From the Landing to Modern Port Arthur

by Charles E. King

An Outline History of Port Arthur

Compiled by C. E. King

The City of Port Arthur stands upon a series of terraces, overlooking
-utiful Thunder Bay, the North-western arm of Lake Superior; and the
v of the great bay, with its headlands, shores, and islands, to be seen
1 practically all points within the city, is so striking and impressive that
the boys and girls of Port Arthur, no matter how far they may wander
during the years of the future, will never forget the grandeur of the setting
of Port Arthur, their beautiful home city.

AKE SUPERIOR, THE PRIMITIVE PEOPLE, AND THE EXPLORERS

It may be difficult for the boy or girl of today, accustomed to the
of the great lake ships, entering and leaving the harbor almost every
hou. to picture an ancient time, which must have lasted for countless ages,
when no craft larger than an Indian's canoe, and no object of greater bulk.
n a floating log or tree of the forest, was carried upon the surface of
inland ocean, Lake Superior.

Three hundred and ninety miles in length, one hundred and sixty
m. s in width, a thousand feet deep, with an area of thirty-two thousand
uare miles, and draining a surrounding land surface of forty-eight thousand
nare miles, this vast reservoir receives the waters of a hundred rivers—
igon, Black Sturgeon, Kaministiquia, Pigeon, and all the others, chiefly
1 the North—and holds its cup six hundred feet above the level of the
, to overflow into Huron, Michigan, Erie, and Ontario, and then onward
ough the great St. Lawrence to the Gulf and the Atlantic Ocean.

Who traversed the broad expanses of Superior in the ages long before
the coming of the white man? Who dug for copper in the rocks of Isle
oyale, that possession of the United States which may be seen by the boys
and girls of Port Arthur from their windows on a clear day? Were they the
people who built the mounds on the South shores of the great lake? Is our
owledge to be limited also, to the fact that they were metal diggers? Did
the Western branch of the great Algonquin race, the Objibways (or Chip-
ewas, as the English called them) descend through long ages from the men
ho traversed the lake and dug for copper, and built the mounds near Lake
Superior? The modern histories claim the mounds have proved it; and the
oy and girl must naturally accept, for the present, the best knowledge of
ie histories.

The great tribe, the Chippewas, occupied vast tracts around Huron
d Superior. Their name is from a word meaning "to roast till puckered
," in reference, it is suggested, to a peculiar seam in their moccasins.
They called themselves Anishinabeg, or "spontaneous people," and the French
lled them Saulteurs, "People of the Falls," from the first group of them
eing met at Sault Ste. Marie.

When first met by white men, they were inhabiting the shores of Lake
uperior. They were an upstanding people, as witness the late Chief Simon
nassie, whose head towered above the crowd, and who was admired by boys
d girls of Port Arthur and Fort William, until a year or two ago, as a
agnificent and honored member of a primitive people of Canada.

The Chippewas lived by hunting and fishing. They had keen imagin-
ation, and their wondering and poetic nature is shown in their many tribal
myths and the beautiful names they gave to so many places in this portion

willing to give up their treasures without a struggle. Friction and misunderstanding developed, and led to insurrection on the part of a large body of the settlers, guided by Louis Riel.

THE "STATION" THAT BECAME PORT ARTHUR

In 1857, instructions were given to Henry Gladman, to investigate and report upon the best means of communication between Lake Superior and the Red River region, and the First Red River Expedition was equipped at a point called "The Station" or "The Depot" on the shore of Thunder Bay. Mr. Gladman had been an officer of the Hudson's Bay Company, and his chief assistants for the expedition were S. J. Dawson, C. E., and Professor Henry Youle Hind, both of whom submitted valuable and interesting data re Lake Superior and Thunder Bay and the Kaministiquia River.

In 1860, also, a report relative to the "Exploration of British North America," undertaken by the British Government, was published, and much trustworthy scientific data, gathered on an expedition from Lake Superior to the Rocky Mountains and the West, was made public. This expedition had been in charge of Capt. Palleser.

Ten years later, a roadway seven miles long had been built inland from the "Station," and with the discovery of the Silver Islet mine, in 1868, the Thunder Bay Mine, just North of Port Arthur, and the Shuniah Mine, the real history of Port Arthur began. Other mines came into operation, a band of settlers found homes, and with the extension of the road to the West, opportunity was awaiting the tiny settlement.

By the Autumn of 1869, twenty-five miles of road had been constructed; and then, with the Winter of 1869-70, came word to S. J. Dawson, C. E., to provide vessels of a class adapted to the navigation of waters such as lay between Lake Superior and Red River. A military force was to be sent over this route upon the opening of navigation. Eight hundred men, not including the military force, were to work—some upon the roads, some to act as voyageurs upon the rivers and lakes—in the enterprise of transporting troops, supplies, etc., for an expedition to the Red River, the total, including the soldiers, numbering fourteen hundred.

COLONEL WOLSELEY AT PRINCE ARTHUR'S LANDING

About 10.00 a. m., on a beautiful day, on the 25th of May, 1870, Colonel Sir Garnet Wolseley landed on the shores of Thunder Bay, on the way to Fort Garry, to suppress the rebellion. Colonel Wolseley gave the place the name "Prince Arthur's Landing," in honor of Prince Arthur, the son of Queen Victoria, who was then in Canada.

The distance to Lake Shebandowan was forty-eight miles by the Dawson Road, then partly completed. The road crossed three large rivers, the Kaministiquia, the Mattawan, and the Shebandowan, before arriving at the lake.

On the evening of the 27th, the steamers landed more soldiers, and the bay assumed an appearance of life and bustle. Horses, oxen, waggons and stores were rapidly handled and removed to their appointed places.

The system of unloading vessels was by means of a wooden scow, as there was no breakwater. When calm, vessels could anchor three hundred yards off the shore, and the scow was hauled back and forth between the vessel and the dock by means of a strong rope. The horses were landed in the same manner, twenty at each trip.

The heavy old scow had been christened the "Water Lily," and as soon as each scow-load reached the dock it was met by a strong party of soldiers, who quickly unloaded it.

of the Lake Superior Country. Note: Kakabeka—"high cliff falls"; Kaministiquia—"river that winds"; Nipigon—"lake you cannot see the end of"; Shebandowan—"long wigwam"; Shuniah—"money or silver".

The great lake, or Father of Waters, was first looked upon by white men in 1641, when Charles Raymbault and Isaac Jogues, Jesuit missionaries, reached the rapids which they named Sault Ste. Marie, in their Western journeyings through the great unknown expanses. For many years thereafter, the lake was best known and most frequented by those in search of the supplies of copper found upon its shores. French explorers, however, continued very active throughout the seventeenth century, and in 166? Radisson Groseilliers had crossed the inland ocean and reached its North west bay and the mouth of the Kaministiquia. In 1679, Daniel DuLhut (after whom the city of Duluth is named) explored the then Far West, and took possession of vast lands beyond Lake Superior in the name of the French king; while his brother, Charles DuLhut, built a post at the entrance to Lake Nepigon.

As early as 1610-11, Hudson had made a voyage to Hudson's Bay, and in 1670 a company of gentlemen adventurers received a charter from King Charles II., granting them the sole trade and commerce of all these seas, straits, bays, rivers, lakes, and sounds that lie within the entrance of the straits, with all the lands and territories not already actually possessed or granted to any of his subjects. The posts on Lake Superior, and North and South of Lake Nepigon, became very successful, however, and drew much of the fur trade from the Hudson Bay Company.

THE BEGINNINGS OF FORT WILLIAM

About 1688, Jacques de Noyon entered the Kaministiquia, and portaging around Kakabeka, went westward to explore the route of the Rainy River. His report made a great impression upon the French authorities, and De la Noue built a fort on the Kaministiquia for his government in 1717. Other early explorers went westward along the rivers, and across the lakes, towards the great plains beyond, in search of a Western Sea; and the great Pierre Gautier de la Verendrye wintered on the Kaministiquia in 1731, before setting out in quest of the Western Sea and the far China then supposed to lie beyond, as it does, though so far away.

The great North-West Fur Company, organized in 1783, was for many years a bitter rival of the Hudson's Bay Company, a century older, in the fur trade; and the establishment of a trading post by the North-West Company, in 1801, laid the foundations of the present City of Fort William. This company had previously occupied a post at Grand Portage, forty miles South, where a nine-mile roadway had been constructed to avoid the rapids of the Pigeon River. This portage was used in bringing furs from the West, by the officers and servants of the company, in their journeyings to and from the prairie country. The two companies waged trade warfare, and actual warfare, it is claimed, upon one another for a great many years; but they were amalgamated in 1821, and Fort William became a more important centre.

After the union, the affairs of the Hudson's Bay Company—the name adopted for both—prospered greatly. Posts were established and trade developed throughout the West, particularly under the leadership of Sir George Simpson, a great hero of the company. The record of its dealings with the Indians was very fine; but in spite of this the company proved a hindrance to settlement, and the West was practically locked up, the settler being considered by some of its officers as detrimental to the interests of the fur trade. The descendants of Lord Selkirk's settlers, the French, and the half-breeds had developed a large settlement on the banks of the Red River; they lived by farming, hunting, and trapping; and when the Government of Canada purchased the lands of the Hudson's Bay Company, they were un-

The camp stood where the Prince Arthur Hotel and its grounds are now situated. The road led to the steep Waverley Hill, but Colonel Wolseley ordered a curve to the right, making a better grade, which we call Arthur Street, passing round the North side of the Collegiate.

Soon other steamboats arrived with more soldiers and guns and munitions, etc. The guns were parked on the shore where Arthur Street and Water Street now meet; and the crowd of miners and settlers gazed at these wonderful objects. When an Indian from the Mission saw the soldiers, he said: "What a lot of white people there must be in the world."

About one hundred and fifty large boats were brought from Ontario for the lakes and rivers beyond the Dawson Road. A few boats were carried bottom-up on the waggons by moving the wheels far apart; and the driver sat upon the keel, urging on his horses. One hundred and fifty horses, seventy-five waggons, and many teamsters were employed to get the supplies over the road as far as Lake Shebandowan.

Many of the boats were taken up the Kaministiquia River, and pulled for a mile around Kakabeka Falls and other rapids on the way, as far as the Mattawan River, before taking the Dawson Road for the remainder of the journey to Shebandowan.

Marching to the lake, to which we shall again be able to drive from Port Arthur this year, 1927, Colonel Wolseley took the water route by lakes and rivers, over four hundred miles, to Fort Garry, which is Winnipeg today, leaving boats and men and a complete line of communication to Lake Superior, and successfully dealt with the rebellion.

Wolseley Street, Port Arthur, is called after Colonel, Sir Garnet, later Lord Wolseley.

PORT ARTHUR HARBOR

Many Port Arthur boys and girls may have seen at our docks the neat, trim, steam lighthouse-supply vessel, the "Bayfield," but perhaps some do not know just why she carries that name. Well, the name of this boat does honor to a man who performed what has often been termed the most remarkable work in the history of hydrography. It was Lieut. (later Admiral) Henry N. Bayfield, Royal Navy, and his able assistant, Philip E. Collins, Midshipman, R. N., who had the honor, in 1821, of undertaking the first hydrographic survey and chart which unfolded the great potentialities of Thunder Bay as a roadway for vessels—some thirty by fifteen miles in extent.

The exact spot on the shore where the Publicity Pagoda now stands is given as latitude 48 degrees, 26 minutes, 01.66 seconds North and longitude 89 degrees, 12 minutes, and 52.61 seconds West, or five hours, 56 minutes, and 51.607 seconds west of Greenwich.

Lieut. Bayfield, in surveying the shores of Lake Superior, spent the Winter of 1821-22 in Thunder Bay, with the schooners "Beaver," "Otter" and "Mink," chartered from the American Fur Company at Marquette, Michigan. His own ship had to be left below the rapids at Sault Ste. Marie. The survey of the lake took three years, and was completed, with lasting credit to Lieut. Bayfield, in 1824.

Previous to this date, the North-West Company and the Hudson Bay Company had at least five sailing vessels visiting Thunder Bay, of from twenty to one hundred tons each. The first steamship came in 1846, an American boat, the "Julia Palmer," carrying Thomas Commersil Anderson, whose mission was to negotiate a treaty with the Indians to be known as the Robinson Treaty, of 1850. The first British steamboat, it is reported, was the tug "Dart," Capt. Duncan McEachen, about 1856. Larger vessels
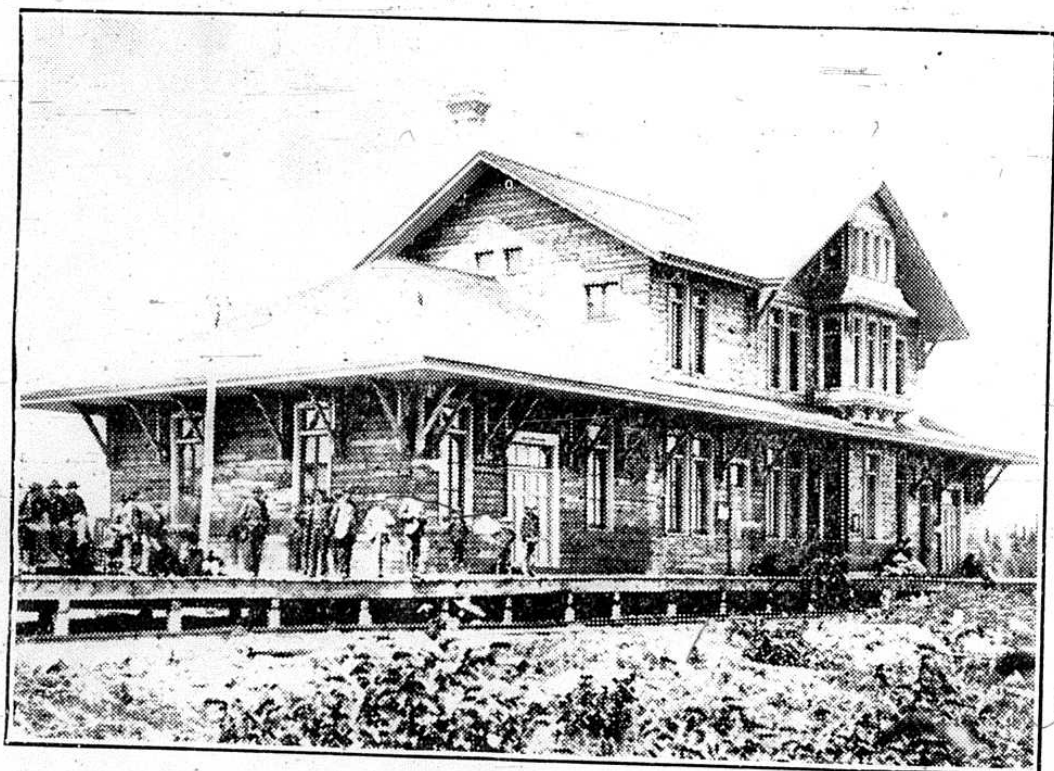
Canadian Pacific Railway depot as it appeared in the late '80's. The building was constructed with a view of centering the Company's passenger and freight business in Port Arthur and was used for that purpose for several years. The station was situated at the lakeshore end of Van Horne Street, but later moved to Graham Street, where it was burned. The view shows a number of the early business men and a party of newly arrived settlers with their baggage and effects loaded on the platform. Only two telegraph lines were in operation and there was no signal system.

The bell on the shore, used as a fog signal, and procured through the efforts of the late Fred Jones, Postmaster, has for many years been superseded by the Meteorological Storm Signal Station at the Customs Building, and the Marconi Wireless plays its important part.

The Royal Arthur Sailor's Institute attests the interest taken in those who brave the dangers of lake navigation. Lighthouses, fog horns, gas buoys, range lights, render the approach and exit from the harbor as safe and speedy as possible.

By Act of the Provincial Legislature, dated April 1, 1899, the Eastern limit of Port Arthur was placed a little over two miles East of the shore line at the foot of Arthur Street, and the described frontage length is over seven and a quarter miles, with, of course, unlimited possible further extension down the bay shore.

From the construction of the Canadian Northern elevator, there has been steady development, until in 1926 the following gigantic structures lined the waterfront: Thunder Bay, Government, Canadian Co-Operative Wheat Producers (two houses), National, Grain Growers, Saskatchewan Pool Terminals (three houses), Parrish & Heinbecker, Stewart, Bawlf and Reliance, with a total capacity of 29,900,000 bushels. There are 1050 employees, and the payroll for 1926 was $1,050,000. During the present season (1927) the phenomenal increase of 8,100,000 bushels storage capacity is under construction, bringing the elevator storage upon the Port Arthur waterfront to 38,000,000 bushels.

The shops and dry dock of the Port Arthur Shipbuilding Company, the fish hatcheries, the Provincial Paper Mills, and the ground wood and new pulp and paper mills of the Thunder Bay Company, make outstanding landmarks upon the extended harbor line.

The front door of Port Arthur presents a striking appearance, with the towering grain elevators, the miles of breakwater protecting the inner harbor, the magnificent Whalen Building, the splendid Prince Arthur Hotel, the Customs Building, the Canadian Pacific and Canadian National Stations, the Publicity Pagoda, the Mariaggi Hotel, the extensive docks and capacious freight sheds, and, in the season of navigation, the great ships at the docks, loading and unloading their cargoes, as well as the continuous passage of vessels, hour after hour, across Thunder Bay. To the most travelled and experienced of voyagers, it is truly a harbor of harbors.

FIRST PERSONS AND EVENTS

First white resident, Frank Brown, Sr., who came from Collingwood in 1857.

First white child born was Jane McEachen, 1861.
First physician, J. A. Macdonald, M. D.
First lawyer, J. Fitzgerald.
First stipendiary magistrate, D. D. Van Norman.
First sheriff, John F. Clarke, M. D.
First Judge District Court, John M. Hamilton, 1884.
First Postmaster, D. M. Blackwood.
First Mayor, Thomas Marks, April 28, 1884.
First President Board of Trade, Thomas Marks.
First house was built in 1857, by Robert McVicar.
First store in 1868, by James Dickson, for Thomas Marks & Co.
First business dock in 1868 by James Dickson, for Thomas Marks & Co.
First hotel by James Flaherty, where the Mariaggi now stands.
First mail service, via Duluth, 1861.
First sod turned on C. P. R. Railway, June 1, 1875.
First railway engine entered Port Arthur May 6, 1877.
First mining location sold, 1860, Walbridge location, to John McIntyre and Duncan McEachen.

gradually came into the trade, calling at what is now the Port Arthur portion of the shore, the river Kaministiquia being dredged later to admit the heavier craft.

When the requirements of Confederation called for the survey of a continuous railway line from Atlantic to Pacific, the rival advantages of Nipigon Bay and Thunder Bay were valiantly championed by their respective admirers, Thunder Bay eventually winning. The first dock in Port Arthur was built half a mile East of Current River, by the Thunder Bay Mining Company. Here was deep water nearer the shore than anywhere else on the waterfront; and the dock was constructed one hundred and eighty feet out, into ten feet depth. It was of wooden piers, filled with stone, and was completed in 1868.

The first wharf for business purposes was just south of the Red River Road, or present Arthur Street. It was built for Thomas Marks, and has long ago been replaced by the extensive passenger and freight dock of the Canadian National (formerly the Canadian Northern) Railway. The building of this wharf, and the erection of the first store-and-restaurant, also for Thomas Marks, marked the business beginning of Port Arthur. Then followed a small Government dock, which was extended 500 feet in 1875-6, and an "L" provided shelter for vessels loading and unloading. In 1882-3, the Canadian Pacific Railway extended this dock for passenger and freight purposes, and the first lighthouse stood upon it, but was later removed to its present position at the entrance to the inner harbor.

The first grain elevator, later converted into a "Hospital Elevator," was built in 1883, at the then north end of the harbor, for the Canadian Pacific Railway, and was the first elevator at the Head-of-the-Lakes. In the same year, the first grain cargo, 10,000 bushels of Manitoba wheat, was loaded on board the steamer "Erin," Capt. J. Clifford, and carried Eastward from Port Arthur across Lake Superior. The shipment was made at the Marks dock, from box cars, by means of wheelbarrows.

There was no breakwater until 1883, and then enterprising citizens entering into partnership with the Dominion Government, brought about the commencement of the inner harbor, by subscribing $25,000 for breakwater construction, Mr. Murdock, C. E., being engineer in charge. The first dredging was commenced in 1877, and still continues. The Dominion Government, since the recognition of Thunder Bay as a Federal Port, has built approximately five miles of breakwater, and dredged wide entrances and an inside harbor with twenty-two feet of water.

The building of other docks marked the growing business of the port, until the selection of Port Arthur as the lake terminus of the Canadian Northern Railway, 1901-2, was followed by the construction of extensive docks and sheds and the erection of a grain elevator which later reached a capacity of 9,500,000 bushels. Mammoth coal docks, a blast furnace, and other freight and steel handling docks marked the rapidly developing traffic of the railway company.

A most valuable addition to the facilities and industry of the harbor was the Western Dry Dock & Shipbuilding Company (now the Port Arthur Shipbuilding Company) at the mouth of Current River. The large lake passenger steamship "Noronic" was built here, and the great freighter known as the "Grant L. Morden," and many other freight steamers, trawlers, tugs, etc., particularly during the days of the Great War. James Whalen, always an energetic and enterprising citizen, did most to locate this big plant in the city.

It has been proven that ice-breakers can, if necessary, maintain an open channel from the lake into the inner harbor throughout the severest Winter. The passage has been opened every Spring season for years, and Thunder Bay is literally awaiting the opening of navigation in the East.

First road, a trail to Dog Lake, 1857, North-West Trading Co.

First Survey Red River Exploring Expedition, July 31, 1857.

First meeting to consider C. P. R. Railway connection, June, 1875, in Hebert's Hall.

First cargo railroad iron from Europe, 550 tons, Capt. J. Clifford.

First cargo grain exported on steam barge "Erin" loaded from cars at Marks' wharf.

First Reeve Prince Arthur's Landing, P. J. Brown, 1873.

First coal landed for shipment to Western points was delivered in September, 1882, by the schooner F. L. Danforth, Capt. Cumerford.

First made Port of Entry, July 1, 1874, with Fort William and Silver Islet outports of it.

First Collector of Customs, Peter Nicholson.

THE TOWN'S DAILY LIFE, 1889.

Town Bell at the Police Station rings at 7, 12, 13 and 19 o'clock, and on Sundays at 11, 18.30 and 19.00 o'clock, for all the churches except the Roman Catholic, which has its own bell and rings at 6, 8, 10.30, 12.00, 18.00, 18.30 and 19 o'clock.

The schools begin at 9.30, the noon recess being one and a half hours, and close at 16.00 o'clock.

Fort William ferry leaves daily at 6.30, 9.15, 13.30 and 16.15 o'clock.

Town Council meets every second and fourth Monday in each month.

Board of Trade Council meets first Tuesday in each month.

Board of Trade meets first Tuesday in January, April, July and October.

Fire Brigade meets every Wednesday at 19.30 o'clock.

C. P. R. Telegraph Office open on week days from 8 to 20, and on Sunday from 9 to 10 and from 16 to 17 o'clock.

There are about 4,000 people in the town, and they keep 117 horses, 140 cows, and 174 dogs.

This year will mark the introduction of Electric Light in the town by the Port Arthur Water, Power & Light Co., President M. Dwyer, Secretary, James McTeigue.

POPULATION STATISTICS
(Village, Town and City Records)

1870	200 to 350
1885	1,500
1891	3,000
1901	3,214
1910	12,862
1911	13,214
1912	14,106
1913	15,654
1914	18,324
1915	15,657
1916	15,224
1917	14,440
1918	15,059
1919	15,094
1920	15,201
1921	15,029
1922	15,681
1923	16,351
1924	17,021
1925	17,388
1926	17,413

This is a view of the Ontario Bank taken in the late 70's, and was the first banking institution of Prince Arthur's Landing. The building was constructed partly of squared logs and stood at the foot of Arthur Street. There were no elaborate vaults in those days, a huge safe sufficing to care for the money and valuables in the Bank's possession. The late D. F. Burk was manager and is seen at the extreme right of the picture. Col. S. W. Ray, who was accountant at that time is shown standing on the top step. On the extreme left is the late Thomas Marks. Standing next him is O. Lalonde. The others in the group are visitors from the East.

Industrial Development of Port Arthur

MINING

The early industrial history of Port Arthur is chiefly marked by mining activity. In 1858, just two years before Wolseley landed, a Mr. Morgan, prospecting for the Montreal Mining Company, discovered silver on a tiny islet, 75 feet long, 45 feet wide, and only eight feet above Lake Superior. This developed into the famous Silver Islet Mine, twenty-one miles from Port Arthur. It produced the handsomest native silver and the richest silver ore, for the vein material mined, that the world had ever seen; and in the fourteen years of its operation yielded metal worth $3,500,000. The Shuniah mine and the Thunder Bay mine were not successful ventures, as may also be said of several others opened on the shores of the bay, within a few miles of the city; but the Rabbit Mountain, Beaver, Badger, Porcupine, Climax, East and West Silver Mountain, were operated in later years, and produced over 2,000,000 ounces of silver, the West Silver Mountain alone producing while in operation 500,000 ounces. The slump in silver values led to their closing, in most cases. For many years, Prince Arthur's Landing, and later the Town of Port Arthur, was substantially a mining community.

The Atikokan Iron Company, owning a deposit of 13,000,000 tons of magnetic iron ore 113 miles West of Port Arthur, built a blast furnace in the town in 1905, which operated for several seasons. At Mattawan, Shebandowan, Loon Lake, and Nipigon ranges, other very large bodies of iron ore have been discovered, which will make history in the mining development of the future.

Gold, silver, lead, zinc, and other properties are being intensely prospected and tested, and old mines de-watered and opened again, all within a hundred miles of the city, during this season of 1927, and new discoveries have been made during recent years.

RAILWAY AND ELEVATOR ACTIVITY

In 1874, when "the railway" was the centre of interest, Port Arthur experienced its first boom. It was taken for granted that the railway would choose this point for its terminus. But the C. P. R. chose Fort William, although the package freight business was carried on for a time at Port Arthur. A dispute eventually arose with the city over the question of taxes. A C. P. R. train was seized, and the company centered practically all its activities at Fort William, leaving Port Arthur almost at a standstill for some years.

And then the energy and resourcefulness of our early citizens showed itself, as afterwards on so many occasions. A railway project was undertaken by the people of Prince Arthur's Landing, and built to Fort Wlliam, for the purpose of carrying supplies from the Landing, at that time the only port on the bay, to the then terminus of the C. P. R. at West Fort William. On the deepening of the Kaministiquia, the road became obsolete, and passed into the hands of the C. P. R. It was built in 1878-9, by a bonus of $35,000 from the Municipality of Shuniah, bearing 7% interest, the first debentures issued in the district.

THE MUNICIPALITY OF SHUNIAH

An Act of Incorporation, passed on the 29th day of March, 1873, gave special rights, powers and privileges to the townships at the head of Thunder Bay to be organized and known as the Municipality of Shuniah; and on the 30th day of June, 1873, the first councillors for the Municipality of Shuniah were elected, and the townships represented were: Pardee, Crooks, Blake, Paipoonge, Neebing, McIntyre, McGregor, McTavish, Thunder Cape, Island Ward, North Prince Arthur's Landing, and South Prince Arthur's Landing.

The Council met for the transaction of business for the first time on July 14th, 1873.   By-law No. 5, defining the various school sections resulted as follows: School Section No. 1, Prince Arthur's Landing; School Section No. 2, Neebing, or Fort William. and the islands in front thereof; School Section No. 3 was described as Thunder Cape and Silver Island.

In March, 1884, the Town of Port Arthur was incorporated out of this Municipality, and consisted of the North and South Wards of Prince Arthur's Landing, and portions of the Townships of McIntyre and McGregor.

The City of Port Arthur was incorporated in March, 1906.

The first Reeve was P. J. Brown, 1873.

The first Mayor of the Town of Port Arthur, was Thomas Marks, 1884.

The first Mayor of the City of Port Arthur was G. O. P. Clavet, 1906.

SPORTING NOTES, 1889

Messrs. Fred Jones and George T. Marks, of Port Arthur, one day trolling off Jarvis Island, caught in six hours, forty-five red salmon trout, of an average weight of six pounds.

Mr. A. S. Wink, Barrister of Port Arthur, in one and a half hours fly fishing on the Nipigon, on July 2, 1888, caught eight trout weighing a total of twenty-four pounds.

THE FIRST NEWSPAPERS

In the Winter of 1874-5, before the advent of railway, telegraph or telephone, some of the inhabitants, desiring to add to the usual Winter amusements of skating, snow-shoeing, tobogganing, and dancing, decided to publish a paper in each village alternate weeks.   The lack of the usual paper, type, press, etc., was overcome by the use of quires of foolscap, pens, and ink; so the "Tri-Weekly Perambulator" appeared in Fort William, and the "Thunderbolt" at Prince Arthur's Landing.   Both were of eight pages, and the Perambulator was sent over the ice and snow to be read at Prince Arthur's Landing, and the Thunderbolt found its way to Fort William.   In both settlements they were eagerly passed around and read.   Newspaper warfare soon developed, the particular contention being the proper site for the terminus of the Canadian Pacific Railway.   Each paper maintained that its site was the only one on Thunder Bay, and condemned the other heartily. The scientific, mining, social, church, and other news was quite creditable. These papers paved the way for the Echo, and later The Times, and the Journal, which were amalgamated into the Times-Journal of today; and in Port Arthur for the Sentinel, which gave way to the Chronicle and the News, united as the present News-Chronicle.

Quiet years followed for Port Arthur, but in 1889 a railway was projected by James Conmee, to connect Port Arthur with Duluth. A grant was obtained from the Ontario Government, and support from other sources, and the railway was built from Port Arthur through the Kaministiquia Valley, the Whitefish Valley, on past Whitefish Lake and to the International Boundary, and slightly beyond. It never reached Duluth, but at that time silver mining was active along its route, and later considerable farming developed. It was also for years a very profitable logging railway, and since absorbed by the Canadian Northern Railway (now the Canadian National) it continues its activity, as the P. A. D., from its original name of Port Arthur, Duluth & Western.

In the meantime, William Mackenzie and Donald A. Mann had been rapidly rising as Canadian railway builders, and they acquired in 1889 the charter of the Ontario and Rainy River Railway, and built this link in the Canadian Northern system, from Port Arthur to Winnipeg. And then Port Arthur's opportunity came. The Canadian Northern Railway made the port its terminus at the lakehead, and from 1901 a great period of development followed, the road later becoming one of Canada's transcontinental railways.

In the section dealing with Port Arthur harbor, we have outlined the building of the first docks, breakwater, etc., and from these beginnings the development of the port has proceeded, particularly since the Canadian Northern (now Canadian National) selected Port Arthur as its terminus. The city is on the main line of the Canadian National Railway, with boat lines to Sarnia, Detroit and Duluth; of the Canadian Pacific Railway with boat lines to Port McNicol; and numerous lake freight lines operate to the port. Hundreds of men are employed in the trans-shipment of freight at the docks, from the boats to the cars for the Canadian West; and railway operations called for 316 men, with a payroll of $431,800, in 1926, when the cars handled were 153,620. The first grain elevator has led the way for the fourteen of today, with 29,900,000 bushels capacity, 1120 men employed, and an approximate payroll of $1,030,000; and the year 1926 saw 175,000,900 bushels of grain handled, or 4,500,000 tons. In 1927, a very large increase in storage capacity is being made, totalling 8,100,000 bushels, and bringing the Port Arthur grain elevator capacity to 38,000,000 at the end of the present season.

LUMBERING AND SAW-MILL DEVELOPMENT

A saw-mill was established in 1886, by Richard and William Vigars, and a planning mill in 1888, by Graham, Horne & Co. These gave employment for many years. The Pigeon River Lumber Company, after moving to Port Arthur, in 1898, sent hundreds of men to their camps every season, and operated a mill in the town employing over one hundred. For years this was the chief industry, but the mill was closed a few years ago. The company still conducts a lumber business, however; and the Pigeon Timber Company employs hundreds in its pulpwood camps.

There are at present in Port Arthur sixteen timber contractors: Charles Greer, Thomas Falls, C. W. Cox, Don Clark, Joseph Greer, E. E. Johnson (Pigeon Timber Company), New Ontario Contracting Co., J. A. Stewart, Russell Timber Company, John Kallio, Emil Krobeck, Kust Justin, The Scott Lumber Company, Hammermill Paper Co., the Newago Company, and Western Contracting Company. In 1926 these employed 4,105 men in Winter, 1006 in Summer, and produced 1,150,000 ties and 325,000 cords of pulpwood, the total payroll being $3,584,100.

Lumber companies operating in the city are: Thunder Bay Lumber Co., Francis Lumber Company, Pigeon Lumber Co., J. H. McLennan, and Hogan Lumber Company.
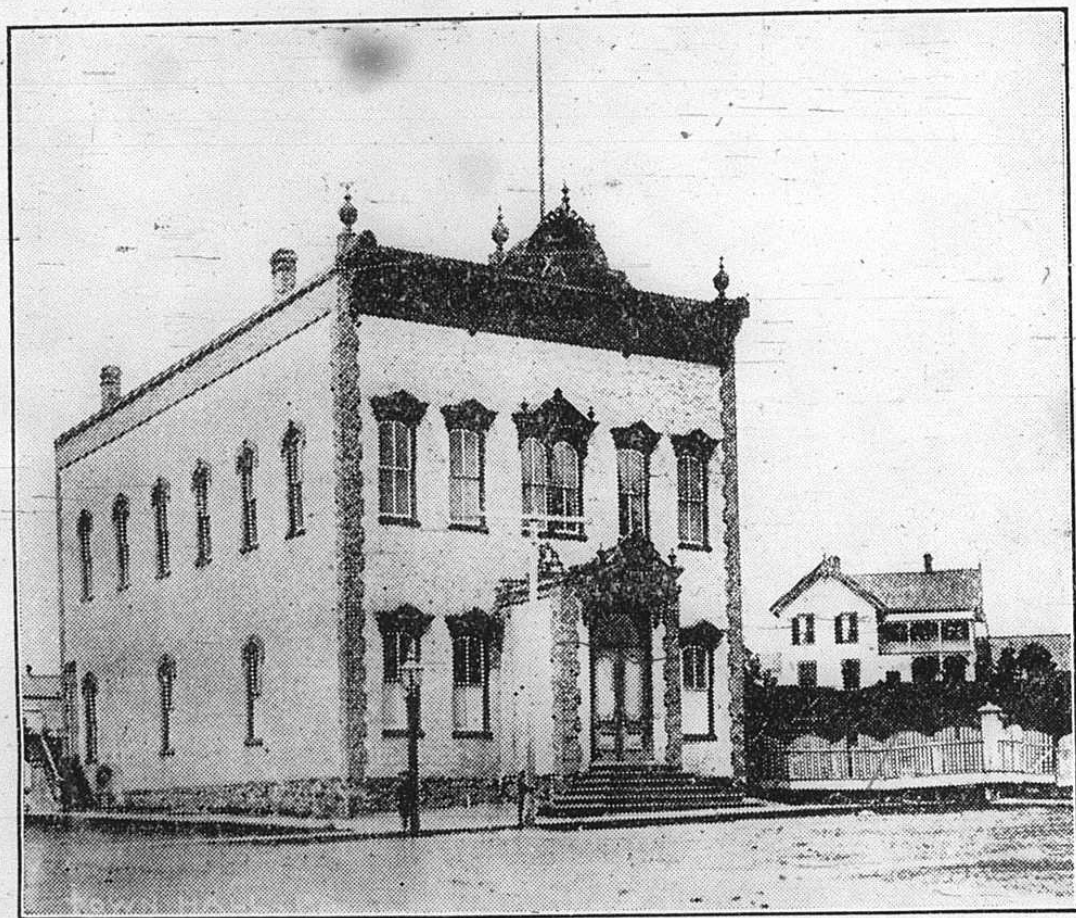
Many of the earlier citizens and some of the later ones will remember the Town Hall as it appeared in this picture. It was located on the corner of Arthur and Court Streets and constructed of white brick veneer. When the Anglican Church was destroyed by fire and before the Presbyterian Church was constructed those congregations worshipped together in the building. On top of the vestibule was the "Town Bell," which rang as a curfew; to call parishioners to worship and for fire alarms. The lamp at the left hand corner of the picture is of the old oil variety. In this building many Port Arthur people saw their first moving picture. The hall had a stage and many of the old time melodramas were enacted by travelling companies. The upper floor was used as the home of Masonry. The building was burned more than fifteen years ago.

The Thunder Bay Pulp & Paper Company located at Port Arthur in 1921, erecting a ground wood mill, and its output in 1926 was 120 tons daily. During 1926-7 this company has been constructing a pulp and paper mill which is costing approximately $3,000,000, and which will open in July, after which the plant will manufacture 125 tons of paper daily; and the total capacity of this mill will be 500 tons.

The Woodside Bros. foundry and macine shop opened in 1883, is operating to day, and other industries in Port Arthur, not enumerated above, employ 400 men, the total men employed in all activities, 1926, being 6,691, with an annual payroll of $6,605,800.

PORT ARTHUR SCHOOL HISTORY

At Prince Arthur's Landing, prior to the organization of the Municipality of Shuniah, a private school was opened by Miss Alice Warner. It was conducted at her own residence, on South Water Street, near the corner of Pearl Street. Miss Warner taught about eighteen pupils.

The Landing was No. 1 School Section of the Municipality, and James H. Woodside, John Park, and W. C. Dobie were the first school trustees. Mr. Dobie served continuously as a trustee, until he resigned, thirty years later.

After organization of the School Section, the trustees rented a small house on Park Street, and engaged Miss Warner to teach, with about twenty-five pupils on the roll. The salary was three hundred dollars. A second school was opened later, upstairs over a blacksmith shop, on the "Government "Reserve A", near the corner of Cumberland and Van Norman Streets, on what is now part of the site of the Prince Arthur Hotel. About thirty pupils attended.

In 1874 the trustees decided to make a change, and they rented the basement of the Methodist Church, corner of Waverley and Algoma Streets. The pupils from both the other schools were brought together here.

Within the year, 1874, the trustees obtained a grant of $1,000 from the council to build a school. It was built where the Central School now stands, upon a site of two acres granted by the Provincial Government. It had two large rooms, one above the other; and the upper room was reached by a covered stairway, at the rear. Mr. Dobie handed the check for $1,000 to Mr. Neil S. Shaw, contractor, in 1875, and received in return the key of the building. It was moved about 1900 to its present site on Arthur Street, next door to the Bapist Church, where it is still doing duty, as a private residence. Mr. J. A. Stewart was the first principal at Central School.

About 1884 a front addition, of brick veneer, was added to the two-room school, making a total of six rooms. The salary of the principal was, Mr. Langrill, $500, and the other teachers $350.00. When the frame section, was removed, about 1900, another addition of eight rooms was built.

In 1905, the St. James School was built, with four rooms, but additions have brought it to 14 rooms at present. In 1907 Cornwall School was built, with four rooms, but additions have increased it to 14 rooms. In 1911, Prospect School was built, with 12 rooms, as today. In 1921 Current River School was built, with two rooms, in 1924 one was added, and in 1926 the fine modern school (six rooms and hall) was built. In 1919, Pine Street School was built, with 8 rooms. Old Hill School was moved to Oliver Road (two rooms) in 1920. In 1925, Shuniah School (modern, with four rooms) was built. The attendance at Port Arthur Public Schools in September, 1927, was 2,896, and there are seventy-two teachers.

PORT ARTHUR SHIPBUILDING COMPANY

In 1916 this company succeeded the Western Drydock & Shipbuilding Company, established in Port Arthur in 1909. Its property consists of one hundred acres, situated inside the permanent breakwater. The plant is one of the most modern on the Great Lakes. It possesses a concrete drydock, with steel gates, capable of accommodating a ship 690 feet long. The first boat was launched in 1912, but since that time the two companies have delivered forty-four boats, including the 15,000-ton freighter "Grant Morden" and the Northern Navigation Company's flagship "Noronic". The company has in recent years been active also in the manufacture of pulp mill machinery and heating boilers, both of which products are being shipped East and West of Port Arthur.

HYDRO-ELECTRIC POWER DEVELOPMENT

Port Arthur was a pioneer in the municipal ownership of public utilities, and in 1899 purchased the plant of the Port Arthur Water, Light & Power Company, at a cost of $15,000. The generating station was located on the shore of the bay, near the present site of the Canadian National Elevator.

The growth of the town and the need for larger quantities of power, led to the development on Current River, 1901-2, at an initial cost of $60,000; and further development on this river brought a total of 3,000 horse power. Current River possibilities, however, were soon exhausted, and from January 31st, 1910, to December 20th, 1920, power was purchased, through the Ontario Hydro-Electric Power Commission, from the Kaministiquia Power Company, which had installed its plant in 1905-6, and was supplying the city of Fort William from the development at Kakabeka Falls. The power taken from the Kam. Company increased from 2000 h. p. in 1910, to 6,950 at the end of 1920, which was in addition to the supply from the Current River development.

After Current River and Kakabeka Falls, the nearest possible supply of a considerable block of power was the Dog Lake site, with an estimated 18,000 horse power; but after some expenditure there for a regulating dam, by the Ontario Public Works Department, the larger prospective demand led the Hpdro-Electric Commission and the City to turn to the Nipigon River for an adequate supply for the future, which would stabilize the communities and industries at the Head of the Lakes that were dependent upon power as a prime industrial necessity. Both Fort William and Port Arthur had amply demonstrated what enterprise, resource and application on the part of their citizens could accomplish. The Commission, as well as the authorities of the Twin Cities, believed that it would be but a short period before there must be still more power available. And so the first units, 25,000 horse power, were installed on the Nipigon in 1919-22; the second units, 25,000 h. p. followed in 1924; and the third units, 25,000 h. p., in 1925, making 75,000 h. p. already developed there, and 50,000 h. p. now under installation.

Electrical energy used by Port Arthur consumers increased from 7,000 h. p. in January, 1921, to 28,000 h. p. in December, 1926, and will be 35,000 h. p. in December, 1927.

PULP AND PAPER MILLS

Port Arthur had for many years been engaged in the export of pulpwood from the great areas of spruce forests adjacent to the city, but it was not until 1916 that the first plant for the manufacture of pulp was established, that of the Port Arthur Pulp & Paper Company, now the local plant of the Provincial Paper Mills. Since its first unit of eighty tons, this company has expanded, until in 1926 its employees numbered 300, its output 35 tons of paper and 100 tons of pulp per day; and proposed expansion in 1927, 100 tons paper and 160 tons pulp.

SEPARATE SCHOOLS

Separate School pupils were first taught in Port Arthur by Rev. Father Hamel, at St. Andrew's Rectory, and later on they were taught in the vestry of the old St. Andrew's Church. The present St. Andrew's School was built twenty-five years ago, with eight rooms, and two rooms were added in 1925. St. Joseph's School was built in 1912-13, with four room capacity, and two have recently been added; while St. Teresa's School, at Current River, built in 1927, has a first-unit capacity of two rooms. The three Separate Schools have a teaching staff of nineteen and an aggregate attendance of about eight hundred pupils.

HIGH SCHOOL AND COLLEGIATE

In 1887 the Old High School (four class rooms) was built, Dr. Law being the first headmaster. Principal Howell, the present Collegiate principal, commenced his duties in 1904. In 1909, the Collegiate Institute, comprising 10 classrooms, assembly hall, library, etc., with gymnasium adjoining, was built and equipped. The crowded condition of the Collegiate building made the removal of the Commercial Department to the Old High School building necessary, in 1924, at which time it was brought under the Technical Branch of the Provincial Department of Education. Under the same department, evening classes were commenced in 1913, and the attendance has increased, until the evening enrolment reached 305 this year. In 1925 four new rooms were provided on the third story. There are fifteen teachers on the staff in 1927, and 439 students in attendance.

It is expected that an increase of two hundred students will be witnessed in September, 1927. The overcrowded condition of the Collegiate and the need for technical education, has led the Board to commence definite negotiations with the Government and the City Council, to establish at least the first unit of a Technical School in Port Arthur during the coming year.

OUTLINE OF SPORTS—VILLAGE, TOWN AND CITY.

Sports, from a humble beginning, nearly half a century ago, have in Port Arthur grown to such an extent that today our athletes are recognized as the equal of any in Canada; and Canadian athletes of late have been playing a considerable part in North American and world activities.

Inter-city rivalry, the thrill of competitive sports with Fort William teams, has been a big factor in the development of sport at the Head of the Lakes.

Forty years ago and more, lacrosse teams were playing a good brand of the game. Curling took place on open-air sheets, and later enclosed rinks were built. Baseball, of a scratch variety, was a popular diversion on Summer evenings. There were occasional foot races, these generally taking place at picnics and similar gatherings.

Three sports which are not now active, were much enjoyed: A considerable "mosquito fleet" of sailing yachts was owned by citizens, and races took place frequently; in the Winter the ice on the bay was often without snow and smooth for weeks, and the popular diversion was ice-boating, a number of fast boats being owned in the city; skating on the bay was also popular with young and old alike. In the Summer time also, a roller-skating rink was a rendezvous of many.

Twenty years ago sports had somewhat advanced. Port Arthur won the lacrosse and hockey championships of the West, but failed in games for the Canadian title. Horse racing, on track in Summer and on the ice of the bay in Winter, was popular with lovers of harness events.
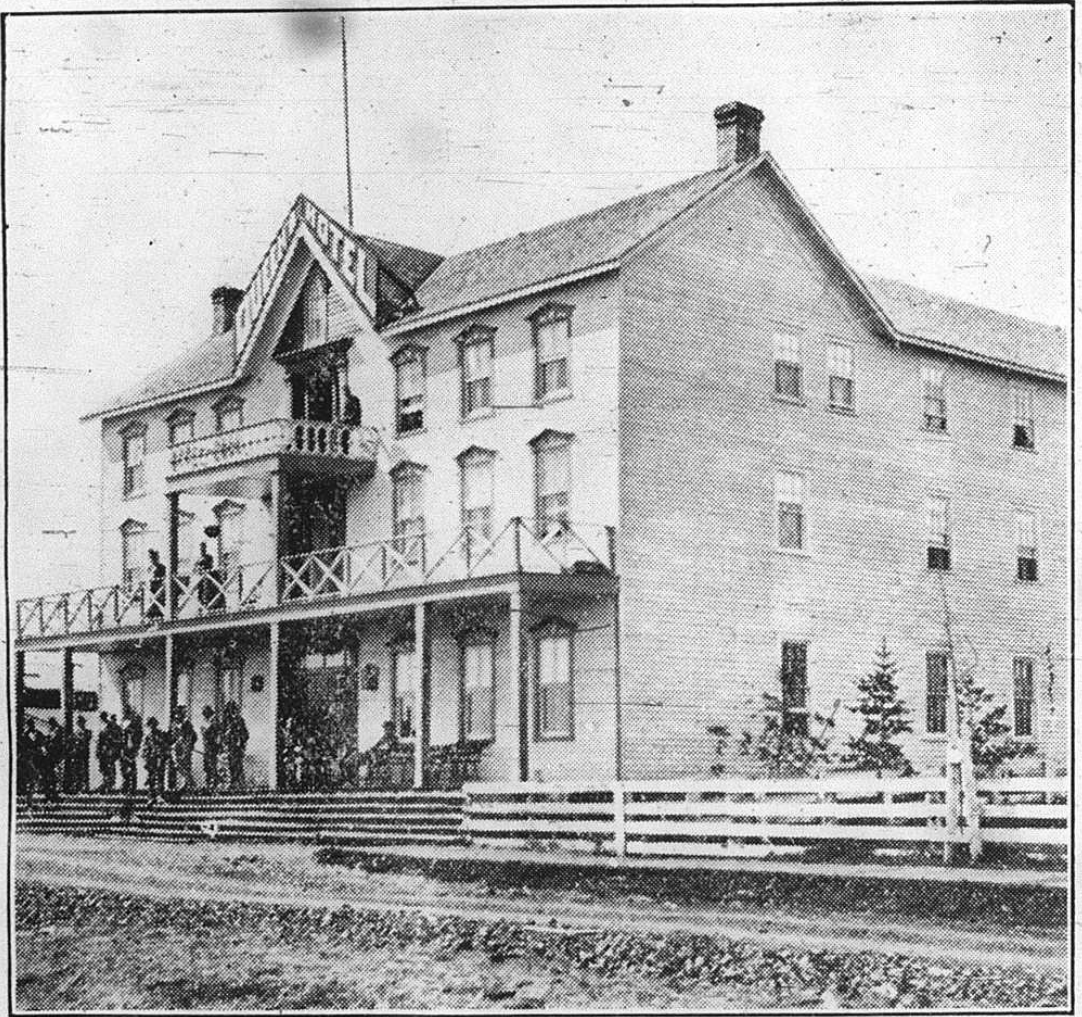
The Queens Hotel of the 70's, one of Prince Arthur's Landing's finest hotels. It was owned by the late Mr. Flaherty and was one of the largest on Lake Superior, and cared for many prominent personages of that time. The Queens was located on South Water Street where the Mariaggi Hotel now stands. It was burned in the early 80's and a traveller named Mc-Pherson was burned to death in spite of heroic eiorts of townsmen to rescue him. The roadway along the front shows how little "vehicular" traffic there was when the above picture was taken.

In 1887, Rev. C. J. Machin, a Doctor of Music, organized the first Philharmonic Society, and for some years directed it, with great benefit to many of the singers and musicians of that day. Comparatively speaking, there was at that time a fine enrolment, and many excellent musicians.

In 1910 a Philharmonic Society was again organized, and in 1911, 1912, 1913, 1914 and 1915 concerts were given at Fort William; in 1916, Mendelssohn's "Hymn of Praise," in 1917, Handel's "Messiah," and in 1918, Mendelssohn's "Elijah" were presented in Port Arthur. The Society has been very active since that time, giving in 1927 a concert consisting entirely of compositions by the conductor, B. Gunton Smalley, one of which, the cantata Nanna Bijou, had won second prize in its class at the Musical Festival in Winnipeg. Every concert but one has had full orchestral accompaniment.

In January of the year 1924 the Port Arthur Women's Choir was organized, the spirit animating the movement favoring a continuation of the musical activity and choral development of earlier days. It was organized because of the opportunity to study singing under Mr. Wilfred Coulson, and to be an organization responsible for the bringing of artists and the best music to the notice of the public. The Choir gave two concerts a year, six altogether, five with outside artists, including the Hart House Quartette, Mr. Campbell MacInnes, and Mr. Vladimir Rosing.

In May of 1925, the Choir travelled to Winnipeg at its own expense and captured the Birks Shield, as the winners of the "A" Class Women's Choirs. The Choir successfully defended the shield in 1925, also winning on that occasion the St. Cecelia Shield, awarded for "B" Class Women's Choirs. In 1926, Mr. Coulson moved to Winnipeg, but the Choir is still an active organization as a study class under the direction of the President, Miss Margaret Crooks.

In 1927, the first district-wide musical festival was held at the Head of the Lakes, with such marked success that it will undoubtedly begin a period in the musical history of the future.

There are many other active musical organizations, the Scottish Children's Choir and the Junior Choir, reaching a total of two hundred and fifty voices, under the direction of Mr. C. E. Colvin.

PORT ARTHUR HOSPITAL DEVELOPMENT

In August, 1881, at the request of the late Bishop Jamot, of Peterborough, five Sisters of St. Joseph, from Toronto, arrived in Port Arthur. Their principal object in coming was to take charge of schools.

In 1883, the Sisters erected a wing on the north side of the Convent for the purpose of opening a select school. Owing, however, to construction work on the Canadian Pacific Railway, there was urgent need for a hospital. For this purpose the Sisters gave the new wing of the Convent, which was nearing completion.

In the Spring of 1884 a site was given by the Government for a new hospital. The Sisters at once put up a two-story building, containing four wards and a few private rooms. In 1890, it was found necessary to enlarge the building; and a wing, facing the lake, was built. In 1904, quite a large addition was made. Finally, in 1914 a further demand was felt for increased accommodation, and the work on a new wing was begun. This was finished and opened in 1925. It is a four-storey building, modern in every detail. On each storey there is a number of public and private wards, as well as sun-parlors for both classes of patients. The fifth storey, in part, is used for Operating Room Plant, which is modern and unsurpassed in every detail.

Among the hospitals in Canada and the United States, St. Joseph's ranks as a standard hospital.

Well organized baseball, football, and lacross teams functioned; and the calibre of play in these leagues was fully as high as today. In fact, in some branches there is room for argument as to whether it was not higher. The teams practised more; and, as a consequence, played a high type of game.

About 1910, when the Lake City Hockey Team, which had won many notable victories for Port Arthur, disbanded, amateur hockey was introduced. At first, attendance at the games was small; but as years went on the calibre of play became almost on a par with that of professional sextettes, and drew patronage accordingly. Many times Port Arthur figured in the Allan Cup playdowns, with considerable success; but it was not until 1925 that the first Dominion honors were won by the Port Arthurs, on Winnipeg ice, in the well-remembered Allan Cup finals of that year. In 1926, following a series at Montreal and Toronto which will stand for an all-time record in amateur hockey, the Ports repeated against their 1925 foemen, the Toronto University Hockey Team.

Names which will forever be associated with the winning and retention of the Allan Cup for two years are Lorne Chabot, Gordon Wilson, Bill Brydge, Alex Gray, Wilf L'Heureux, Albert Pudas, Danny Cox, Bobby Connors, Art Chapman, Benny Ward, Ted Whalen. D. J. Cowan and A. G. Pounsford were Presidents for the two seasons, while the team owed considerable to the able work of Secretary-Treasurer J. J. Hickey. Coach of the Allan Cup winning team was Eddie Carpenter, who also had the distinction, along with Jack Walker, another product of Port Arthur's earlier days in hockey, of helping win a world's professional championship for the Seattle, Wash., team.

Not only in hockey has the calibre of play become of the highest. Boxing and wrestling have been developed to a high state of excellence; and this city has twice won the light-weight wrestling championship through the stellar work of Karl T. Maki. He is the present holder of the title, and a likely representative of Canada at the 1928 Olympics.

Never before since the first settlement has the standard of today in athletics been reached. Scores, nay hundreds, of Port Arthur men and boys are taking part in the following activities: Hockey, baseball, soccer, lacrosse, track and field work, curling, alley bowling, lawn bowling, golf, tennis, canoeing, crew racing, softball, rugby, basketball and gymnastics. Girls and women are also quite active in the games of their choice.

A very fine hockey rink, the Port Arthur Arena, was built in 1924.

The old Y. M. C. A. was re-organized last year, 1926, as a Community Athletic Centre, and the reputation of the Port Arthur "Y" is being well maintained in every type of gymnastics and physical culture. Practically every known variety of sport can be, and is, played in the invigorating climate of Port Arthur.

MUSIC IN PORT ARTHUR

The standards of musical development have been continually advancing, with the general standards of community life and prosperity, and church choir music has of late years been excellent.

Delightful orchestral music is also anjoyed, and for years Port Arthur has not been without two brass bands and a pipe band. Hundreds of young people are studying music, and may be met going to and fro from the studios with their instruments and music cases, which speaks well for the higher standards of living and culture, following the days of the pioneers at the Head of the Lakes. The high level of individual talent is also quite marked, in vocal and instrumental music.

PORT ARTHUR GENERAL HOSPITAL

The Ladies' Aid of the General Hospital was organized in 1904, and later purchased the site for the hospital at a cost of $3,000; and during the first four years raised $11,200 in addition, which was handed to the Board of Governors for a building fund. At a later date the Ladies' Aid furnished the hospital, with the exception of private wards furnished by individuals. The hospital was commenced in 1906, and opened on Victoria Day, 1909. Superintendents have been, Miss Easton, 1909-10, Miss Cade, 1910-12, Miss Patterson, 1912-1915, Miss Blackmore, 1915-17, Miss McKinlay, 1917-20, Miss Daw, 1920-23, Miss Oliver, 1923 to date.

The hospital is provided with very spacious sun porches and balconies, and in 1924 the Masonic Orders of the city installed a complete X-Ray equipment at a cost of $4,000.

At present the need of a new General Hospital is so keenly felt, that there is a strong committee of citizens working on the plans, site, and finances for a new building, which they hope will be commenced this year.

FORT ARTHUR CHURCH HISTORY

EARLY JESUIT MISSIONARIES

It was not till long after the first Jesuit missionaries had carried the good tidings of Christ and His teaching to the natives living along the shores of Lake Superior, that there was any permanent establishment in Port Arthur. As early as 1848, it is true, a Mission had been founded in West Fort William by Father Fremiot, S. J., who was shortly afterwards joined by Father Jean Pierre Chone, also a Jesuit. The former laboured amongst the Indians in the vicinity of the Mission House, while the latter went up and down the lakeshore and into the wilderness in his endeavours to convert the pagan Indians to Christ.

Dominic du Ranquet, a French nobleman, had given himself to the service of the Church and with his superior's consent elected the arduous and hazardous Indian missions for his life work. For twenty-six years he laboured amongst the natives of these parts.

Coming to Silver Islet in the early seventies Father Richard Baxter devoted himself to the spirtual needs of the miners and other workmen.

Intrepid missionaries who are still remembered are Fathers Baxter, Herbert, Beaudin, Nadeau, Lamarche and Dugas.

ST. ANDREW'S R. C. CHURCH

The present church property at the corner of Arthur and Algoma Streets was secured in 1873 and in the following year the first church and rectory were built. In 1881 the church was burned to the ground. Priests from the Mission at West Fort conducted services in the first church till 1877. Father Vary, S.J., was appointed first resident Parish Priest. He was succeeded by Father Peter Hamel, S. J. Then followed Fathers Henry Hudon, S. J., Chartier, S. J.; John Connolly, S. J.; Daniel Donovan, Oliver Neault, Joseph Grenier and John F. Cox, who was succeeded by the present incumbent, A. J. Primeau, S. J., in August, 1925. At different times during these years the following were assistants: Fathers E. J. Devine, Alfred LaRue, T. Caisse, G. Artus, O. B. Devlin, John MacDonald, A. Ragaru and J. L. Cotter.

In 1925 the new church at the corner of Arthur and Algoma Streets was opened. The old church is now used as a Parish Hall.

METHODIST CONGREGATION IN PORT ARTHUR ESTABLISHED IN 1872
(Now Trinity United Church)

"Prince Arthur's Landing, a village on Thunder Bay, North of Lake Superior, District of Algoma, Ontario, 1872-1875, William Halstead, Minister in charge."
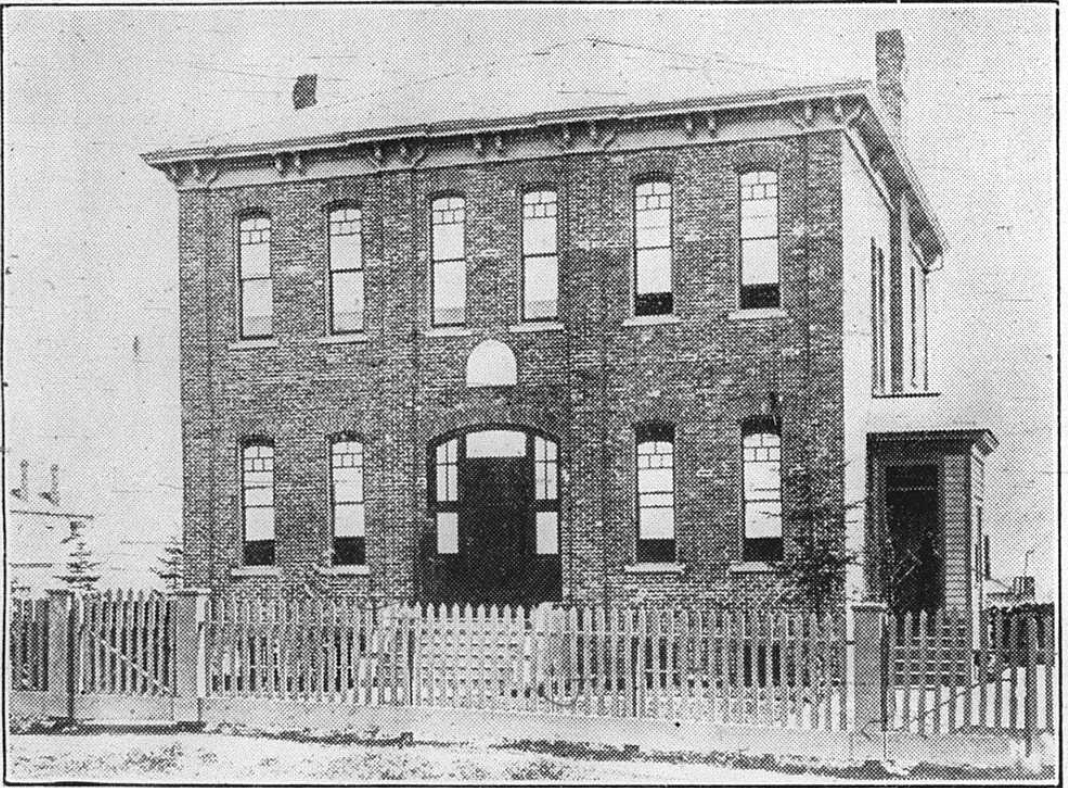
The first unit of St. Joseph's Hospital, constructed during the building of the Canadian Pacific Railway through Prince Arthur's Landing. The building has been added to from time to time until today there are few hospitals in Ontario to equal it. As today, the first hospital was operated by Roman Catholic nursing sisters.

Rev. A. T. Makeling arrived June, 1890, and was followed by Rev. Joshua Roberts and Revs. B. W. Merrill, J. C. Irvine, W. Daniel, W. E. Bowyer, W. H. Rock, H. S. Sneyd, and E. W. Parsons.

The present First Baptist Church, on the corner of Algoma and Court Streets, was erected under Mr. Parson's pastorate, and opened by Rev .G. H. Sneyd. He was followed in March, 1907, by Rev. E. J. Bingham, Rev. A. P. McDonald, Rev. H. R. Nobles, Rev. P. C. Reed, who is the present pastor.

THE SALVATION ARMY

Captain E. Milner opened the Army work in Port Arthur in the year 1893. The first hall used by the Army is the same building that is now known as, Campbell's Butcher Shop on Arthur Street. They later moved into a building where the Colonial Theatre now stands. This they used until the present hall on Park Street was built in 1905. Captain and Mrs. S. McKinley are now in charge.

The Red Shield Hostel, corner of Pearl and Water Streets, was purchased by the Salvation Army in 1919. Captain S. Stewart, who is now in charge of the social work for Alberta, was then in charge. The Army paid $22,000.00 for this building and has since spent in repairs and improvements about $4,500.00. Major and Mrs. George Weir are now in command.

FINNISH LUTHERAN NATIONAL CHURCH

The first Finnish people came to Port Arthur to live about the year 1882, but the numbers were small; and the first Finnish Church was established in 1895. The church building was erected on the present site, 264 Wilson Street, in 1898. The building was much improved in 1900, by the building of a basement; and the present manse was also built in that year, and a basement added later. It is the intention of the congregation to erect a brick church at an early date, and this will probably be commenced during 1927 or 1928 at latest.

Rev. Ohde was the first Finnish minister in Port Arthur, followed by Rev. J. H. Hemonen. In 1909 Rev. Peter Wuori came and ministered until 1914. Rev. John Urpilanen followed him, and was in Port Arthur until 1916. Then Rev. Jacob Hirvi, the present pastor, assumed the charge of the Finnish Church of today.

CHRISTIAN SCIENCE

Christian Science was started in Port Arthur in 1903, with three Christian Scientists holding regular meetings in their own homes. They grew in numbers, and finally organized as a Christian Science Society in 1908, and established as the First Church of Christ Scientist in 1914. A church building was erected at Ambrose and Ross Streets in 1922. The first service was held November 5th, of the same year. Free of debt, it was formally dedicated on January 6th, 1924.

The Church also maintains a free reading room at No. 10 Walsh Building, where the Bible and all authorized Christan Science literature may be read, borrowed or purchased.

NORWEGIAN LUTHERAN CHURCH

The first Norwegian Lutheran Church of Port Arthur, was organized in February, 1907.

Name of the first pastor, Mr. Olaf Grefthen.

Other regular pastors, Mr. S. R. Christensen, Mr. A. O. Bjerke, and since 1923 Mr. S. Fladmark.

During the first year of his pastorate, in 1872, a modest, but comfortable frame church building was erected. This was the first church built in the village and was used for worship by the Presbyterians as well as the Methodists.

The first Methodist Church in Port Arthur was replaced by the stone church building on the corner of Algoma and Waverley Streets in 1904-05. The parsonage occupied by the pastor was erected in 1904.

There follows the list of ministers from 1872 until the present time:— 1872-1875, Wm. Halstead; 1875-1878, Wm. Hicks; 1878-1881, J. W. Cathcart; 1881-1884, O. R. Lambly; 1884-1885, J. A. Chapman; 1885-1888, Robt. Cade; 1888-1889, J. W. McClung; 1889-1892, A. W. Ross; 1892 to 1896, John McLean; 1896 to 1900, J. W. Saunby; 1900 to 1904, F. A. August; 1904 to 1908, J. C. Walker; 1908 to 1912, J. W. Churchill; 1912 to 1916, G. K. B. Adams; 1916 to 1920, C. W. Brown; 1920 to 1925, W. A. Reid; and Rev. D. R. Patterson since 1925.

ST. JOHN'S (ANGLICAN) CHURCH, PORT ARTHUR

The first church was built and occupied August 25th, 1873. Rev. C. B. Dundas, 1873-1877; Rev. J. Kerr McMorine, 1877-1885; Rev. C. J. Machin, 1885-1894; Rev. W. C. Bradshaw, 1894-1895; Rev. J. W. Thursby, 1895-1905; Rev. C. W. Hedley, 1905-1917; Rev. J. Leigh, 1917-1919; Rev. F. S. Culloton and Rev. J. F. Southam, each temporarily in charge to fill vacancy until next clergyman appointed; Rev. Eric Montizambert, 1921-1926; Rev. P. Steed, present incumbent.

Memo.—First structure destroyed by fire in 1882 and rebuilt in 1885.

ST. PAUL'S PRESBYTERIAN CONGREGATION
(Now St. Paul's United)

On July 8th, 1873, Rev. John Black of Kildonan, conducted first service for Presbyterians in Providence Methodist Church.

The following ministers have since been in charge, viz:—1873 to 1880, Rev. Donald McKeracher; Session Clerk, Robt Maitland. 1881 to 1885, Rev. James Herald; Session Clerk, Robt. Maitland. Jan.-May, 1886, Rev. John Hogg, D. D. (supply); Session Clerk, Robt Maitland. Aug. 1886 to March 1893, Rev. John Pringle, D.D.; Session Clerk, Robt Maitland. June 1893 to Oct. 1911, Rev. S. C. Murray, D.D.; Session Clerks, J. A. Stewart and John Ritchie. Dec. 1911 to Feb. 1917, Rev. Andrew Reid; Session Clerks, J. A. Stewart and John Ritchie. March 1917 to July 1921, Rev. A. W. McIntosh, B. D.; Session Clerk, N. C. Lunan. Sept. 1926, Rev. Andrew Roddan; Session Clerk, N. C. Lunan.

Places of Worship: 1873—Providence Methodist Church; 1874 to 1882—Frame Church now 9 Court St. South; 1882 to 1884—The Town Hall; October 1884 to February 1914—St. Paul's Church, Secord and Waverley Streets; March 1, 1914—New St. Paul's Church, Waverley Street.

June, 1923—(Congregation's Jubilee Year)—St. Paul's was honored as the place of meeting of the General Assembly of Presbyterian Church in Canada.

June 10, 1925—The Presbyterian Church in Canada united with the Methodist and Congregational Churches, and St. Paul's congregation (having concurred therein) became likewise a part of the United Church in Canada.

FIRST BAPTIST CHURCH

The first Baptist minister in Port Arthur was the Rev. R. Garside, in 1885. Services were held in the Town Hall. When Mr. Garfield left, the Rev. F. T. Tapscott came to Port Arthur, and ministered to the church from October, 1885 until May, 1890. During Mr. Tapscott's ministry the Old Baptist Church building was erected on the corner of Cumberland and Van Norman Streets, where the Lakehead Engineering Company is now located. This church was erected in 1886.

Serving temporary during vacancies, Mr. I. L. Kvam, Mr. L. C. Jacobsen, and Mr. H. Jensen.

The Church building was bought from the Anglicans in 1912.

SCANDINAVIAN BAPTIST CHURCH

The Scandinavian Baptist Church was established in Port Arthur in 1905, and the church building at 68 Secord Street was erected in 1909. The first pastor was Rev. Paul Johnson, followed by Revs. A. J. Peterson, Samuel Mammarstrom, J. Olander, N. Grondahl, Axel Carlson, J. O. Johanson, Reynold P. Lund, and P. O. Ekstrom, who is the pastor at present. There are about fifty members and three preaching stations: Port Arthur, Slate River, and Stanley. There is an active Ladies' Aid.

ST. MICHAEL AND ALL ANGELS, CORNER OF RED RIVER ROAD AND WINDERMERE

ST. MARY'S, BRENT PARK

ST. GEORGE'S, CORNER OF ALGOMA AND McINTYRE STREETS

The first service held in St. Michael and all Angels was on Sunday, June 16th, 1907. During the Spring of '07 the men of the district, with the assistance of some help from St. John's, built the building which still stands today, situated in the old St. John's cemetery. This cemetery has not been used since the new Riverside Cemetery has been opened and the majority of the bodies were removed; but it is one of the historic spots of Port Arthur.

St. Mary's, Brent Park, was built in 1910 by the combined work of the Anglicans of the district and St. John's.

St. George's was also built in a similar way in 1910, on Egan Street, between Algoma Street and Shuniah Road. It was not till February, 1924, that the Church was moved to its present site.

The Rev. T. V. L'Estrange was the next priest-in-charge, coming in July, 1920, and staying till June, 1922.

Rev. Keppel W. Hill came in May, 1924, and has now charge of the Parish of St. George, St. Michael and St. Mary.

KNOX UNITED

In 1909, this church was established as a mission of St. Paul's Presbyterian Church, with Mr. D. M. Ray as missionary. He was succeeded by Rev. C. N. McKenzie in 1911. Rev. J. A. Moir came to Knox in 1914, and was followed by Rev. N. McLeod, who left in 1920, and gave place to the present incumbent, Rev. R. H. Fotheringham.

The original building has twice been enlarged. The first addition being made in 1914 and the second in 1923.

In May, 1920, the manse at 289 Wolseley Street was purchased.

In 1918, a Sunday School was organized at Current River, Mr. W. B. Hurrell is Superintendent at present and the Reverend Beatty is pastor.

ST. ANTHONY'S ROMAN CATHOLIC CHURCH

The first building of St. Anthony's Church was erected in 1912, under the pastorate of Rev. Francis Crociati. Father Vincent Julian came to the church in 1914, and the first church was burned in the following year. Father Dominic Tomaselli came in 1915, and the new St. Anthony's Church was commenced in that year and completed in 1918, and is free of debt. The fine new Rectory was built in 1923-1924. The bell of the church was donated by Mr. Albert Guerard, the main altar by Mr. and Mrs. B. O. Farmer, the altar rail of marble, by Mr. Amedeo Minoletti.
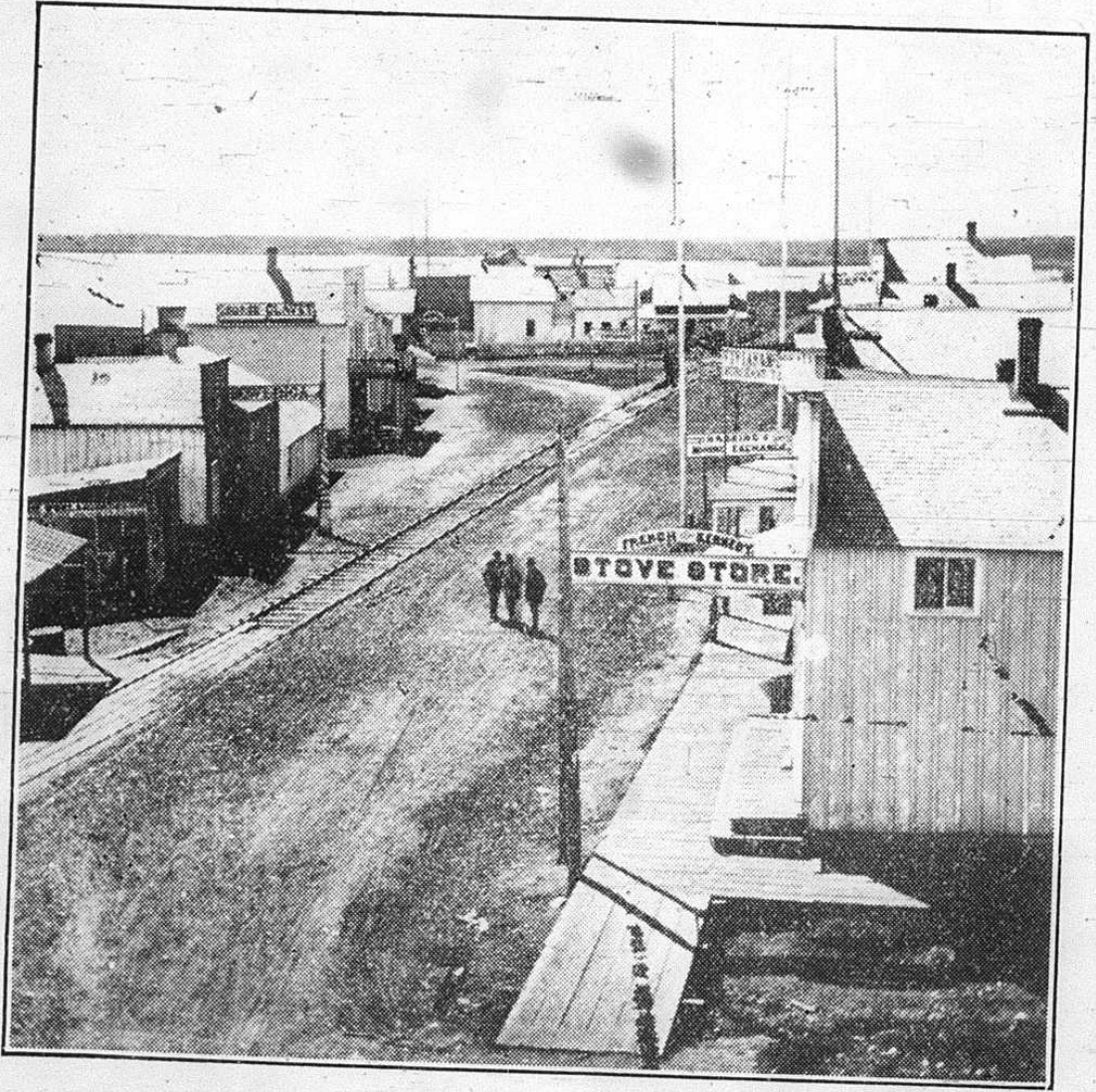
This is a view of South Water Street, the principal business street of Prince Arthur's Landing, taken in the early eighties before the construction of the Canadian Pacific Railway. The railway line shown in the picture is that of the Prince Arthur's Landing & Kaministiquia Railway Company, and was built by the Municipality of Shuniah at a cost of $35,000, and was to connect with the "end of steel" of the Canadian Pacific Western line at Westfort. It was an ambitious undertaking, but the only rolling stock that ever went over it was a hand-car. The rails were of a poor grade and when the C. P. R. was built the road was scrapped, although attempts had been made to sell it to the new company. Some of the businesses on the street were: French & Kennedy, tinsmiths; Mining Exchange Hotel, John Hasking, proprietor; Vivian's tailor shop, George Clavet's general store, Foster's Livery stable, a bowling alley and barber shop. Two of the three citizens standing in the roadway are J. J. O'Connor and D. F. Burk. The third person is not known.

contingent. The regiment also recruited 128 men for the 8th Battalion. The 96th supplied 96 officers who served overseas.

On the 3rd of November, 1915, the 52nd Battalion, Lieut.-Col. A. W. Hay, broke camp at Gresley Park, Port Arthur, for overseas. They arrived in France on February 21, 1916, about 1,100 strong.

The 94th left Port Arthur on the 6th of June, 1916, under Lieut.-Col. H. A. Machin, for Val Cartier, and went overseas after two weeks there, with a strength of 1,200 officers and men.

The 141st was organized in the Rainy River District, in December, 1915. It moved to Port Arthur during 1916, and went overseas early in 1917. Lieut.-Col. D. C. Mackenzie was the officer commanding.

Over 4,000 officers, N. C. O.'s, and men left Port Arthur, Fort William, and the District, to serve their country in France and Flanders and elsewhere, and no part of the country served more loyally. Many made the supreme sacrifice, and a great number will carry the scars, and the disabilities of the Great War throughout the remainder of their lives. The boys and girls of Port Arthur have every reason to be proud of the record of their city and district during the greatest conflict the world has ever seen.

The Cenotaph at Waverley Park, erected through the efforts of the Women's Canadian Club, and the memorial on the grounds of St. Andrew's Church will bear testimony to the sacrifices of the men who fought and died, of those who endured, and may still be enduring, and of the wives and mothers and friends who helped and watched and waited in those historic days.

The present First Lake Superior Regiment, of which Col. F. Y. Harcourt is commanding officer, was organized at the end of 1919, following the return of the 52nd Battalion. It bears the name First Lake Superior Regiment, 52nd Battalion, C. E. F.

The Port Arthur Red Cross Society, organized in 1915, raised $28,000 during the war, and sent over thirty thousand articles, large and small, to the soldiers at the front. It is Still Serving as a peace-time organization, for the amelioration of suffering, the prevention of disease, and the promotion of health among the people.

THERE WAS NO PORT ARTHUR SIXTY YEARS AGO

Where a mere landing place existed less than sixty years ago there stands the City of Port Arthur today. Why? Because when Simon J. Dawson became aware of the possibilities of the Great West he and others devoted all their powers to the driving of a highway from that landing to the great country beyond; and lo! the landing place became a modern city. They sacrificed, agitated, worked nobly, and the men and women and boys and girls of today enter into the reward for their labors.

Daniel Francis Burk, with the vision of what New Ontario should become, set out to make an indifferent East take note of its natural wealth and potentialities. James Conmee, builder of railways and determined worker for the new country, drove forward the development of the district. Frank H. Keefer urged and worked for development and the attention of legislators, and is still intent upon the Great Waterways. G. O. P. Clavet, master merchant; W. H. Nelson, banker; S. W. Ray, en-

NEW CANADIAN INSTITUTE

Work among the New Canadians of Port Arthur has been carried on for about eight years, having commenced about 1915, Rev. Walter Pavy being in charge for about five, and his duties being taken over by Rev. A. B. Simpson, who is at present at the Institute.

The building on Bay Street has been in use for seven seasons, and the one at the Inter-city coal docks for about two years. A new building, to cost $10,000 is planned, and construction will commence in a few weeks, on the Bay Street property of the Institute.

FIRST PRESBYTERIAN CHURCH

Presbyterians of St. Paul's and Knox congregations, Port Arthur, organized the present First Presbyterian Church, in January, 1925. The first supply pastor was Dr. William Cross, and the present pastor, 1927, is the Rev. J. A. McMahon, B. A.

The first sod of the new church, corner Cameron Street and Royston Court, was turned at a garden party on July 21, 1926, by Mrs. J. L. Meikle, Mrs. T. S. T. Smellie, and Mr. J. C. Dobie.

The laying of the corner stone was on Monday afternoon, January 10, 1927, Rev. H. R. Grant, D.D., pastor of St. Andrew's Church, Fort William, and Moderator of the Presbytery of Superior, officiating.

The new church was opened on March 27th, 1927, by Dr. A. J. McGillivray, Moderator of the Presbyterian Church in Canada.

GOSPEL HALL

Building: Corner Van Norman and Pine Streets.
For information inquire: Leonard Coldridge, 42 Marlborough Road.

PENTECOSTAL CHURCH

Services: Barton & Fisher Hall.
Pastor: Rev. J. W. Davidson, 217 River Street.

SEVENTH DAY ADVENTIST

Services: Oddfellow's Hall.
Church organized, 1919.
Pastor: Rev. M. Ruskjer, 313 Elm Street, Port Arthur.

PORT ARTHUR MILITARY HISTORY

The first company of Lake Superior Rifles was organized at Port Arthur in 1885, at the time of the second Riel Rebellion, by S. W. Ray, who also organized a company at Fort William and at Sault Ste. Marie. and was promoted by be Major of the three companies. Companies were later organized at Kenora, Gore Bay, and Little Current, and S. W. Ray was made Lieut-Colonel of the completed regiment. The rebellion was quelled before the regiment was called to serve.

The 96th Lake Superior Regiment was organized in 1906, Lieut.-Colonel C. N. Laurie, O. C. Lieut.-Col. J. A. Little took command in 1911. It recruited 234 officers and men for the first contingent, which went to Val Cartier and then overseas. A flying machine-gun squad of one officer (Capt. Shellard), one N. C. O., and 13 men reached England ahead of the first

Canada from 1497 to 1927

(Extracts from article by R. C. Cole, Ottawa)

This booklet, issued as a memorial of an event that cannot but leave its impress on the mind of old and young alike, at the sixtieth anniversary of the birth of the Dominion of Canada, would not be complete without reference to the great fact itself, that was consummated when the older native sons and daughters of Canada were in their childhood. Let us then take a peep into the dim past, into the very beginnings of Canada's greatness. In the year 1497, John Cabot, one of the Merchant Venturers of Bristol, England, in his little vessel named the "Matthew," reached the shores of Cape Breton Island, and hoisted thereon the Royal Standard. From 1534 to 1541 Jacques Cartier, of France, explored the St. Lawrence River as far as Montreal; but it was Samuel de Champlain who was the real founder of Canada, as he was associated with de Monts in establishing Port Royal in 1605, and himself founded Quebec in 1608. In 1663 the Charter of the Hundred Associates, which had been organized by Cardinal Richelieu in 1627 to govern New France, was cancelled, and Canada came under the immediate control and government of the King of France.

This system of government lasted until the end of the French period in 1760. Many French names of fame are associated with this period of Canada's development, among them being Frontenac, Laval, Talon, Maisonneuve, Dollard, La Verendrye, and La Salle, to name only a few of the men who opened up part of what is now the Dominion to the knowledge of the civilized world, and whose names are still kept alive in many notable institutions in Canada.

In the year 1713, by the Treaty of Utrecht, Nova Scotia (Acadia), was surrendered to the British; and the Seven Years War saw the great struggle for the Valley of the St. Lawrence between Wolfe and Montcalm—a struggle which cost both leaders their lives at the Battle of the Plains of Abraham.

Canada, including Cape Breton Island, and what is now known as New Brunswick, became, after the Treaty of Paris in 1763, a British Crown Colony, with a government of a purely military character. In 1774 the boundaries of the Province of Canada were extended, and the passing of the Quebec Act gave to the French-Canadians the fullest permission to practice their own religion, as well as many other rights. This generous Act brought its own reward in 1775 to the British, when the Americans invaded Canada, for it rallied the French-Canadians to the defence of their country, and, under the able leadership of Sir Guy Carleton—later Lord Dorchester—Canada was saved to the British Empire. In the year 1791 Canada was given a new Constitutional Act, which divided the Canada of that time into two separate provinces—Upper and Lower Canada—now known as Ontario and Quebec.

During the war of 1812-1815, between the United States and Canada, many famous battles were fought on both sides of the boundary, among them being the Battles of Detroit, Niagara, Queenston Heights, Stony Creek and Beaver Dams, Chateauguay and Crysler's Farm, and Plattsburg, as well as several naval engagements on Lake Ontario. Many of Wellington's Peninsular War veterans were sent to Canada by the British Government to assist the Canadians in the defence of their country; and Sir Isaac Brock, at that time the Administrator of Upper Canada, and a gallant general, was ably assisted by Colonel De Salaberry and his brave French-Canadian voltiguers, as well as by the native Indian Chief Tecumseh and his fearless followers.

In the year 1814, Great Britain and the United States came to terms of peace, and from that time onward the population of the two Provinces of Upper and Lower Canada was steadily increased by many thousands of

couraging early organization and development; A. L. Russell, surveyor and idealist; Thomas Marks, first merchant and trader; George T. Marks, gentleman and leading citizen; John O. Hourigan, financier and councillor; I. L. Matthews, pillar of church and civic organization and merchant; Joseph Redden, proclaiming our advantages to the world; these and hundreds of others whom we have not space to mention, have played their part in making the Port Arthur that did not exist sixty years ago.

Where only a trail was blazed, the pioneers drove highways; where the big lake swept their landing places, they helped build breakwaters from meagre personal resources; when railways did not approach, they built railways; they turned wasting waterfalls into harnessed power; the great Nipigon (lake you cannot see the end of) wantonly pouring its waters into the depths of Superior, they forced through flume and penstock to make power, heat, and light for a modern city.

The boy of today does not come to Port Arthur with his face towards a wilderness. He comes to the welcome gates of a beautiful city; streets, stores, homes, schools, churches, parks, recreation places, comforts of great variety. With this firm foundation, built by the pioneers, where should his face be set? and how confidently should he march forward! Opportunity beckons, far more evidently than to those pioneers. Let the boys and girls be up and doing; and let the story of fifteen years hence, the seventy-fifth year of Confederation, mark a further glorious record of achievement. Fifteen years only, but time for great deeds by the sons and daughters of Port Arthur.

AGRICULTURE—HIGHWAYS

The district around Port Arthur has made strides in agricultural development during the years since the old Municipality of Shuniah was organized; and many other fertile townships have been opened. Hundreds of farm homes have been built, and the comfort and prosperity of the agricultural community is rapidly progressing.

Since the first road, the old trail to Dog Lake, many hundreds of miles of roads have been constructed throughout the townships, and motor busses operate from Port Arthur to Duluth, Port Arthur to Nipigon, Port Arthur to Kakabeka, over modern highways, and local transportation facilities are increasing phenomenally. Citizens in many hundreds enjoy the use of highways in all directions in automobiles.

MAYORS OF PORT ARTHUR SINCE 1900.

1900, G. H. McDonnell; 1901-2, I. L. Matthews; 1903-4, G. O. P. Clavet; 1905, Richard Vigars; 1906-7, G. O. P. Clavet; 1908, J. J. Carrick; 1909-10, I. L. Matthews; 1911-12, S. W. Ray; 1913-14, J. A. Oliver; 1915, J. P. Mooney; 1916-17, D. J. Cowan; 1918-19; E. J. Blaquier; 1920-1-2-3, I. L. Matthews; 1924-25, J. W. Crooks; 1926-7, Milton Francis.

The Port Arthur Board of Trade was organized in 1885. It was made a Chamber of Commerce in 1922, and is an active civic organization. President, 1927, M. J. McDonald.

Governor and Company of Adventurers of England trading into Hudson's Bay." From 1670 until the ceding of Canada to England by the French in 1763, the Hudson's Bay Company was engaged in desperate endeavour to open up the vast territory committed to its charge. To pilot vessels across the great uncharted wastes of the Hudson's Bay and James' Bay was full of danger from ice-packs and hidden rocks; to cultivate a friendly trade with savage tribes speaking strange tongues was no easy matter; and to fight against floods, locusts, famine, fire, and the attacks of rival traders, required more than the ordinary amount of courage.

We have now come to the very verge of the subject of the Confederation of Canada, and it is very interesting to note that the idea of the union of the various British American Colonies had been urged as early as 1690. In the years 1755, 1775, 1789, 1808, 1814, and 1822, this matter had been attracting attention, and the report of Lord Durham in 1839 included a suggestion of Confederation. For many years, therefore, the thoughts of long-sighted men had been given to Union of British North American possessions.

To the Maritime Provinces belongs the distinction of having started the Confederation ball rolling. A Conference was called, and met on September the 1st, 1864, at Charlottetown, P. E. I., to consider a union among themselves for mutual advancement, protection, and improved communication with the Motherland. To the late Sir Charles Tupper belongs almost the sole credit of this Conference.

By a strange coincidence, an equally memorable meeting was being held in Quebec at this very time by the leaders of Upper and Lower Canada in an endeavour to arrive at a satisfactory solution of the difficulties that had resulted there by reason of political deadlocks between the various parties. At the suggestion of the then Governor-General, Lord Monck, Alexander Galt who had been urging the Confederation since 1858, had been instrumental in bringing John A. Macdonald and George Brown together to try and settle their differences.

The Quebec meeting having come to learn of the consultation being held in Charlottetown, Mr. Macdonald was quick to see and seize the opportunity for a wider conference. He asked for, and received, permission to send Delegates to the Charlottetown meeting, and the whole history of Canada was changed by the decision to hold a united Conference.

The Canadian Government immediately appointed Delegates to proceed to Charlottetown, among them being John A. Macdonald, George Brown, Alexander Galt, George E. Cartier, Hector Langevin, William Macdougall, and D'Arcy McGee. They were well received, and after an exchange of views, the meeting was adjourned, by mutual consent, to a later date, and the various Delegates separated, in order to report back to their respective governments.

On the morning of October 10, 1864, in the Parliament Building at Quebec, the most remarkable and historical meeting ever held in British North America was opened. Delegates from Canada, upper and lower— Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, assembled together for the first time. "Thus was opened a convention whose deliberations were to have a marked bearing upon the future of British North America." Strange as it may seem to us, nowadays, no record of the proceedings of this historic gathering was ever set down in detail. Even the discussions were held in private, and perhaps it was better so, for many delicate and confidential matters were debated which might have become a subject for public and political controversy had they been published in the newspapers of the time.

Slowly, patiently, loyally, those earnest men built us a new Constitution for a new Dominion, as they sat within sight of the historic Plains of Abraham and the mighty St. Lawrence River, where, for centuries past, the representatives of the Fleur de Lys of France and the Cross of St. George of England had fought in deadly combat for the possession of this great and

settlers who came overseas to take up residence in the two Provinces; as well as in the Maritime Provinces of New Brunswick, Nova Scotia and Prince Edward Island.

Unfortunately, during these years, many misunderstandings occurred between Upper and Lower Canada, and many sad mistakes were made at the attempts to reconcile the two Provinces. Even rebellion was resorted to as a means of enforcing a settlement of the troubles; until, in 1829, a Bill to join the Upper and Lower Provinces into one United Canada was drawn up. Though this idea had been suggested before, it was never taken seriously until it was suggested by Lord Durham as a remedy for the difficulties of the situation then prevailing.

The Bill, which contained certain provisions for setting up a Responsible Government, passed the British Parliament in 1840, and in 1841 the Act of Union came into force, and the First Parliament of United Canada met at Kingston, Ontario, on June 14, 1841. From this time on conditions gradually improved; new settlements were founded; various communities received a certain measure of local self-government; educational facilities were increased; transportation was improved; the country generally grew and prospered; and the majority of the people worked for harmony and progress.

About the year 1792, a daring young Scotchman named Alexander Mackenzie, who was in charge of a fur-trading post on Lake Athabasca, to the North of what is now the Province of Saskatchewan, explored to the shores of the Polar Sea. The following year, 1793, he again set out with one white companion and eight Indians, in an attempt to reach the Pacific Coast, and to explore the land on the way. For hundreds and hundreds of miles, through tree-clad slopes, down winding, rushing rivers, between lofty canyons, on and on they went. Down the Fraser River, along the Blackwater, over the great Coast Range, and thus to Bella Coola and salt water.

Within an ace of death time and time again, still Mackenzie struggled on until at last he actually came to the shores of the mighty Pacific, and painted upon a rock there this memorable inscription—"Alexander Mackenzie, from Canada, by land, this 22nd of July, 1793." He was therefore the first white man to cross the Dominion from sea to sea.

On reaching the coast, Mackenzie was told by the natives of a wonderful ship with sails that had recently been seen by some of their number. This vessel was undoubtedly the ship of Captain Vancouver, who was exploring along the coast about that time. By a strange coincidence these two great explorers, one by land and the other by sea, only missed meeting each other by a few days. Of the many remarkable incidents with which the history of Canada teems, surely this is the most remarkable of all.

For his great and glorious exploits Alexander Mackenzie was fittingly Knighted by King George the Third, the following year, and thus was Great Britain's claims to the vast territories of Central and Western Canada made secure for all time. Such are some of the victories which have crowned the magnificence of human endeavour in the history of this great Dominion.

Before taking up the actual subject of Confederation, it would be well for us to consider for a few moments, the position of that huge tract of territory formerly known as Rupert's Land, now, in part, the Province of Manitoba. The story of this region of our Country begins about 1610, with the explorations of Henry Hudson, a distinguished English Navigator. In 1609 he explored the Hudson River, and on his last voyage discovered the great Bay and Strait that now bears his name. Early in 1611 his crew mutinied, and cruelly set him and his son, with seven of his crew, adrift in an open boat, upon the bleak and ice-covered waters of Hudson's Bay and nothing further was ever seen or heard of the intrepid explorer and his unfortunate companions. In 1612, Sir Thomas Button was sent in search of Hudson, and entered the Nelson River—one of the first white men to set foot within the boundaries of the Province of Manitoba as we know it today.

In the year 1670, the entire territories were granted by Royal Charter of King Charles the Second, at the solicitation of Prince Rupert, to "The

rich Domain. Little wonder is it that we feel, in this Diamond Jubilee Year, a sense of awe and reverence for those earnest men who assembled in 1864 to lay for us, the enduring foundations of our wide Dominion. Confronted with almost insuperable difficulties, handicapped by widely differing sentiments and many conflicting claims, they strove, with one accord, to embody the greatest good for the greatest number, with justice and freedom for all.

It was inevitable that there should be differences of opinion on this great matter, as in all things with which man has to do, but happily the clouds that had gathered in various parts of the proposed consolidated country were dissipated and delegates from Upper and Lower Canada, New Brunswick and Nova Scotia met in London on December 4, and held numerous conferences, finally drafting the revised Quebec Resolutions into a Bill. It is only right and fair to say here, that during these very important days, the British Government took the keenest interest in the deliberations, and rendered every possible help to the Delegates; at the same time refraining from interfering in the least with the freedom and rights of the Delegates to shape the destiny of their own country.

At last, after years of toil and discussion, the final draft was made ready, signed, sealed, and delivered to the British House of Commons, where, on March the 29th, 1867, the Imperial Parliament passed the British North American Act. On July the 1st, 1867, it came into force, and on that date the four Provinces of Upper Canada, Lower Canada, Nova Scotia and New Brunswick became, by Royal Proclamation, THE DOMINION OF CANADA, with Ottawa as the Capital, and Confederation an accomplished fact!

The above named colonies formed the neucleus of the present Dominion of Canada. Prince Edward Island, which had declined to accept the terms of what became the British North America Act, in 1873, recalled its decision and came into the union. Prior to this, however, the land which had been known as Prince Rupert's Land having been purchased from the Hudson Bay Company became the possession of the Dominion, and the Province of Manitoba was created and taken into the Confederation.

This then, is the story, in brief, of the remarkable conception and birth of our great Dominion of Canada. I have only been able to touch, in passing, the very outlines of this immense subject. It is a story to thrill the mind of the most unimaginative, and to fill with pride the heart of every true citizen of Canada. Dwarfing all other movements of a like nature, overcoming difficulties thought to be impossible, the "Fathers of Confederation," by their patience, courage, constancy, self-sacrifice, and patriotism, achieved results of which we do not even now see the limit.

Beyond the expectations of even the greatest of the Statesman of 1867, Canada has expanded and prospered until, in this year of Grace, 1927, her commerce, her shipping, her manufactures, her discoveries, and the fame of the valour of her Sons, has penetrated to the very ends of the earth. C-A-N-A-D-A is a name to set the blood tingling in the veins of the most distant peoples, and the beauty and greatness of the Dominion has been acknowledged, even in the ancient haunts of beauty of the Old World.

O CANADA

O Canada! Our home, our native land!
True patriot love in all thy sons command,
With glowing hearts we see thee rise,
The True North, strong and free,
And stand on guard, O Canada,
We stand on guard for thee.
O Canada, glorious and free,
We stand on guard, we stand on guard for thee!
O Canada, we stand on guard for thee!