newsprint on a commercial basis.

"This current issue of the Times-Journal marks the beginning of a new Fort William industrial era," stated the story in the January 16, 1923, issue of the Times-Journal.

"For the first time in the history of the city the paper is printed on newsprint produced by a Fort William paper mill."



"Some of the local millions in pulp and paper included: Capital invested, \$7,300,000; annual turnover, \$9,000,000; men employed locally, 800 to 1000; men employed in Canada for all pulp posts, 2500 to 3500; daily pulp production, 305 tons; daily paper production, 185 tons; annual consumption of pulpwood, 225,000 cords; estimated annual expenditure for pulpwood, \$1,575,000; power consumption, 20,000 horsepower; coal consumption, \$1,000 daily; and average value of daily output, \$25,000."

The December 16, 1923, issue of the Daily Times-Journal contained a lengthy write-up of construction activity at the Fort William Paper Company's plant.

"Since August 14 of this year, when Lord Burnham, president of the Imperial Press Conference, turned the first sod at the site of the Fort William Paper Company's plant at the Mission, until the present time, a vast change has occurred on the dreary stretch of land in the shadow of Mount McKay, the story read. "Today 250 men are engaged breaking the skyline with what will be the first pulp mill to be erected in Fort William."

The greater part of the actual construction work has been accomplished. Inspection showed that work on the superstructure was well advanced and workmen were completing the erection of the wall forms for the pouring of concrete. By December 15, 1923, it is expected that the roof will be built on the main structure and from then on progress will be so rapid that during January and February the installation of pulp manufacturing machinery will be made. Both the officers and the Barrett McQuere Construction Company are confident that the mill will be ready to commence the manufacture of pulp early next spring."

The pulp mill section of the new plant started operations on April 30, 1921. Previously on Monday, April 23, 1921, W. L. Bird stated that wood pulp would be manufactured in Fort William in a very short time. W. L. Bird was manager of the new plant.

Mr. Bird stated this afternoon that all equipment had been installed and all arrangements had been completed for a trial run of the big new pulp mill

on April 30, said the story of April 23, 1921, which appeared in the Times-Journal.

"Changes probably will have to be made and the entire factory subject to a gradual tuning up process until the massive machines are turning out their capacity of 200 tons of ground spruce pulp daily. The operative staff, most of whom are new men, will also take several weeks to become thoroughly acquainted with the process of manufacture, so that while April 30 will see the new mill make its first start, it will be some time before the actual manufacture of pulp in daily capacity gets rolling.

"Office staff and operative staff will total approximately 150 employees when the plant is running at capacity."

The December, 1922, issue of the Times-Journal contained a story of the Fort William Paper Company's plant, which stated that the wheels would turn in the magnificent \$4,000,000 plant of the company before Christmas. "On that occasion Fort William will cease to be an exporter of raw and partially finished material," said the story. "She will become an importer of raw material for an industrial purpose and exporter of finished material."

"When pulpwood leaves the Fort William plant it will leave it as newsprint in rolls ready to be placed on any modern newspaper press, used in the publication of newspapers. The first rolls finished are to be used on the Times-Journal rotary press and the Fort William people will, for the first time in their lives, read the news of the world from sheets of newsprint made from trees which only a few weeks or months ago were standing in the forests of our hinterland."

"The paper company has a dock from which an average of two cargoes of air-dried pulp have been shipped monthly since the pulp mill section began operations, April 30, 1921. The dock will be used now for reception of raw material to be used with the groundwood pulp in the production of newsprint in the expectation of finished material."

Shown above with the first lot of spruce pulp manufactured by the Fort William Paper Co. Ltd., on May 7, 1921, are the following city and company officials. From left to right: Back row: W. L. Bird, James Murphy, C. E. Chapple, N. Edmeston, and Mayor A. H. Dennis. Front row: C. Symes, W. G. Calvert, Mr. Copeland, Mrs. Dickson, Ald. J. W. Looney, Ald. Frank Spence, A. L. Farquharson and Harry Murphy. The plant continued to produce wood pulp until January 23, 1923, when the Fort William Paper Company produced its first newsprint. The Daily Times-Journal used the first newsprint to be produced at the Fort William mill and in celebration of the occasion, a special two-page supplement was printed January 16, 1923.



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## City Receives First Power From Nipigon

It was on the night of December 6, 1924, that Fort William first was served with electrical power from the current developed at Cameron Falls on the Nipigon River. It was another epoch in the progress of the city.

When C. A. Magrath, chairman of the Hydro Electric Commission of Ontario, last night manipulated a switch installed in the auditorium of the city hall, he released approximately 8,000 horsepower of electric current being supplied to the city by the Kaminiistiquia Power Company and substituted for that power from the city's own current developed at Cameron Falls, said the article, describing the crowning event, which appeared in the December 9, 1926, issue of the Times-Journal.

"It was a memorable occasion and function. For the fraction of a minute the auditorium was in darkness as the light from the Kern substation blew out and then the big hall was flooded with radiance as the current from Cameron Falls was turned on.

Col. S. C. Young, chairman of the local Hydro Commission, presided at the opening ceremony. On the platform with him was a brilliant array. The chief figure was Mr. Magrath, chairman of the provincial commission. With him was C. A. McQuere, one of the provincial commissioners, and T. C. James, municipal engineer for the Hydro. L. G. Dandeno, superintendent at Cameron Falls station, and H. L. Wagner, who has been the hydro inspector on the work of erecting the new substation and installing the high tension transmission wires. On the platform also were the local commission: Col. Young, Mayor J. E. Crawford and W. J. Ross, also the city council and A. McNaughton and H. James, secretary and treasurer of the local commission. W. L. Bird, manager of the Kaminiistiquia Power, and C. J. Moore, manager of the city utility, also sat on the platform.

The switch operated by Chairman Magrath was controlled by a pilot lamp in the city's old substation on Donald street. The operator at the old substation pulled the switches releasing the Kaminiistiquia power load. That was the signal as the lights flick-

ed and the operator at the new substation cut in at once with the current from Hydro.

"Many of those on the platform including Mr. Magrath, spoke, paying high tribute to the new era in electricity for the city."

The December 10, 1926, issue of the Daily Times-Journal contained a lengthy story of the new substation, which is the installing of the Hydro Electric Commission's power from the Ontario Hydro Electric by means of the installation of a new substation, the present year," the story said. "The most striking and visible unit of the installation that has brought the city in direct contact with the provincial system is the fine substation built this year on Walsh street.

"The substation, looming up today in the western area of the central district of the city, is one which attracts notice from all who visit that neighborhood. The building is a handsome one and attracts attention and remarks from all who observe it for the first time.

"The substation building is 50 feet nine and one-half inches wide by 70 feet 11 inches long. It was a frontage of 400 feet on Walsh street and a depth of 87 feet. This area includes the grounds for the Ontario Hydro Electric Commission's installation.

"The substation has a basement and two floors above. The exterior of the building is rug brick and concrete and the appearance is handsome in the extreme.

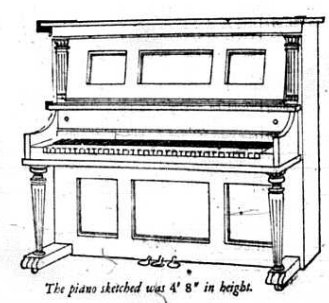
"The Hydro Electric current produced at Cameron Falls enters the city at the corner of William and Ford streets and comes along Ford to Walsh street. Along Walsh street it is conveyed to the substation on towers 79 feet from the ground. On the towers are erected two circuits of three wires each. One of these circuits will carry 110,000 volts and the other 22,000 volts and is connected with transformers at Bare Point. The idea of this latter circuit is to give continuous service in case of interruption of the 110,000 volt line.

"The power first enters the local structure of the Ontario Hydro Electric Power Commission on the site adjoining that of the city substation. Here it is transformed from 110,000 to 22,000 volts by three transformers of 5,000 KVA. capacity. There are really four of these transformers, one being a spare.

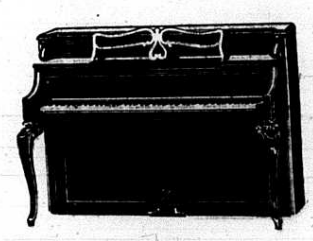
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A Distinctive Piano in 1850.



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On the occasion of the Diamond Jubilee of the Daily Times-Journal, we take this opportunity of extending to the management and staff, our sincere congratulations and to wish them every success in the future operation of this highly esteemed paper.

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# Great Lakes Mill in Production Aug. 1928

## City's Second Newsprint Mill Has Largest Paper Machine

"Few citizens of Fort William have any idea of the magnitude of the work that is being carried out by the Backus-Brooks organization on the Great Lakes Paper Company's premises," said the Times-Journal in a write-up on construction progress of the big plant on December 10, 1927. "The result of these activities will be the establishment at the western boundary of the city of what will be the greatest paper mill on the North American continent or in the entire world."

Recently a Times-Journal representative spent about half a day watching the busy operations that are going on at the site and one could not fail to be impressed by the gigantic nature of the undertaking. "In the first place it is seen that work is under way on several different sections of what will make a great industrial plant when the entire project is completed. These busy operations cover many acres of ground and on the day the Times-Journal representative was there 522 men were employed on the job."

The big machine will turn out paper next April—that incident will not be by any means pre-emptive that the entire project is near completion. The plant construction will go on until four machines will have been installed, the mill will be enlarged, a sulphite mill erected and a massive, modern industrial enterprise solidly established on its own fast and solidly established."

"The year 1929 is a most notable one

for this the greatest and most productive of the Backus-Brooks company—the Great Lakes Paper Mill," said the Times-Journal in a story in December of that year. "The biggest paper machine in the world has been installed at the mammoth plant and since June 5 the sulphite mill also has been completed and has been turning out fodder for the big paper machines."

Organized as Great Lakes Paper Company Limited, in 1919 by the Backus-Brooks interests of Minneapolis, Minn.—and from 1919 to 1923 this company was active in acquiring timber and pulpwood limits and mill sites, and in negotiating with the Hydro Electric Power Commission for power with which to operate its mills."

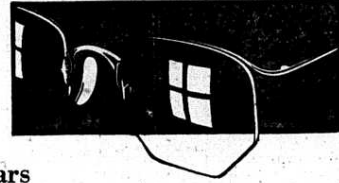
In 1923 construction on the big plant was commenced and early in 1924 the first ton of groundwood was produced. In 1927 the company commenced construction of the present newsprint mill with a capacity of 100,000—tons of newsprint a year. The initial unit or No. 10 (now No. 1) was put into operation on August 28, 1928, and the second unit or No. 2, which is now producing paper on May 4, 1929. The total expenditure, approximately \$8,000,000, was financed by public participation in an issue of \$10,000,000 first mortgage bonds, the balance being loaned to the company by the Ontario government. This plant was planned, designed and built as a "monument to industry" and to be in a position to produce a low cost product. The Great Lakes Paper Company,

Limited, manufactures newsprint and sulphite pulp. The properties and business were clearly purchased in 1936, after a term of receivership, in accordance with an offer made by J. E. Geffail and Lyon E. Aldrich, representing a group of about 25 American newspaper publishers.

The plant is situated on a 200-acre site on the waters of the Kaministiquia River. The geographical situation of this mill, with its ample dock and rail facilities, provides for the loading and unloading of deep draught vessels, giving uninterrupted delivery of newsprint during the navigable season, and a steady dispatch by rail on the two great Canadian transcontinental systems. The berthing capacity of the wharf can accommodate two newsprint vessels and one coal vessel. The large storage warehouse and conveyer facilities for the handling of newsprint and sulphite lapstock export, puts this operation in one of the low cost categories.

The situation of the plant on the boundary of Fort William and the Township of Neething offers ideal accommodations for the benefit of all employees both socially and from educational standpoints. A six-mile radius covers any point from the city to the plant. Labor has never been a problem with this organization. Adequate means of transportation for the employees from any section of the city are provided by good roads, city buses and street cars.

Power is obtained from the Hydro Electric Power Commission and the water supply is from the Kaministiquia river. The timber limits are in the Black Sturgeon, Fog River, Lac des Millie Lacs, English River, Mattawin and Gull Lake Districts.



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## Aviation Makes Local Debut With Formation of Aero Club in 1929

"The spring of 1929 will long be remembered as one of the most historic periods in the history of Fort William as then it was that aviation in the city first was organized on a sound footing," stated a story which appeared in the December 10, 1929, issue of the Times-Journal.

"The formation of the Fort William Aero Club with headquarters at Bishopfield marks the consummation of herculean efforts on the part of a number of public spirited and air-minded citizens to see the Lakehead on the air map of Canada."

"The establishment of the flying club places Fort William in the vanguard of the progressive cities of the Dominion and lays a foundation which, no doubt, ultimately will lead to the formation of a dual purpose airport in the district."

"The record of the club since the official opening, Monday, June 3, 1929, is nothing short of amazing. Where, in the spring of the year there was nothing in view at the aerodrome but blowing grasses and plowed fields, today the visitor sees scores of pupils soaring aloft in the two Gypsy moth planes of the club. These pupils are showing to a watching citizenry that

they can take their places with the finest pilots being graduated by the leading flying schools on the continent."

"Under the expert guidance of J. A. Dickie, pilot-instructor of the club and wartime flying instructor, the club pilots have flown a total of nearly 700 hours since June of this year with not a single mishap of any kind to mar the happy record. Mr. Dickie graduated a total of 13 private pilots who have passed the government inspector's test required for this certificate and are allowed to take planes of the club up in the air at any time and also to carry passengers."

"Among those who have been successful in obtaining their private pilot's license are: H. H. Davis, L. Stewardson, C. R. Robinson, Reg. C. Crane, William Myrka, J. R. Townsend, Don McLaren, F. Watts, George Quist, Henry Parsons, J. D. Savage Jr., George Edwards and Mrs. R. G. Thompson."

"Another member of the club, W. Windrum, who learned the art of flying in wartime overseas, did considerable flying on the local Moth machines and then went to Camp Borden in the east where he obtained his commercial license."

"In addition to the holders of the private pilot's license there are a number of pupils of the club who have

qualified as solo fliers. These club members are allowed to take the club planes on solo work but are not yet qualified to take up passengers."

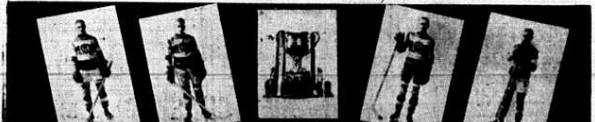
"Among the group are two of the young lady members of the club, Miss Fay Meare and Miss Marion Swain. The club boasts a membership of 12 of the fair sex, the remainder of whom have manifested their intention of continuing their lessons on the club planes in the spring of 1930."

"Other members of the club who have passed the tests for solo flying are Arthur A. Mann, A. Row, C. V. Williams and Joseph Murphy."

"Officers elected to both the provisional and permanent board of officials of the club are as follows: "Life members—N. M. Paterson, Dr. C. C. McCullough, President; H. F. Dougal, Vice-Presidents; C. E. Chapple, H. H. Richards, Hon. Secretary; H. H. Richards, Directors; H. F. Dougal, O. C. Frost, S. T. Rekoloff, J. A. Dickie, H. H. Richards, C. E. Chapple and H. J. Cook, Solicitor; H. H. Beaman, Medical Officers; Dr. G. E. McCartney and Dr. L. Y. McIntosh, Publicity; S. T. Rekoloff and instructor and operations manager, J. A. Dickie."

On the resignation of H. F. Dougal from the presidency of the club, H. A. Delameter was elected to his head.

## 1922 DOMINION JUNIOR HOCKEY CHAMPS



It was in the year 1922 that Fort William captured its first Dominion junior hockey championship and although local teams have, come close on several occasions since then they have yet to duplicate the performance of the Great War Veterans' team, which brought the Ross Memorial trophy.

"Never was a more enthusiastic crowd gathered on the station platform at Fort William than that which flocked this morning to greet the victorious War Vets hockey team on their return from Winnipeg, bringing with them the Dominion cup, symbolic of the Dominion of Canada and one of the most coveted trophies competed for," said the story which appeared in the March 24, 1922, issue of the Times-Journal.

"The crowd was estimated by Chief Dodds at about 500 persons and they began to assemble long before the train was due."

"As the train came to a standstill the band broke out into a rousing musical number and as the first boys showed their faces at the door of their coach, the crowd made the station ring with its cheers. Crowned with caps of red, white and blue, the club colors which they have carried through without defeat, the team stepped off the train to the platform, where Mayor Edmond was waiting to receive them with the due formalities of a civic welcome."

"A procession over half a mile, long made up the parade from the station to the rooms of the Great War Veterans' Association, Simpson street."

"Everybody who can walk, crawl or wobble will make it a point to be at the Union depot at 10.30 o'clock tomorrow morning when the victorious members of the War Veterans' hockey team return home after winning the amateur championship of Canada at Winnipeg last night," said the March 24, 1922, issue of the Journal.

"It will be the first time that a team of home brews has brought home the bacon and its up to everybody to be among the crowd who will gather at the station to show the boys their appreciation of their glorious fight, which brought honor to the home town."

"After defeating Aura Lee in Fort William on March 17 by a 5-3 score in a sudden death game for the western championship the locals went on to Winnipeg to train the Regina Patricias in the first game at Winnipeg held on March 20 and tied up the second game 2-3 to win the round and the title 2-1. The final game was played March 22. Members of the team and officials, as shown in the above photo are, from left to right, top row: Clucker Whyte, Bud Payer, Mike Ross, Robertson Memorial Cup, Fred Thomas and Johnny Bates. Middle row: Jack Silver, trainer; Walter Adams, captain; Freddie Edwards, sec.-treas.; Stan Bliss, coach and manager; Chuck Entwright, and Walter Gjeson, assistant trainer. Bottom row: Alex Phillips and Gerald Bourke."

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## A SEAL OF APPROVAL

*Heartiest congratulations to the management and staff of The Daily Times-Journal upon the completion of 60 years of outstanding service to our community.*

We too have passed another milestone. As the Lakehead's leading electrical contractors and retailers Mahons have now served the Thunder Bay area for thirty-nine years—Thirty-nine years of experience in the field of electronics, during which time we have designed and carried out electrical installations in major industrial and business institutions throughout eastern and western Canada as well as in hundreds of private homes.

By patronizing our many departments you have put your seal of approval to our merchandise and our services.

May we always be deserving of your confidence.



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## New Modern Post Office Opened in 1936

In the presence of W. F. Lough, district director of postal services for the territory from the lakehead to the Saskatchewan boundary, the new post office, South Synchic avenue, was officially opened for business on May 4, 1936, according to the Daily Times-Journal.

This morning Mr. Lough and T. H. Carroll, postmaster, expressed themselves as highly in favor of the new and modern edifice and its many facilities which would help alleviate a congested situation experienced at the old post office on North May street, especially during the rush season around Christmas.

"The new post office was opened promptly at 8 o'clock this morning and under T. H. Carroll, postmaster, postal employees settled down for a busy morning," stated a news story in the Times-Journal of May 4, 1936. "Many citizens visited the new building today. 'We are ready for business as usual,' Mr. Lough, the district inspector, said. During the time of the transfer no mail was delayed and all dispatches were made as usual.

"We figure from now on Fort William citizens will have an even better mail and postal service throughout the entire district than in the past with better facilities for transacting all business. New and modern equipment will be added to the new office from time to time. The building is a credit not only to the city but to the Dominion. Also present at the building today was E. Whatmough, postal inspector, Winnipeg. The new building will be under the supervision of P. E. Doncaster, district engineer for the Department of Public Works. The offices of this department were moved

into their new location on the third floor this morning.

"By coincident, the first letter to pass through the stamping machine after it was installed in the new post office and to be handled for dispatch, was addressed to the Hon. Dr. R. J. Manion, Dr. Manion was federal member for the city and minister of railways and canals when work on the new Dominion public building commenced.

"The first stamp to be sold in the new post office was purchased by R. Alex. Morgan. The first person to register a letter in the new location was William Lester, of the S.S. Westmount, of the Canada Steamship Lines.

"The first registered letter to be delivered through the registration wicket went to the Imperial Bank and the first money order, was purchased by Frank Gray, R.R. No. 1. The first money order to be presented for payment was tendered by George Bennett of the Victoria Hotel.

"The first citizen to receive mail through the general delivery wicket was A. Middleitch, 23 Governor street, Toronto, a visitor in the city."

## Highway to the West Opened July 1st, 1935

Overcast skies failed to dampen the ardor of a large crowd of lakehead residents, dignitaries and residents of Winnipeg, Kenora, Dryden and Duluth, on hand for the official opening of the Trans-Canada highway west to Kenora on the morning of Monday, July 1, 1935, according to the columns of the Times-Journal of July 2, 1935.

"Severed by a broadaxe blow by the Hon. Peter Heenan, the strands of a silken red ribbon fluttered to the May street roadway while the Union Jack was hoisted to the masthead by the Hon. R. J. Manion to symbolize the opening of the Trans-Canada highway west from Fort William at epochal ceremonies staged Dominion Day, July 1," stated the story which appeared in the Times-Journal.



Hon. Peter Heenan opens road to the west

"The official highway opening, performed between the winding Neelby and McIntyre rivers at the municipal boundary line separating Fort William and Fort Arthur at 10 o'clock in the morning, lured a great concourse of people that included hundreds of visitors from distant centers and high ranking dignitaries representing the federal and provincial governments.

"Joining the lakehead and district citizens in celebrating this historic event were members of the Manitoba motorcade, augmented by stragg delegations from the United States to add international color and importance to the occasion.

"Grey skies that held a threat of showers had no effect on the members or the gaiety of the great gathering and by the time that the motor procession arrived at intercity the grandstand from which commemorative addresses were delivered, was the center of a solid mass of old and young alike.

"The stand was smothered with peonies and drawn up on each side

were trucks with motion picture and voice amplifying apparatus to record the ceremonies for the screen and to carry the messages of the speakers to the farthest fringes of the crowd.

"The raised platform was crowded with the official guests, speakers and their wives. They included: Hon. Dr. R. J. Manion, Hon. Peter Heenan, Joseph E. Crawford, M.L.A., of Fort William; C. W. Cox, M.L.A. for Fort Arthur; Mayor R. B. Pow of Fort William; H. Badanal, president of the Chamber of Commerce; Frank Spence, former M.L.A.; A. W. McCurdy, Winnipeg Tribune, Manitoba motorcade leader; Hon. W. R. Clubb, minister of

public works; S. V. Saxby, executive secretary, Minnesota Arrowhead association; Mayor S. F. Sirovsky, Duluth; W. Youngman, Manitoba government; Mayor John Queen, Winnipeg; Ald. J. E. LaBlas, representing Mayor McCrean of Kenora; W. C. Borlase, Northwest Commercial Travelers, Manitoba; F. E. Johns, president, and A. C. Emmett, secretary, Manitoba Motor League, joint motorcade sponsors; Mayor Charles Wright, Dryden; E. T. Milne, Winnipeg Board of Trade; Lt.-Col. G. F. C. Pousette, Winnipeg, and many others.

"Today we are standing close to the spot where the early explorers stepped ashore from their canoes after traversing the great inland seas to search out the unknown west," declared G. R. Duncan, general chairman of the celebration committee, as he opened the ceremony. "This was nearly 250 years ago and for generations great cargoes beached here, bringing merchandise from the east and returning laden with a wealth of furs. The linking of the east and west by vehicular highway is a huge undertaking," he said.

"Dr. Manion was called and he said that it was not only a pleasure to be present among his old friends but that it was intensely gratifying to come here and finally realize that something has been accomplished of utmost value to the Canadian head of the lakes and the whole west.

"It is needless for me to say how happy I am to be here," said Hon. Peter Heenan. "It is most fitting that we should have a celebration and a ceremony to mark the opening of this new link of the Trans-Canada highway. Many persons have fought for its completion since 1819. They are to be praised. We must not overlook the workers, who during times of depression labored on this highway at a low wage."

"In July, 1932, the Hon. William Finlayson, then, Ontario minister of lands and forests, cut the ribbon that opened the Kenora-Winnipeg link, 137 miles long. Today we open the Fort William-Kenora link, 210 miles long. Next year we hope to see the Schreiber-White River section opened, a distance of 210 miles, leaving a gap of 125 miles to complete between here and the east."

We Extend Our Best Wishes to the

# Times-Journal

On the Occasion of Their Diamond Jubilee

For the past 60 years The Daily Times-Journal has served the City of Fort William with its daily publication—we think this is indeed a historic event, one that could not pass by without our sincere good wishes.

We have been closely associated with the Journal for the past 20 years and have always considered our association one of great pleasure—We're looking forward to many more years of continued good service.



## CANADA'S LARGEST ENVELOPE MAKERS

extend greetings to the DAILY TIMES-JOURNAL on the occasion of their DIAMOND JUBILEE

BARBER-ELLIS ALL CANADIAN · COAST TO COAST

# Second World War Announcement in Extra Sept. 3, 1939

It was on September 2, 1939, in fact, for many weeks previously, that the world was aware that war with the Germans was imminent. However, the September 8, 1939, issue of the Times-Journal carried the headline "Expect War Declaration Shortly" and "London is Waiting Government Action."

The story is that date from London, England, stated that while the British parliament assembled for momentous business, France's chamber also is in session. Apparently there is no sign that Hitler will comply with virtual ultimatum. Another story from London, on that date, stated as follows: "The cabinet was called into session today, Saturday, and the belief was general in diplomatic circles that a British declaration of war was imminent."

In an extra issue of the Times-Journal, which appeared on the streets of Fort William on the morning of Sunday, September 3, 1939, the headlines "screamed" that "Britain Declares War" and that Chamberlain had made the solemn announcement.

Also in the extra edition was a story from Germany after expiration of a British ultimatum for the Germans to withdraw their troops from Poland. The headline expired at 5 a.m. E.S.T. today, which can be remembered today below it is to me, the prime minister told the nation in a radio broadcast.

The September 1, 1939, issue of the Times-Journal carried the story that the Nazis had started into Poland. Another item in the first extra issue of that day carried a story from London which stated that air raid sirens sounded an alarm there at 8:32 a.m. Steel helmeted A.R.P. squads went into immediate action as every London air raid siren screamed.

Later in the afternoon the Times-Journal published another extra, which stated that France had declared war and that she was standing beside Great Britain.

The story stated as follows: "The French government, through Premier Daladier, announces officially that Germany had refused to give a 'satisfactory answer' to France's ultimatum for the withdrawal of German troops from Poland, thus automatically putting France at the side of Britain and Poland against Germany."

Other headlines in the second extra stated: "Australia is at war," "New Zealand will vote 'Yes Japan is neutral,'" "Poles regain town after fierce fight," "Liner Bremen captured by the motor," "Germany has started examining recruits for the Canadian army," "Only 41 men will be enlisted."

September 11—"A volunteer rostering system of the city council will be already several likehanded young men have registered their names, it was announced."

September 11—"Canada's official war. Parliament expresses its will in almost unanimous manner at Saturday's sitting."

"For the first time in history the senior Dominion of the British Commonwealth, as a nation, has taken by its own will, exercised the most awesome prerogative of nationhood by declaring war against a nation. The government merely published the British war proclamation."

tween ourselves and those who are now our enemies. We have been forced into a conflict."

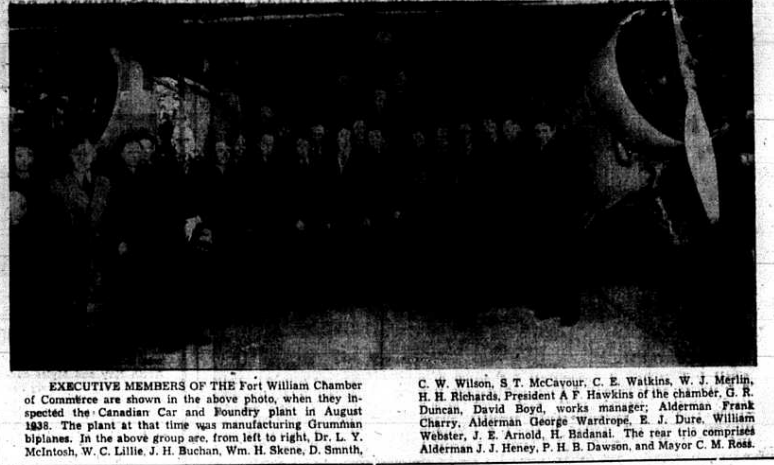
The September 4, 1939, issue of the Times-Journal stated that an emergency meeting of the city council would be held to take measures for the protection of vital civic services. Mayor C. M. Ross made the announcement following his arrival home from Toronto that morning.

September 5—"French and German troops meet—Council takes steps to protect utilities."

September 5—"Britain chases Nazi air raiders—Guns and planes replace invaders in morning hours."

September 5—"The medical board started examining recruits for the Canadian army, after the Fort Arthur armory was opened."

September 11—"A volunteer rostering system of the city council will be already several likehanded young men have registered their names, it was announced."



## Canadian Car Plant Re-opens in 1937; Builds Fighter Aircraft During War Years

Terminal center for great transportation systems on land and water. Fort William this story forged ahead definitely to the forefront as the hub of another transportation medium and the establishment here of the aviation division of the Canadian Car and Foundry Company of Canada.

"Reopening of the plant, installation of the most modern and finest equipment and organization of a staff numbering more than 200, forward-looking company plans to make the new division one of the largest airplane manufacturing plants on the continent."

"In less than a year such has been the transformation of the plant that it is now equipped with machinery and personnel to manufacture in excess of 300 airplanes a year, a number that can be doubled as conditions demand."

"First planes from the factory are scheduled to be turned out early in the new year or sooner. Trainer planes comprise the initial output but the company also has in production an order for 40 planes for the Turkish government."

"On the occasion of his first visit to the plant this year Victor M. Drury, president of the Canadian Car and Foundry Company Ltd., announced that it is the plan of the company to make Fort William the hub of all aviation division activities and to build it into a large concern as air transportation in Canada moves steadily forward."

"Apart from manufacturing, the company expects to become a large service base for the air industry in the central section of Canada. Here commercial planes will be inspected, overhauled and repaired."

"Under experienced aircraftman and engineers, the personnel of the plant largely has been engaged from among young Fort William men, interested in entering careers as air mechanics and leading up through the various branches of this great industry. Many of the staff have been drawn from graduates of the Fort William Vocational school where special courses now are being taught in plane construction."

"Equipping one of the huge boxes of the plant with machinery and tools represented a huge financial outlay. To improve the buildings the company is expending another \$75,000."

Recent engineer of the new plant is C. W. Hunter, a young engineer who has a long and active record in aviation which started in Wichita, Kansas."

The year 1938 saw the Canadian Car plant spend \$300,000 in wages with more than 300 persons working at the plant during the year's peak operations. It was the busiest year since the early 1920's."

Among the plane contracts completed were those for the Nicaraguan government and Turkish government. The planes were Grumman two-seater biplanes of which two were completed for the Nicaraguan government and 40 for the Turkish government. About \$1,500,000 was spent with the company in the order for the Turkish government."

"Operating at present capacity on

government orders for planes, the Fort William plant of the Canadian Car and Foundry Company Ltd., now has a staff of 625 employees with a December payroll of \$73,000, said a story in the December 16, 1939, issue of the Daily Times-Journal.

"Highlights of the year's operation included the complete success attending the test flights of the two-place primary trainer airplane designed and constructed at the local plant. The plane was designed by Miss Elizabeth Gregory MacGill, M. Sc., Ph.D., the company's chief aeronautical engineer."

"The company recently completed the construction of a new hangar at the Fort William Municipal airport. It is 80 feet by 30 feet in extent."

Employed 4500 in 1941

"Now exclusively devoted to a contract for 600 Hurricane fighter airplanes for the British government, the Fort William plant of the Canadian Car and Foundry Company expects to have about 4500 persons in its employ by the early start of 1941," said the December 14, 1940, issue of the Times-Journal.

"At present there are about 3000 men and women at the plant engaged in the manufacture of airplanes. During 1938 salaries and wages amounted to \$2,000,000, all of which was paid out to permanent and temporary residents of Fort William."

"When the plant personnel is increased to peak proportions in 1941 the payroll will be at the rate of between \$3,000,000 and \$3,500,000 annually. An important development has

been the increase in the number of women employees which now reaches 350. Women will form an important percentage of the new personnel to be added to the staff in the next few months."

"Girls are working side by side with the men in many departments and are proving themselves very efficient. In view of the difficulties the company has had to face in developing sources of supply for material, parts and equipment, the program is operating quite satisfactorily," said E. J. Soullier, plant manager.

"In addition the plant is linked with numerous likehanded machine shops which are turning out machined parts for the plant and providing an additional source of employment for hundreds."

Donnan Fact Men Shine as Poets

OTTAWA (CP) — The men who translate into words the dull facts and figures which emanate from the Dominion Bureau of Statistics have poetry in their veins.

Shining forth from an otherwise routine routine report is this paragraph on the millions of dollar crosses by border residents:

"They are like drops of oil that lubricate the smooth operation of our international association — the unrestricted ebb and flow between two adjoining households under one great roof, border nations with a 1,000 doorways but no doors."

## Road to Schreiber Officially Opened on September 24, 1937

A lusty blow with an axe in the hands of the Hon. Peter Heenan, minister of lands and forests, which severed a ribbon strung across the Nipigon River by a bridge, officially opened the Schreiber-Nipigon link of the Trans-Canada highway on the afternoon of Friday, September 24, 1937, marking a new era in transportation facilities for Fort William and district.

During the cutting ceremony the 1500 or more persons assembled at the epoch-making ceremony cheered lustily, the band played, movie cameras turned and smaller cameras clicked.

Following the cutting ceremony, William Bienenhaasett retired C.P.R. locomotive engineer, drove the first official car over the new bridge and also in the car was Arthur Widnall, marshal of the motorcade, which travelled from Fort William.

"With movie cameras clicking, the band playing and throngs watching, the motorcade, with Schreiber as the destination, got under way shortly after nine o'clock this morning," stated the Times-Journal of September 24, 1937.

Long before the hour of departure the many motor cars were on hand lining up for the parade.

"Headed by the Fort William police car, in charge of Sgt. Albert Irving, the parade got under way at the intersection of Victoria Avenue and May Street. In the various automobiles were the parliamentary representatives, Mayor B. C. Hardiman, the Chamber of Commerce representatives, Mr. Francis Kennedy, president of Schreiber, Rosport, Duluth, representative citizens and old-time residents."

"Mounted on a truck, which was parked opposite the Times-Journal office, the most and sound carrier of the Associated Screen News, the Canadian affiliate of the Fox Movietone, were in readiness for the departure."

"When the motorcade left Fort Arthur at 9:30 o'clock more than 75 automobiles were in the huge motorcade. The majority continued right on to Rosport and Schreiber where the welcome was unequalled in the small history-making event."

"It was not until this week, with the completion of the Nipigon bridge, that Schreiber and Rosport residents were able to drive through to Fort William. Previously they would have to drive to the east side of the Nipigon river, place their cars on barges or take a boat across the mighty river and then proceed west."

"At Nipigon, beautifully sunning, greeted the motorcade at 1:40 o'clock the Schreiber-Nipigon link of the Trans-Canada highway was officially opened by the Hon. C. C. Heenan who severed the ribbon strung across the bridge."

"The motorcade was welcomed to Nipigon by W. Everett, president of

the Nipigon Chamber of Commerce, and James Smith, reeve. G. R. Duncan addressed the gathering and the Hon. C. D. Howe, minister of transportation, introduced Mr. Heenan to the gathering.

"The trip to Schreiber got under way at 1:40 o'clock with between 170 and 200 cars in the procession."

"The motorcade was warmly greeted and specially decorated archway was erected by the residents of Schreiber, in the hundreds, gave the visitors a big ovation."

"A banquet was held in the new Schreiber Hotel in the late afternoon, which climaxed the motorcade to Schreiber that night. Principal speaker was Hon. Peter Heenan who was thronged for the dinner and program. D. Duncan, president of the Schreiber Chamber of Commerce, presided.

"Flags and bunting and a huge illuminated crown added to the gay atmosphere of the occasion. The Fort William city band rendered several popular selections. Nearly 600 persons attended.

"Other speakers included: D. Duncan, Reeve, W. J. Scott of Schreiber, Mayor C. W. Cox of Fort Arthur, Arthur Hamilton, director of travel, Jack Burnham, Travel and Tourist Bureau; James Widnall, A. Marvin of Duluth, representing the Minnesota Travel and Tourist Association; Hon. C. D. Howe, Dr. C. McCullough, Aid. Robert Water; and the principal speaker who was introduced by F. B. Kelly. A new was given by John Hughes.

## Municipal Airport Completed in 1939 was Taken Over for Air Training Plan in 1940

Located approximately four and a half miles west of the city hall, Fort William's new municipal airport, one of the finest air fields in the Dominion of Canada, now is in the final stages of completion, an outstanding landmark on the road following the first forward-looking city in the march of progress, according to the December 16, 1939, issue of the Daily Times-Journal.

"The airport is being fitted through the Lakeland Flying Club into the empire's training scheme for pilots," said the Times-Journal.

"The construction of the airport began August 15, 1938, and now a radio beam station is being constructed by the federal government on the north shore of the Kaministiquia river three and a half miles from it. When this station is completed it will be equipped with instruments for beam flying will be able to make use of the field by night and in cloudy or foggy weather."

"Years ago the first foundations were laid by air-minded citizens among whom were H. H. Richards, present chairman of the airport committee, and the late James Dickie, who then established the first landing field off the Roselyn Road and named it Bishopfield."

"Good use was made of the field by the local club of airmen and it served the need of the community for years. Advances in the technique of airplane construction and operation of the past few years."

"The development of the ultra-modern plane required that a larger landing area be provided than was available at Bishopfield."

"In the past three years the federal government, has become air-minded and under the Hon. C. D. Howe, minister of transport, had set itself to the

task of building up a dependable system of air transportation across Canada."

"The city council appealed to this department for advice and suggestions as to how the local problem could best be met and the department responded by sending some of their experts to view the situation."

"A careful survey was made of Bishopfield with a view to extending the original landing strip, but owing to the contour of the land in the north and the existence of a number of obstacles, it was found that Bishopfield was found to be unsuitable."

"A search was then undertaken for another suitable location. A number of these were selected and the committee, with the advice of Mr. Wilson, controller of civil aviation, Ottawa, and Mr. Mains of the aviation branch, Ottawa, was asked to choose the site that would be most suitable for which it was intended."

"The site finally chosen was one comprising 251.83 acres, 150 acres of which was acquired from the Anglo-Canadian Associates' line and 101.83 acres was acquired from the Canadian Pacific Railway. These arrangements were made in 1938, and the Department of Transport agreed to contribute the sum of \$40,000 and the city \$40,000 to meet the estimated expenditure necessary to acquire the land and building runways, fences, etc."

"On October 19, 1939, the city council appointed an airport commission to administer the airport. Members included: H. H. Richards, W. H. O'Leary, W. L. Rutledge, R. H. Ne-

land and Mayor C. M. Ross and Alderman R. B. Pow representing the city council."

On December 26, 1939, under the direction of Canada act 16 Dominion airports were designated as ports for direct or indirect military use to ensure their continued availability for such purposes. The local field was among the 16 designated.

Commenting on this announcement by Ottawa, Alderman Pow said it was quite logical that the government should make use of the Fort William airport for military training purposes.

Mayor C. M. Ross stated that the report did not come as a surprise as the city had been informed by competent officials that this was one of the finest airports in Canada. "The city of Fort William stands at all times ready to offer what assistance it can to further military aviation in Canada through its airport," Mayor Ross told the Times-Journal on that occasion.

H. H. Richards, chairman of the Fort William airport commission, told the Times-Journal also that he expected to receive the final enlarged military training of pilot here.

The British Empire Training School, which was officially opened at the Fort William Municipal Airport during the week-end of June 22, 1940.

"Elementary training is being principally to the rank of pilot, observer or gunner, under the British Empire Training School, is in operation at Fort William Municipal airport," stated a story which appeared in the December 14, 1940, issue of the Daily Times-Journal. "The school is operated by the Thunder Bay Air Training School, Limited, of which H. R. Douglas is president."

"The school was opened during the week-end of June 22, 1940, and that time many young men, who ultimately will become members of airplane crews in the war, have been graduated."

30/ to newspapermen means "end of story" . . . but, although the Times-Journal has placed 30/ to many a good news story, this veteran of sound journalism has no use for thirty signs in its career of public service, as it strides into its sixty-first year of virile activity and far-sighted leadership. To this pioneering journal, the Bank of Montreal, a pioneer in banking, extends its congratulations, with the sincere hope that the Times-Journal will still be going to press another sixty years from now.

Opened in December, 1891, four years after the establishment of the Times-Journal, the local office of the Bank of M. has long been part and parcel of the community's life . . . serving the banking needs of the district at its familiar office on Victoria Avenue.

**BANK OF MONTREAL**  
working with Canadians in every walk of life since 1857

Fort William Branch — T. W. TOD, Manager.

# THE FIRST SERVICE STATION IN FORT WILLIAM



At the left is illustrated Budd's first station at 129 South May Street, opened in 1922, and providing a new and better service for motorists.

1922  
TILL  
1937

## BUDD'S SECOND STATION

was located at the corner of North May and Myles and offered motorists the very newest in service stations . . . the opportunity to drive in off the street for service to their cars. Opened 1927 and closed 1933.



AND  
**BUDD'S**  
ARE STILL "TOPS"

BELOW IS BUDD'S TODAY—"THE FINEST SERVICE STATION IN THE TWIN CITIES"



BUDD'S HAVE BEEN LOCATED IN THIS STATION SINCE 1933

Decide Now To Become a Satisfied Customer at

## BUDD'S TIRE AND BATTERY SERVICE

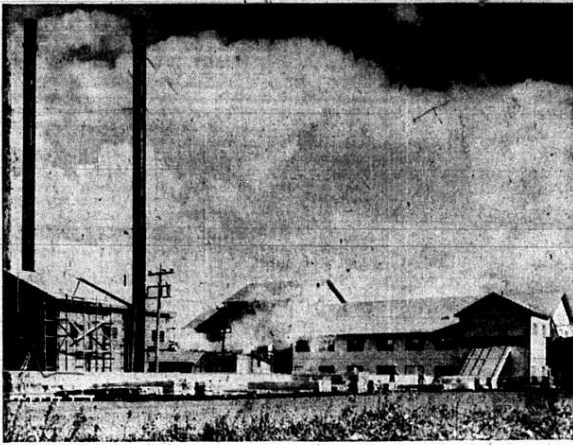
Fort William's First and Finest Service Station

AT THE CORNER OF NORTH MAY AND CUMMINGS STREETS.

PROVIDING MOTORISTS AT THE LAKEHEAD WITH A COMPLETE AUTOMOBILE SERVICE . . . SECOND TO NONE IN THE DOMINION OF CANADA.

That our service and courtesy has been appreciated is proved by our ever-increasing clientele of motorists from all parts of the district.

PHONE SOUTH 1105



The above photo shows the plant of the Great Lakes Sawmill, shortly after it went into production in 1940.

## Great Lakes Sawmill Began Operations at Mission in 1940.

"On the Fort William waterfront there is in operation the most modern sawmill plant on the continent," said the Times-Journal in the December 14, 1940, issue. "Newest of the lakehead industries, it is the Great Lakes Lumber Company limited. Work on the new enterprise was started in 1939 and the mill went into operation in September, 1940.

"With a present production of 150,000 feet of lumber per day, the plant by next spring will be producing 250,000 feet per day. Unlike most mills of its kind which work for only a few months, the Great Lakes Lumber Company plans to function for at least 250 days per year for a total production of 60 million feet of lumber per year.

"Working on two shifts now, the plant employs 150 men in actual lumber production while another 50 men are employed in new construction which is being pushed with all possible speed to be ready for full scale operations in the spring.

"The huge planing mill is now nearing completion.

"Scheduled for immediate construction are a new, fully modern machine shop to serve the needs of the sawmill, ships of the Lakehead Transportation Company, tractors, loading and unloading machines, autos, trucks and other equipment for the timber camp, lumber storage sheds, office quarters and a large garage.

"When completed the industry will be one of the most complete of its kind in the world.

"More than 200 persons will be employed in the mill proper when peak production is reached, while hundreds more will be engaged in the woods and sawing operations.

"Seeing the plant for the first time was awe by the swiftness of the modern saws, the crashing of the logs as they are hustled into place by automatic carriers and the roar of what seems like an unlimited number of saws.

"Inside the sawmill you cannot hear the sound of your own voice above the din. Yet there's something unusually smooth about the whole moving picture. It is the never changing tempo, never for a moment slackening speed. The log moves in, exchanges its roundness for squared timbers and this planing and goes on out over the loading platform to be piled according

to size and grade. The trim, slash and left-over strips move equally as fast to a large bog where they are reduced to chips and continue to the fuel bin.

"The process seems so uneventful yet the picture is a thrilling one of men moving together to feed hungry precision machines.

"The plant is located on the south bank of the Mission River near its mouth. The river widens at this point and gives ample room for storing sawing in booms. Two jacksleds carry the logs from the water to the saw mill.

"There are Swede saws and there are eleven circular saws, mounted together on a straight line and each controlled by a lever, trimming the lumber as the pieces move toward them on a set of rollers and hooked chains. The man on the control platform sees the pieces as they pass before him. One piece comes only the end trimmed and a section of unsuitable wood taken out of the center. Down come the end saws and with them two of the other nine to take care of the part not suitable. This piece now is cut in two and both lengths go to the stacking platform.

"Along both sides of the stacking platform the lumber is piled. The lumber is outside now. Here another mechanical marvel is to be seen. A Ross carrier moves up to a pile when it reaches a certain height.

"The Ross carrier at first sight consists of four stilts riding on balloon tires and supporting a top platform with a gasoline driven motor. The driver handles the machine as you would handle an automobile.

"The carrier straddles a lumber pile, picks it up with ease and races to another part of the grounds where the pile is set down again without one piece out of line. A somewhat similar machine, a Ross stacker, picks up these piles with equal ease, stacks them one on top of another on a flat car, which moves over a connecting track system into the dry kiln. Here the lumber is seasoned in/short order.

" heralding the return of large scale sawmill operations in Fort William for the first time in more than two decades is the newly constructed plant of the Great Lakes Lumber Company. In the opinion of the company's president, E. K. Johnson, the plant, now swinging into production, is but the first step toward the development of an industry producing 200 million feet of lumber per year.

"Mr. Johnson forecasts that this industry will establish North-western Ontario as a world source of lumber and timber products and will overshadow existing pulp and paper industry at the lakehead.

"The company is visualized by Mr. Johnson as making a vital contribu-

tion to the empire in war, playing an equally important part in the post-war rebuilding and providing Fort William with productive peacetime employment for many men. Each day the plant makes an increasingly greater contribution to the success of the arms of the British Empire in the fight to preserve liberty in the world.

"While much of the lumber being produced at the mill will find its way into the wartime effort, a part of the production will be specifically for wartime industries.

"This production will include boxes and containers for crating munitions and supplies, from small bulk requirements to tractors, trucks, tanks and planes as well as direct shipments of this material to the United States with additional benefits in much needed exchange."

# ... for 27 years and still that remarkable Kellough Quality

Many decades ago Kelloughs laid plans to bring a daily service to homes. A service to meet the demands for high quality milk based on sound principles of fair dealings—quality and prompt attention to even the smallest detail . . . and today Kellough's are still meeting the demands with the same top-flight service, the same high quality and an even greater desire than ever to bring health-giving, body-building milk into Lakehead homes.



Wholesome Goodness in Every Bottle

In our modern dairy, under scientifically controlled conditions by trained workmen your milk is bottled with the utmost care. Our cap on the bottle is your guarantee of purity and sanitation that cannot be excelled. Order Kellough's and get that rich, creamy milk that adds deliciousness and health to your table whenever served.

PHONE SOUTH 475  
And Have Kellough's  
Milk Delivered Daily

# KELLOUGH BROS. DAIRY

MILK . . . CREAM . . . BUTTER and ICE CREAM  
FORT WILLIAM . . . FORT ARTHUR

## Over 40,000 Tourists Visited Here in 1939-40

The tourist business since the opening of the International or Scott highway and the Trans-Canada highway west from the lakehead, has been one of the big industries for Fort William and is most lucrative from a business standpoint.

Although the war with the Germans saw a dropping off of the tourist business in 1940, that year more than 50,000 visitors from the United States motored to the lakehead during the summer and fall seasons. This big influx of tourists brought to the lakehead in the neighborhood of a half million dollars.

"This half million dollars in United States currency was of material aid in the purchase by the Canadian government of badly needed war materials from the United States," said a story on that year's tourist industry which appeared in the December 14, 1940 issue of the Daily Times-Journal.

"According to figures released by the Fort William Civic Tourist Bureau, of which Arthur Widnall is manager, a total of 19,463 tourists from Canada and the United States visited Fort William and registered at the bureau during the period from May to October.

Many others came but did not register due to the fact that they were repeat visitors and knew their way about. "The 19,463 visitors to Fort William came in 6,242 automobiles. As is customary, August was by far the busiest month when a total of 8,414 visitors

came in 2,668 automobiles and registered at the bureau.

"July was next in point of volume when 6,207 visitors in 1950 cars visited the city. September was next with 2,984 in motorcars. July was next with 1,679 visitors in 551 cars, with October next in line with 418 tourists in 150 cars and May was the next month with 141 visitors in 53 cars. It is estimated that there are about three and a quarter tourists to a visiting automobile.

"As in the rest of Canada volume of tourist traffic here was about one-third lower as compared to 1939. This was due to a state of war existing in Canada and as a result many Americans were unwilling to visit here on that account.

"A feature of this year was the number of Canadian autos travelling the Trans-Canada highway to the lakehead. In July there were 300 Canadian cars from provinces other than Ontario and about the same number in August. This traffic was about five times that of any other year.

"It is estimated that the stay of many of the tourists in the city is from three to four days and it is figured that each person spends about \$10 daily. Considering this feature, the tourist business is a big industry for Fort William and the whole of Canada.

"Many hunters visited the district the past fall with many of them hanging in the Nipigon-Schreiber area. Others traversed the Trans-Canada highway to Ebury River, Sioux Lookout and Hudson after stopping for a few hours or a day or two at Fort William.

# Road to Geraldton Mining District Opened Sept. 1940

## Epoch-making Ceremonies at Nipigon, Jelloice and Geraldton

"Before a large concourse of Lake-head, Nipigon and Little Long Lac district residents, the Hon. T. B. McQueen, Ontario minister of highways, officially opened the Lakeshead-Geraldton highway at a colorful ceremony held near Nipigon at noon on Saturday, September 7, 1940. It was stated in the Times-Journal of September 9, 1940.

"Similar epoch-making ceremonies were held at Jelloice and Geraldton with the 300 members of the lengthy motorcade from the Lakeshead and three bands, two from Fort William and one from Geraldton, taking part. The motorcade, comprising nearly 50 cars and four buses, arrived at Nipigon shortly before noon.

"At the point where the Trans-Canada highway branches from the village toward the Nipigon bridge, the Geraldton band with many officials from the mining town as well as Reeve

alternately. At the head of the long line of automobiles were Arthur Widdall and B. O. Farmer, parade marshals. "A rustic archway decorated with flags and banners carried a huge banner with the words 'Gateway to Our Northland'.

"In the party were the Hon. C. D. Howe, minister of munitions and supply; Hon. T. B. McQueen, Ontario minister of highways; Hon. Paul D. McIvor, M.P. for Fort William; F. L. C. Bond, vice-president and general manager of the C.N.R.; A. P. Johnston, C.N.R. general superintendent; and others.

"At the conclusion of the program of addresses Mr. McQueen was presented with a 'sawée' saw by Reeve Smith and while the assemblage watched and cheered the minister cut through a trestle barrier which spanned the roadway under the arch. He then declared the highway officially opened for traffic.

"A welcome worthy a much larger community was extended the motorcade by the residents of the village of Jelloice, 21 miles east of Beard, and as it approached the bands played

the entrance of the village. "From Jelloice the autocade continued 32 miles east to Geraldton. At the town's square a speakers' stand had been erected and buildings in the vicinity including the Geraldton hotel and the station were decorated gaily. "A program of addresses of welcome was interspersed with numbers by the bands."

## New Zealand Ups Car Body Imports

WELLINGTON, N.Z. (C)—A further increase in import licenses for commercial chassis in equipment parts from Britain, Canada and the United States, has been granted in New Zealand to the extent of 50 per cent of similar imports from these sources in 1947. "The new increase will mean that in 1947, provided the countries concerned can make supplies available, commercial chassis will be imported to the value of 250 per cent of 1938 imports from Britain and 150 per cent of 1938 imports from Canada and the United States."

## Huge Storage Bins Erected in 1941 to Handle Surplus Grain

As a wartime measure construction of huge grain storage bins to handle extra supplies of grain from Western Canada for war purposes, was commenced on April 1, 1941, and the huge job was completed in Fort William and Port Arthur by September 30 at a cost of between \$4,500,000 and \$5,000,000.

"Construction of the temporary storage bins at Head of the Lakes this year meant the circulation in the two cities and district of a vast sum of money, running into the millions," said the Times-Journal in the December 20, 1941 issue.

"Besides employing every available carpenter who was not otherwise employed, the project gave work to hundreds of truck owners and drivers and to many rural residents who flocked into the cities to take advantage of the work."

"About 4,000 men were employed in bin construction program during the peak period last July. Those men not only were residents of Fort William and Port Arthur but came from Nipigon, points on the Nipigon highway, Hymera, Kamistiquia and numerous other points in the district adjacent to the Lakeshead. They also came from Dryden, Kenora, Sioux Lookout, Hudson and other district centers as well as the prairie.

"In preparing the bin sites, several hundred trucks were employed in hauling fill, gravel and rock. About 500 trucks were in use during the peak hauling period and these came from points as far distant as Winnipeg, besides the Lakeshead district."

"Nearly \$550,000 was spent in fill for the bin sites and of this amount about two-thirds went into the trucks. About 400,000 yards of filling and grading material weighing nearly 800,000 tons were hauled by the trucks for use on the bins."

"The total bin program cost between \$4,500,000 and \$5,000,000. Of this amount one third was spent on labor. "Considerable quantities of material were bought at the Head of the Lakes through local firms who were agents for the materials required."

"A considerable number of sub-contractors in such works as roofing, making of elevator spouts and electrical fixtures also were awarded to local dealers.

"Considerable work was given to railway employees, as about 2,000 railway carloads of materials and supplies were hauled into the Lakeshead from outside points. A substantial proportion of this was lumber from British Columbia."

"The program was started on April 1 and completed on September 30, being half completed by July 31. The first company to have its bin completed was the N. M. Paterson Company, which bin started taking grain on July 1."

## Geraldton-Hearst Highway Completed During 1943

With the completion of the 133-mile section of gravel highway linking Geraldton and Hearst, during the summer of 1943, Fort William citizens are now able to drive to eastern Ontario on a Canadian road. This section, which will prove a boon to tourist travel in this district, was the final link in the Trans-Canada highway from coast to coast. In an article appearing in "The Daily Times-Journal" on December 1, 1942, it states that the \$6,000,000 Geraldton-Hearst highway will be open for traffic next summer.

"Owing to the war there was no official opening of the Geraldton-Hearst road during the fall of 1942. "In spite of war shortages and construction difficulties the new road is almost completed and will provide a safeguard to national security through the addition of another traffic artery between east and west," states the article in the Times-Journal.

"Two years of intensive operations by fifteen road construction firms have been required to bring the highway to its present almost complete state."

"Last February, senior engineers of the Ontario Department of Highways made the first continuous trip over the Geraldton-Hearst highway to be made because the grade was uncompleted, especially at mid-course, and because the winter-locked country made the going tough, the trip consumed about 36 hours, including stops for inspection and night layovers."

"The distance from Fort William to Toronto by the Trans-Canada is given as 846 miles, which some people would cover in two days of driving, 76 to reach Toronto by the American route necessitates a drive of about 1200 miles. The difference in favor of the cities east of Toronto and including Ottawa and Montreal is much greater. About the only place east of Fort William which is not brought closer by the new road is Sault Ste. Marie, as

there would have to be a doubling back from Sudbury to reach that city after using the northern route. "Approximate total major quantities under the Geraldton-Hearst construction job excavation generally at 1 1/2 million cubic yards and rock excavation at 1 1/2 million cubic yards additional. Representing an outlay of up to \$6,000,000, the construction consumed 300,000 tons of crushed stone, 600,000 lineal feet of logs in sublets, 1,200,000 ft. of native bridge timber, 20,000 lineal feet of piling and has involved 3,000 acres of clearing and grubbing."

"For the contract work the project was divided into 45 sections which under the direction of the Department of Highways, a 10-mile section from mile 31 to mile 41 (measured from Geraldton), has been handled by private contractors stationed at the Seagram Industrial Farm. Three contract sections lie to the west and twelve to the east of the prison stretch. "Contractors are listed in the following paragraphs, progressively east from Geraldton:

"Rayner Construction Limited, completed its 11 miles about July 1, 1942. "Emil Anderson was finished at about the same time. "Campbell Construction Co. early in September was rushing graveling operations with most of this work yet to be completed. "The 7th section easterly is mile 31-41 which is the stretch handled by the prison labor based on Seagram industrial farm. "Wallace A. Mackay Ltd. covered mile 41-52. "Tomlinson Construction Co. working on mile 52-61 completed their work about September 1. "After the Tomlinson job came mile 61-106, the middle sector, where access and other conditions were most difficult. Five contracting firms en-

gaged on this part of the road were as follows: "Standard Paving Ltd. had work only about half completed in January, 1942. "Hastley-McHaffie Construction Co. had mile 70-79 mostly completed by the end of September. "Dufferin Paving Ltd. was expected to complete its mile 79-80 by Oct. 1. "Dominion Construction, at mile 97-106, was completing graveling in the late fall. "Angus and Taylor Ltd. had its roadbed completed on mile 106-115 last January. "J. N. Pitts Construction Co. is reported to have its section mile 115-124 in good running condition. "Sterling Construction Co. worked on mile 124-133. "Storms Construction Co. on mile 133-146, and McNamara Construction Co. had the east end of the road at Hearst completed last fall."

"Fort William's population for 1941 upon which the 1942 taxes were levied showed a total gross assessment for 1942 of \$22,478,919, divided into the following categories: Land, \$8,193,144; buildings, \$30,037,727, and business \$4,247,544. "Council this year set a tax rate of 30 mills, two and a half lower than the 1941 rate and four and a half less than the 1940 rate. Mayor C. M. Ross pointed out to council that the four and a half mill reduction represents a tax decrease of \$12,300 on a \$3,000 assessment.

"Among the outstanding accomplishments of the city this year are paving of the bus route, including South Franklin street, from Victoria avenue to Walsh street, and Walsh street from Franklin street to Sprague street; of Sprague street from Walsh street to Brock street, and of Montreal street from James street to Neeping avenue.

## WESTFORT'S OLDEST CLOTHING STORE has been proud to serve its many thousands of satisfied customers for 41 years

with QUALITY . . . that is an integral part of each article we sell! Our merchandise is carefully selected from reputable manufacturers, assuring you of long-lasting qualities, dependable workmanship and finest materials available at all times.

With STYLE . . . that is abreast of the times for every season! We never sell "will-the-wip" fashions at any time, because our customers know the trend in styles and rely on us to be "on our toes" with latest standard designs in all clothing.

with PRICE . . . that is consistently lower to save you money! We invite you to compare our pricings and quality and see for yourself that you get better all-round satisfaction from our merchandise. Every year, our reputation for square dealing brings a host of new customers to our store. We shall be pleased to serve you, too, whenever your need for new clothing arises.



# STANDARD CLOTHING CO.

N. SWARZ, PROPRIETOR

148 1/2 WEST FEDERICA STREET  
Next Door to Royal Bank  
PHONE SOUTH 744  
"Family Outfits from  
Hood to Toe"

## Fort William's Population Reaches the 30,000 Mark

"Through enlistment of thousands of its young men and women in the various branches of His Majesty's forces, and through its industrial production, principally of fighter aircraft, shells and contracts under the "hats and pieces" program of the federal Department of Munitions and Supply, the city of Fort William has made a substantial contribution to the Canadian war effort during 1942," stated the December 19, 1942, issue of The Daily Times-Journal. "Resulting from this industrial development has been a sharp rise in the employment figures of the city, with practically anyone who wishes to secure a job able to do so in some branch of business or industry. Women have made a notable contribution to the ranks of industrial workers in the city during the past year. "In spite of the departure from the city of literally thousands of young people to join the various branches of the navy, army and air force, Fort William's population during the year increased 771 to 29,894, according to the annual census of the city assessor and commissioner's department. This census only takes in those persons who are permanent residents here and does not include the more than 100 men stationed at the 107th Canadian Army Base Training Center, nor the many visitors in the city such as those at local hotels, outside of per-

# OGILVIE'S

- ★ ROYAL HOUSEHOLD FLOUR
- ★ BREAKFAST CEREALS
- Ogilvie Oats
- Ogilvie Vita "B" Cereal
- Ogilvie Wheat Hearts
- Ogilvie Tonik Wheat Garm
- ★ MIRACLE POULTRY AND CATTLE FEEDS

## THE OGILVIE FLOUR MILLS COMPANY LTD.

Founded 1801

# Home of Daily Times-Journal Enlarged, Remodelled in 1941

## "Fighting Fourth" Arrive in Britain During December 1939

Orders were received on September 2, 1939, from headquarters, Winnipeg, for the Fourth Field Ambulance to be mobilized to war strength. At that time there were three officers and 13 other ranks. On September 5 recruits to bring the unit up to wartime strength for overseas service got underway with Major R. C. Bull and Major H. J. Ferris of peacetime establishment.

From them on recruiting began in earnest with wonderful response. On September 22, Lt. Col. G. E. McCartney succeeded Lt. Col. Herrington as commanding officer.

Just prior to Christmas, 1939, the "Fighting Fourth" the unit was renamed, left Fort William and on January 1, 1940, were on English soil, just three months after war was declared.

During the good fortune to be billeted in cabins on the upper decks of their ship, members of the Fourth Field Ambulance were happy and contented on their ocean voyage to England.

The January 2, 1940, issue of the Daily Times-Journal which published a letter from Lt. Charles Baker and dated December 21 from Halifax.

Owing to censorship regulations the departure of the brave lads of the Fourth Field could not be announced in the Times-Journal until their safe arrival overseas.

The January 2, 1940, issue of the Daily Times-Journal which published their departure when thousands thronged the legal C.P.R. depot to cheer the boys on.

The huge throngs that watched the departure of the boys.

"Seeing the significance of the evening, crowds began to gather in downtown Fort William around 8 o'clock and from that hour until the departure of the train the streets were filled with friends and relatives of the departing soldiers and with citizens bent on honoring the men who had answered the patriot's call.

"Simpson street armories were an open house all evening. Relatives gathered there to chat with loved ones for the last time. Here a mother and her son said farewell to their boy. There a girl clung to her sweetheart. Tears coursed down cheeks unashamed. Some were too full of thoughts of what lay ahead, now that the hour of parting had come, to say anything. Others charged gallily determined to keep their spirits up at any cost.

"Though the gale and laughter that marked the departure of the troops in the last war were lacking, there was plenty of excitement and cheering among the populace in these last hours.

"The city band and the Fort William Killie band marched through the streets playing martial airs. The Legion branch marched seven hundred strong to the depot, about an hour and a half before the train's departure.

"Then the Fourth Field in full kit marched from the armories on a route march throughout the city. On every side they were greeted by huge crowds. At least 10,000 persons thronged the downtown section of the city.

"Shortly after 11 o'clock with Col. McCartney in command, the unit boarded the train at about midnight.

Shortly after their arrival in England, Lt. Col. McCartney cabled the Times-Journal as follows:

"Happy New Year from the Old Country. All safe and sound."

## Wartime Houses First Erected in 1941 to Relieve Shortage

Faced with a critical housing situation in Fort William due to greatly increased war industries here, and the influx of workers from all parts of the country, the Wartime Housing committee of Fort William was formed early in 1941 to cope with the situation.

Co-operating with Wartime Housing Limited, the local committee surveyed the situation with much care and it was decided that spring to erect fifty single family dwellings and two staff houses immediately.

The committee comprised P. E. Doncaster, E. J. Soubly, A. F. Hawthorn and C. E. Chapple. All busy men, the committee members spent considerable time canvassing the local situation and studying the emergency needs of the city. Through their efforts they made a splendid contribution to the city and the national war effort.

"Since early summer 50 family dwellings have been constructed in the block bounded by Sprague, Franklin and Amelia streets," stated a December, 1941, issue of the Times-Journal. "Tenants have occupied the dwellings for several months. The tenants are required to be employees of war industries here.

In addition two large staff houses were erected on the south side of Victoria avenue between Selkirk avenue and Franklin street and are designed to accommodate 176 male employees of local industries.

"P. E. Doncaster, committee chairman, said recently that there were 100 applications for family dwellings outstanding. To meet this need in part, Wartime Housing Limited sent in their own construction crew to erect 26 additional single-family dwellings on East Mary street, between Sprague and South Syndicate avenue. It is expected that these dwellings will be completed and occupied before Christmas.

"The family dwellings are constructed in designs approved for small homes by national construction authorities. Some of these homes are of four rooms, including two bedrooms, while others have six rooms, including four bedrooms. The ground plan size ranges from 24x24 feet to 24x28 feet and comprises a living room, kitchen, fully appointed bathroom and the bedrooms.

"A novel feature is the coal storage bin with a small chute opening directly into the kitchen. The houses have standard equipment with modern heating stove and hot water boiler as well as blinds, storm windows and storm doors. Even clothes line poles are provided.

"The storm doors are of a combination type having glass sash or wire screens. The houses are well insulated with rock wool. This insulation is set beneath the floors, in the walls and under the roof. In this way ample protection is provided from extreme cold.

"Rentals range from \$22 to \$30 per month depending upon the size of the building. All dwelling lots have a frontage of 40 feet and depth ranging from 110 feet to 135 feet.

"The success of the housing project and the satisfactory housing of 76 families is in a large part due to the time and effort contributed by busy business and professional men on the committee who have spent a great deal of time, thought and effort on the project.

To overcome the objectionable

features usually associated with group buildings there are four different designs of dwellings. The setback from the street varies from 20 to 25 feet to break the line and various color schemes for the roofs and walls, give a most pleasing effect. Three different types of outside wall siding were used comprising weather board, shingles and bevelled siding.

"The city engineer's department did an excellent job in installing the water and sewer services to the dwellings and staff houses. The speed with which this work was done by the city department is believed to constitute a record here.

"Although the dwellings are built of pre-fabricated panelled construction, and although the panels could have been shipped in from outside points, this work was carried out in its entirety by lakehead labor and contractors.

"Claydon Company Limited, of Fort William, general contractors, had the main contract, and Fort William and Fort Arthur firms carried out the sub-contract work such as plumbing, electric wiring, roofing, etc.

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"In harmony with its policy of keeping abreast of the times in order to give maximum service to the public, the Daily Times-Journal has enlarged and remodelled its premises, with the result that the newspaper now has one of the most modern plants of its type in Canada," said a story in the May 30, 1941, issue of the Times-Journal.

"To the original plant at 115 North May street has been added the new building of 117 North May street, with both being incorporated into what is now the new Times-Journal building.

"Two storeys in height, the new building has a frontage of 50 feet on North May street and a depth of 100 feet extending back toward South Brodie street. The handsome modern structure is one of the most attractive in the business section of the city and enhances the appearance of the block in which it is situated.

"The new front is of white limestone carried out on modernistic lines. Above the main or office entrance, "Times-Journal" is carved out of stone. An abundance of window space makes the building one of the best lighted in the city.

"The main entrance is off North May street, approximately in the center of the building. This leads to the busiest and advertising offices, while an entrance to the north of the main entrance leads upstairs to the editorial department.

"The vestibule of the main entrance is laid with brown quarry tile on the floor and steps. Pale green enameled tile lines the walls to a height of five feet. Chromium hand rails flank the short flight of steps that lead into the business and advertising departments.

"First glimpse on entering is of the large, roomy business office. To the right is the commodious, well-appointed office of the advertising department. The commercial printing department also has space on this floor.

"A counter near the main entrance extends the width of the building for the convenience of the public. On either side of the entrance is a large public space.

"In the business department is located the telephone switchboard which connects all departments with incoming and outgoing calls.

"At the rear of the advertising department and up a short flight of stairs is a mezzanine floor with a series of private offices and workrooms for use of the advertising and commercial printing departments.

"The interior trim of the office quarters is in quarter-cut oak. The

floors are laid with marbled asphalt tile. The walls are ivory in color and the ceiling of white composition tile. The electric fixtures are a drop type of modernistic chromium and glass.

"The entire building is protected from fire with the most modern type of sprinkler system.

"One of the outstanding improvements in the plant is the installation of a pneumatic tube system for the rapid transmission of copy and proofs. This system connects the advertising, business and news departments with the composing and linotype rooms, and makes practically instantaneous the delivery of this material.

"The north entrance at the front of the building gives access to the editorial department on the second floor. The steps leading to the newsroom are laid with marbled asphalt tile.

"In the hallway at the head of the stairs is the proof-readers' department. Here the advertising copy and news copy is read by the proof-readers. Facing the readers and overlooking May street, is the comfortable well-lighted office of the editor-in-chief, and the office of the society and women's page editor.

"Behind the proof desks is the room where the pictures and "mats" and "cuts" of prominent persons, events and other records which kept in steel filing cabinets. In newspaper parlance this room is called the " morgue."

"An archway leads into the spacious and modern newsroom over which presides the news editor. Here is accommodated the staff of reporters, sports editor and staff photographers, as well as the Canadian Press teletype news service which brings in the latest news from the four corners of the globe for Times-Journal readers.

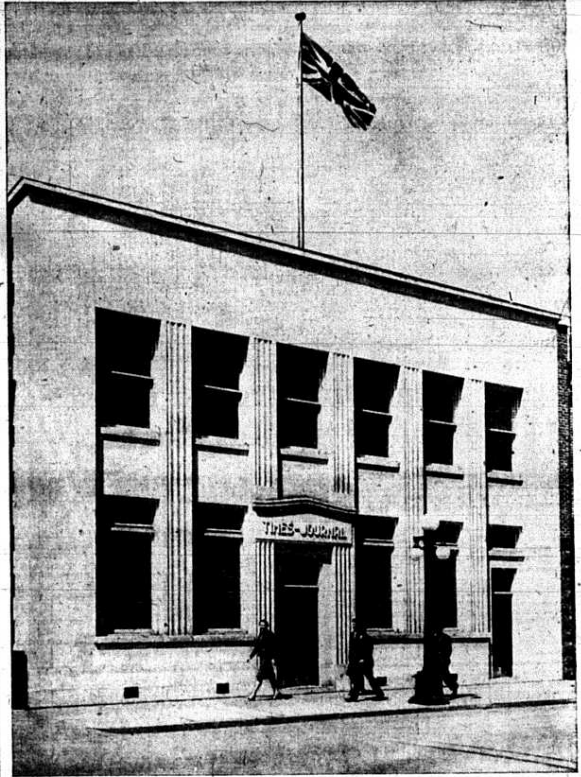
"The layout of the newsroom is such as to provide a maximum of accuracy, efficiency and speed in the handling of news reports.

"The floors of the editorial department offices are laid with marbled asphalt tile. The walls are finished in a buff color scheme and the ceiling in white composition tile. Seven large windows in the newsroom provide an abundance of natural light with the electric fixtures being a drop type, in chromium and glass.

"Connected with the news department and at the west end of the second story are the composing and linotype departments, each with large, airy, well-lighted quarters. Fluorescent lighting, the latest development in illumination for this type of work, has been installed in both departments.

"In the linotype and composing departments the advertising copy and news reports are transformed into type and made into page form. Here also a stereotypist rolls the matrices of the page forms, and sends the "mats" by chute into the stereotypist department on the basement floor.

"At the west end of the building on the first story is the circulation department where the circulation manager directs a large corps of carrier boys for local delivery of the Times-Journal as well as the mailing of copies for out-of-town delivery.



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## ... has been recognized for its importance in Plumbing and Heating ever since 1916 ...



For more than thirty years... Burton's have been bringing a new conception of comfort and service in both plumbing and heating... Hundreds have long since learned that "Burton" is an important name in the plumbing and heating field.

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# "MORE THAN A MILLION"

accurately dispensed

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**PRESCRIPTIONS**

● EXPERIENCE AND THE PROFESSIONAL SKILL TO FILL YOUR DOCTOR'S PRESCRIPTION AS ORDERED.

**Reed's DRUG STORE**

502 VICTORIA AVE. S. 704 S. 715





# Modern Community Rink Planned as Second World War Memorial

Fort William will have a new community rink—a memorial to the boys who served and lost their lives overseas in the Second World War—in readiness for the winter of 1948-49, it was decided at a special meeting of the property committee which recommended to city council that G. G. Reid, Toronto consulting engineer, be retained to prepare preliminary plans and specifications for the \$400,000 community center project.

"Hockey-handicapped Fort William today could look forward with a generous measure of optimism to its own rink by the winter of 1948-49," said the story on the special meeting of the property committee, which appeared in the Times-Journal.

"But in the light of tentative arrangements it appears that local curlers would be without a home during the winter of 1947-48.

"A special meeting of the property committee yesterday afternoon recommended to city council that G. G. Reid, Toronto consulting engineer, be retained to prepare preliminary plans and specifications for the \$400,000 community center project. The meeting was attended by committee members and representatives of various civic bodies interested in the undertaking.

"Later Mr. Reid told the Times-Journal that it was reasonable to expect the rink would be in full swing by the 1948-49 season. As he visualized it, the building would embrace:

1. A multiple purpose auditorium in which the artificial ice surface could be removed in six hours and replaced in ten.
2. Provision for five to seven curling rinks.
3. A practice rink for figure skaters.
4. Provision for memorial features

honoring the city's war dead in front of the building.

"Acoustic arrangements would be reduced to a minimum. There was sufficient space at the market site for a building in which 3,000 could be seated, along with standing room for at least 1,200 more but such a structure could not be built for the available \$400,000, Mr. Reid said.

"Definite decision as to what the building would contain would follow preparation and civic approval of the preliminary plans. In this connection Mr. Reid suggested the Fort William Curling club, whose property would be utilized in the undertaking, could be called into consultation regarding the number and location of curling rinks.

"It was his definite belief that there could be no curling on the property next winter, but he submitted there might be a way out of this situation which could not be seen immediately.

"Reassuring the meeting that by and large, the whole thing can be built for \$400,000," the engineer said the preliminary plans should be drawn as the first step. The plans would be approved before tenders were called. Six months would probably be required before the final specifications were drafted and he suggested the tenders could be called by late summer. The foundation could be placed in the fall

and completion of the building in 1948 was probable.

"The engineer told the meeting that if the city considered it advisable there could be provision for market space at one end of the building. The stalls, in which refrigeration equipment would be incorporated, might be used one day a week and it was his belief the city should derive at least \$100 weekly from their rental.

"This feature of the building was entirely feasible, Mr. Reid told the Times-Journal.

"In its construction the building would be completely fireproof and he would not recommend any other type of structure. He added the difference in insurance premiums would pay the difference in cost over a 10 to 15-year period. The frame of the building would be steel with the amphitheatre to be of reinforced concrete and the roof of gypsum. Lighting in the arena would be of the direct type with fluorescent in sections where the temperature did not drop below 55 degrees.

"With the installation of vertical downdraft heaters the ice arena could be heated to 55 degrees, for the benefit of hockey spectators, with no effect on the playing surface.

"Presented by T. S. Jones and backed by R. W. Anderson, the special meeting approved a resolution recommending to council that Mr. Reid be engaged to prepare the preliminary plans and that the city solicitor be instructed to draw up the necessary agreement. The Toronto engineer would be retained in conjunction with L. V. McIntosh and Harry Scott, local architects."

## Great Lakes Paper Mill Plans \$2,000,000 Expansion Program

Cognizant of the vital need for more newsprint and sulphite to help alleviate a real shortage the local plant of the Great Lakes Paper Company, Limited, is in the throes of an expansion program that will cost in excess of \$2,000,000.

It is a program of modernization in practically all departments, which is expected to be fully completed by the spring or summer of 1948. As a result the production at the local plant will be increased substantially to take care of the great demand, which has resulted from the war.

"The program of renovation and installation of new machinery at the plant will cost in excess of \$2,000,000," said a story which appeared in the December 14, 1946, issue of the Times-Journal.

When completed the output of the groundwood pulp will be stepped up from 325 tons daily to more than 500 tons per day," the story said.

The Great Lakes Paper Company plant is the largest newsprint producing mill in northwestern Ontario and in 1946 should rank with some of the largest newsprint mills in Canada.

With a total of 800 employees in the mill proper the annual payroll is around the \$2,000,000 mark while the payroll for woods' operations is in excess of \$2,000,000. More than 2,000 men are employed in the woods department during the peak operations. It is pointed out that in addition to

the increase in groundwood pulp production, as a result of the new setup, corresponding increases will be made in the groundwood decker and screen room.

This increase in groundwood will take care of an increase in production from the newsprint machines. On February 13 of this year another record for the output of newsprint was established in the plant; in a 24-hour run, on the two large paper machines the plant turned out a total of 424,970 tons of daily needed newsprint. The previous high mark production was set in 1946 when the two machines turned out 421 tons of newsprint in a 24-hour run.

Again on February 13, of this year, another record was established at the west Fort William plant when the larger paper machine of the two, turned out a total of 229,474 tons of newsprint in 24 hours.

No major changes are contemplated in the sulphite department which was expanded greatly and modernized during the war years. Production of sulphite now is 225 tons per day of which 55 tons is used in the manufacture of newsprint and the balance, 170 tons, is exported as sulphite pulp to converting mills in Wisconsin, Michigan and other nearby states of the United States.

The local plant during 1946 enjoyed one of its best years in the production of newsprint. The total output for last year hit the 120,000 tons mark while sulphite sales went around the \$6,000,000 mark.

Orders for most of the major items of equipment necessary in the renovation program, already have been

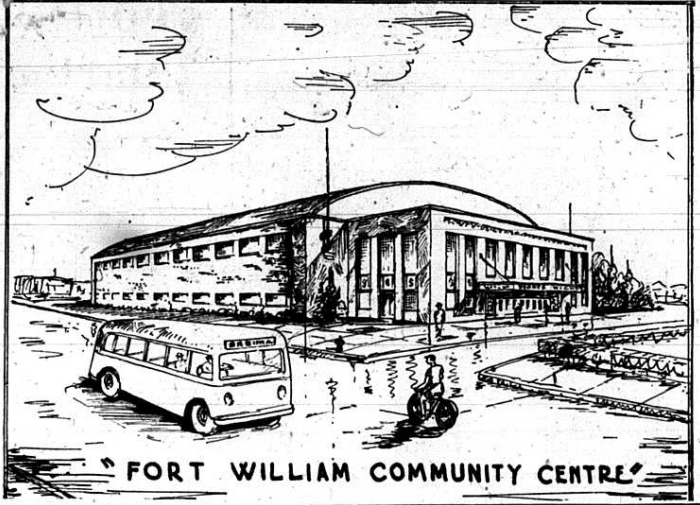
placed and work on the expansion and modernization of the various departments is progressing favorably. Officials are attempting to speed up production as quickly as possible.

The major portion of the cost of the program will be taken up with new equipment and installation. In the grinder room the existing equipment, consisting of 36 two-foot four-pocket grinders, will be replaced by four-foot grinders of the Waterous Great Northern type. The present grinders consist of nine lines of four grinders each and are driven by 2,800 horsepower motors. The new equipment will see two grinders on each line driven by 5,500 horsepower motors.

In addition the existing building, housing the grinder room, will be revamped entirely to accommodate the new and modern equipment.

Besides the major installations capacities in other department will be stepped up correspondingly to meet the needs of the increased groundwood and newsprint outputs.

The coming years should see the local plant of the Great Lakes Paper Company play a leading part in the industrial expansion of Fort William as it progresses along in the post war years.



FORT WILLIAM COMMUNITY CENTRE

*You Sir!*

**35 YEARS**

of leadership in  
**QUALITY, STYLE and  
BUDGET-PRICING** is

**A RECORD TO BE PROUD OF!**

But, of course, we realize that we never could have given 35 years of unbroken service without the loyal support of you, our customers. So we say "Thank you" to the hundreds of residents of West Fort and Fort William who in the past have made this store their headquarters for clothing and footwear of quality. Right now we're making plans to serve you even better in the near future.

**J. B. EVANS** ESTABLISHED 1912  
*West Fort William*

Congratulations to the Management and Staff of The Times-Journal for producing a consistently fine newspaper.



DURING 1946 the Great Lakes Paper Co. produced close to 46,000 tons of sulphite for export. Production of sulphite is now at the 225 tons per day mark of which 55 tons is used in the manufacture of newsprint and the balance 170 tons is exported as sulphite pulp to converting mills in Wisconsin, Michigan and other nearby states. The production of sulphite is shown in the two upper photographs.



**40 YEARS**

.... in the FIRING LINE

**AND ALWAYS THE BEST**

We've made Friends for 40 years . . . we are proud to have served them faithfully. We are equally proud to have kept those friends . . . and we appreciate their continued friendship.

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TELEPHONES: SOUTH 65 - 258 - 133





One of the new T. C. A. "North Stars" at Fort William Airport

## Fort William to Spend \$906,000 On New Dial Telephone System

Fort William, as soon as materials available, will spend a total of \$906,000 to completely rehabilitate the telephone system with the erection of a new exchange and the installation of a new dial system of communication. This was decided at the regular meeting of the city council held on the evening of January 28, 1947, in the city hall auditorium. Mayor Garfield Anderson, M.L.A., presided.

The erection of a new exchange and the installation of a new dial telephone system is part of the city's post-war plans which have been carefully surveyed for several months.

Installation of the dial telephone system in Fort William will require a total expenditure of \$906,000 and the ratepayers will be asked to approve a debenture bylaw for \$764,000 to finance the undertaking, stated a story in the January 29, 1947, issue of The Daily Times-Journal. "This was decided at last night's city council meeting without comment one way or the other, following a recommendation from the Public Utilities committee."

On the afternoon of February 6, 1947, city council met in special session and passed a bylaw providing for the borrowing of the sum of \$764,000 for the purchase and installation of a complete and modern telephone system.

The bylaw, known as No. 4033, provides for the borrowing of this money by the issue and sale of debentures. The bylaw received a majority of three-fourths of the members of council but there was no dissenting vote. The ten members present all voted in favor of the bylaw. Mayor Garfield Anderson, M.L.A., presided.

The special meeting of council was called as a result of advice received from Clarke, Swabey, McLean and Ross, solicitors in Toronto engaged by the city to make application to the Municipal Board on the city's behalf in connection with the Fort William Telephone Bylaw.

The firm advised the city in view of

the fact that the corporation intends to make application for special legislation covering the telephone surplus fund, that legislation should be sought covering the money bylaw itself and thus avoid the delay and necessity of again submitting the matter to the ratepayers.

With this information Mayor Anderson immediately called the special meeting and the bylaw was passed with the utmost dispatch.

"While the complete cost of the system including a two-storey building in which it would be housed, will be \$906,000, there is a surplus on hand of \$142,000 which the city plans to put toward the project. (The city plans to build at the corner of South Vickers street and Arthur street).

"According to A. E. McDougall, manager of the telephone department, who recently journeyed to Toronto with H. M. Scott, architect, with the aim of seeing the cost of conversion as far as possible, submitted a comprehensive report to council.

"Mr. McDougall said that previously, due to the rising costs of building materials and labor, it had not been possible to arrive at a close estimate of the new exchange building. In Toronto the Fort William men were shown costs of similar buildings recently erected by the Bell Telephone company from which it was possible to estimate the cost of the structure planned for Fort William.

"His report gave the following cost figures for complete conversion, using \$257,000 as the outlay for the exchange building.

"Eight thousand linear dial central office equipment would cost \$518,000.

"Local test desk, trouble clerk's desk and additional battery for toll board would amount to \$23,000.

"Converting telephone instruments for operation on dial and purchasing replacement sets would be an additional \$20,000.

"Cutting over to new building would mean an additional \$30,000 while the

estimated cost of the new building would be \$237,000.

"Council's approval of the plan said the debenture issue would be spread over a period of 15 years, with the yearly rate of interest set, at 2 1/2 per cent. The firm of Clarke, Swabey, McLean and Ross was engaged to prepare the debentures and to file the application regarding the \$142,000 surplus with the provincial legislature.

"Mr. McDougall's report said the annual carrying charges on the total amount of money to be borrowed—\$764,000 for 15 years at 2 1/2 per cent—would be \$61,705.38. It added telephone operators' wages paid in 1945 amounted to \$65,518.21 and he estimated this cost would be reduced to \$50,000 when the system was cut over to dial operation.

"The report said it was possible that the annual carrying charges on the new building, dial switching equipment and other conversion costs could be met out of the saving in operators' wages.

"Considerable work must be done to put the outside cable plant and lines in condition to work on dial and add capacity to the existing cables to meet the demand for service. Mr. McDougall reported to the utilities committee. This work has been in progress for more than a year and will extend into 1948 before completion. Materials and labor for the work up to date had been paid for out of 1946 earnings.

"No appropriation had been made in his figure for this work which would be continued to completion using the earnings of the system to meet the costs, the report said. In view of the large amount of material to be purchased and the work to be done, it was also expected any operating surplus would be shown for the years 1947 and 1948.

On December 4, 1944, the ratepayers approved by plebiscite the expenditure of \$350,000 for the installation of the dial system."

# Fort William-Duluth Flight Started by T.C.A. in 1946

## City to be on Main Line Of T.C.A. in Near Future

Center of much activity since it was built, the Fort William Municipal airport, which is owned by the city but at present is being operated by the Dominion Department of Transport, served another page in its long record of achievements with the inauguration last year of the Fort William-Duluth run of Trans-Canada Air Lines, which took place on Sept. 17.

Reporting the great event in aerial transportation and from Fort William, the Times-Journal carried several special pages in the September 15, 1946, edition.

"It was a proud moment for members, past and present, of Fort William's civic airport committee when the big ten-passenger Lockheed aircraft of the Trans-Canada Air Lines took off from the runway at Fort William on its first scheduled flight to Duluth and returned, said the September 15, 1946, issue of the Times-Journal.

"The inauguration of the Fort William-Duluth run of Trans-Canada Air Lines is the symbol of bigger things to come for the local airport. Expectations are that in the not too distant future Fort William will be eventually on the T.C.A. main line.

"T.C.A. is at present waiting the completion of airports at Sault Ste. Marie and Tobermory, on Georgian Bay, which when completed will provide a staging route into the lakehead area.

"Greetings to Trans-Canada Air Lines on behalf of the city of Fort William on the inauguration of the first scheduled passenger and airmail flights from Fort William airport to Duluth were extended today by Mayor Garfield Anderson, M.L.A.

"I deem it a pleasure and a privilege on this occasion to convey my cordial greetings on the inauguration of the Trans-Canada Air Lines, first passenger-airmail flight from the lakehead cities of Fort William and Duluth and return," said Mayor 15, 1946.

"In extending this greeting I wish

to convey personal appreciation for ultimately will expand, I feel sure, to such an extent that these lakehead cities no longer will feel that sense of isolation or remoteness in comparison to other centers across Canada.

"This is another step in the improvement of transportation, and a far cry from the days of the voyageurs and the early pioneers who first discovered this portion of Northern Ontario and Northern Minnesota, which always have been closely linked not only historically but in their respective geographical locations.

"Air mail traffic has once more reduced distance considerably and I believe in the near future travel and commerce between our two great nations to a large extent will be carried through the air.

"May I compliment the officials of Trans-Canada Air Lines on their achievement in the inauguration of this flight, and add our pleasure at being one of the locations from which the flight originates, which undoubtedly will bring in its wake similar flights between these Lakehead cities and the larger centers in the provinces of Ontario and Manitoba," said Mayor Anderson.

Mayor George W. Johnson, of Duluth, today extended an invitation to Fort William and Port Arthur residents to visit his city by the newest mode of transportation—Trans-Canada Air Lines service.

"This service will mark a new milestone in the cordial relations which have existed between the Canadian and the American head of the lakes for it will bring our two communities only one hour apart, and facilitate the exchange both of visitors and of airmail between us," said Mayor Johnson.

"It was only about 70 years ago that the communication between the American and Canadian lakeheads was by snowshoe and dog team in winter and by boat in summer.

"When we realize that it was less than 30 years ago that construction of the international highway out of Canada to meet our present Highway 91, was begun, we can see how great has been the progress within the lifetime of most of our citizens.

"Just as the automobile speeded up interchange between the two communities, developing mutual friendships in the future.

"We at the American head of the lakes wholeheartedly welcome your people to call on us and we assure you that we will reciprocate the wonderful hospitality you have shown us in the past," said Mayor Johnson.

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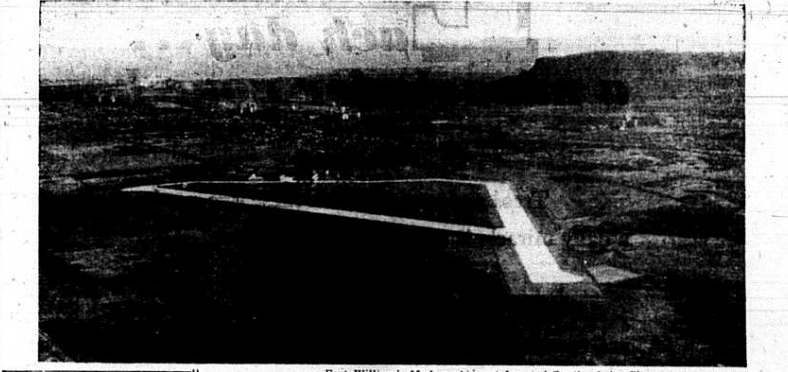
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Fort William's Modern Airport Located South of the City

## Sawmill Plans Larger Output

Not only is the local sawmill of the Great Lakes Lumber and Shipbuilding Limited enjoying its biggest production year this year since its inception but plans are underway for the installation of new machinery to increase the annual production by about 60 per cent over that of 1946, the year of its inception.

During the year 1946 the local plant turned out between 40,000 and 50,000,000 board feet of finished lumber and this year expectations are that the figure will rise in the neighborhood of 75,000,000 board feet during 1947.

Approximately 400 men are engaged at the big plant with the lumber output reaching a quarter of a million board feet in 24 hours. The installation of the new band mill and Wiehe-Gang equipment in November, 1946, will be responsible for the 60 per cent increase in production in 1947 as compared to the production of 1946. In addition it will mean the employing of considerably more men.

Operating at around the 75,000,000 mark the annual consumption of sawlogs at the local plant would reach the one and a half million figure. Two million sawlogs would see an annual output of one billion board feet of finished lumber a year.

Besides the tremendous output of finished lumber, the local plant turns out shooks, used in the assembling of boxes and wooden crates. Shooks amounting to between 80,000 and 90,000 board feet are turned out daily and are shipped for the most part to the United States.

At present the big sawmill is handicapped greatly as a result of the fire last fall which destroyed the large building containing the dry kilns. Without this equipment the lumber cannot be dried. However, construction of the building, which is of concrete block construction, is progressing rapidly. It is expected that by the end of next week the four new kilns will be operating shortly.

With the new kilns lumber can be dried at the rate of a half million board feet per day. The previous capacity was 120,000 board feet per day. It takes 36 hours to kiln dry inch lumber and 48 hours to kiln dry two inch lumber. By air it takes 120 days to dry this lumber.

As a result of the fire production of Press-O-Logs manufactured at the local plant was curtailed. The new type of fuel wood, manufactured at the local plant from dry shavings, is the only type manufactured in Canada. Without the kilns the dry shavings are not obtainable. The log has been in great demand. The two machines which have been in operation at the plant can turn out 15,000 tons of these logs annually. Production went into effect a little more than a year ago.

The production is expected to be doubled shortly with the installation of two additional machines and the completion of the dry kilns. The rate of production for the two machines is 25 tons per day but with the addition of two more such machines this will be increased to 50 tons per day.

Unlike other big sawmills the local plant is in operation all the year round. Most plants close down for the winter months. The local plant, however, keeps on hand enough logs to carry through the long winter months.

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