

will provide claims for but a limited number of persons, and prospects would seem to be better in a new district than at the Klondike, overrun as it already is. The gold territory stretches out for many hundreds of miles, and there is a vast region to prospect in without all rushing to one point, and that about the most accessible district in the whole gold-bearing region, stretching from the Kootenay to the Arctic Ocean.

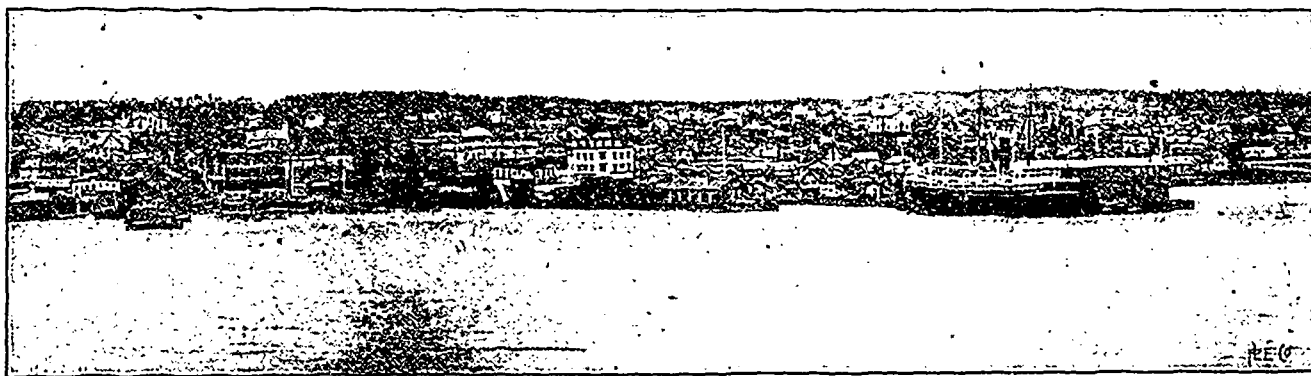
## PORT ARTHUR

THE COMMERCIAL VISITS THE TOWN  
BY THE LAKE.

Before the day of railways in the west, there was a considerable town at the head of the lakes, naturally, because by water was the only means of transport, and this point was a terminus. Later on, its position as the starting point of the first section of the C. P. R. west to the Red River settlements, gave the town an increased importance, and it grew and flourished as the green bay tree. It

for there is a large shipping trade between here and points on the lakes, on both the Canada and United States coasts. The traffic with silver and other mines is a large and rapidly growing factor in Port Arthur's sum total of trade. So many prospectors and mine owners and others interested in mines, chat and compare notes about the hotels and public places that one is reminded of the mine-struck town of Rat Portage. In many little ways one is reminded, too, that this is in Ontario, though this is the first point east of Winnipeg that is not thoroughly western. A strong point for the future of the town is the increase of farming settlement on the crown lands of the Ontario government, in the vicinity of Port Arthur. This will in time be of recognized importance and the wonder is that the town council and board of trade of Port Arthur are not moving steadily and persistently in the matter of inducing a more rapid and general settlement of the really good agricultural districts still open for occupation in the Thunder Bay district. There have been some townships opened and one or two of these are pretty well taken up. For forty miles in three different directions, northeast along the main line of the C. P. R., south along the lake and southwest on the line of the P. A., D. & W. railway are large areas

and comfortable houses. The immense Northern hotel is being kept open this winter, and there are several other smaller hotels. There are quite a number of very good business blocks in the town, and many of them are brick. The appearance of the place could be much improved by the demolition and removal of the ruins of two or three partly burned buildings, left standing in prominent places. One of the leading and most attractive stores is the Bazaar, owned by J. L. Meikle & Co. It is a large place and the stock of stationery, fancy articles, ornaments, musical instruments, etc., is enormous. The variety is endless and the shop is a very attractive place. A large business in souvenirs of all kinds is done. The firm is the same which has the large music store in Winnipeg. Vigars Bros. sawmill and planing mill, have a good business and turn out a large quantity of lumber every year. They get most of their logs in by rail on the P. A., D. & W. railway. This road is built for 100 miles in a southwesterly direction to the United States boundary and is expected to connect there in the near future with a road from Duluth. It is also the hope of Port Arthur people that the new Ontario and Rainy River road, for which the provincial government granted aid last year, will be set going in the near future.



PORT ARTHUR LOOKING FROM THE BAY

was called Prince Arthur's Landing then. Its name was changed to Port Arthur, and the prospects were that a future of rapid growth was before it. The completion of the through line of the C. P. R. had a great effect in cutting off the trade and stopping the growth of the town. To-day there are buildings and good ones to let in the town and little building has been done for a long time. But there is still a prosperous future for the town, in spite of the rapid rise of the rival town of Fort William, only four miles away. Indeed the prosperity of the one reflects to the benefit of the other and both are destined to become important in the business of the country. Port Arthur has a magnificent and commanding location as a town. The town stands upon a splendid slope, the business streets running close to the edge of the lake and the higher situations crowned with trees being occupied as residential sites. From the lake the town presents a striking and picturesque aspect, by day, or night. And from the town there is a splendid view across the lovely harbor, with pretty islands in the nearer foreground, and the dark mass of Thunder Cape on the distant horizon.

The harbor, with long lines of docks, and piers jutting into the water, is a busy scene in the shipping season,

of available lands, partly open, partly wooded, with plenty of hay, water and fuel, and any sort of grain or vegetables can be grown. Dairying, too, can be successfully carried on and a high market for any produce is always sure for large quantities of dairy and farm produce, vegetables, meat, etc., are yearly imported from both east and west. The crown lands agent, J. F. Rutten, and the crown timber agent, Hugh Munro, both well informed gentlemen, speak very highly of the resources and capabilities of the district from an agricultural point of view. The land is free grant with very favorable terms of settlement.

Merchants in Port Arthur feel very well satisfied with the past season's business, mining had a decided boom this year. The number of summer visitors, always considerable, was very large last season, and the feature is gaining importance every year. Some changes have occurred in the past year. The Marks-Clavel-Doble Co., is a departmental aggregation of large proportions taking the place of the three firms whose names appear in the combination, Downing & Co. have purchased the liquor business of T. Marks & Co.

The Algoma hotel, Merrill & Hodder, proprietors, is a very convenient

The town takes considerable pardonable pride in its electric plant, both lighting and street railway. Here too the wise plan of municipal ownership of franchises obtains. The electric railway is a great convenience in the town, and as a line runs not only to Fort William, but right through to West Fort William, the towns enjoy easy and free communication at low cost. In December the service was interrupted by the burning of the barn with all the cars in it. Stages were put on and a car brought from the east with all speed. A very fine one was received, handsomely finished and fitted, and with the modern improvement of electric heaters.

The creamery at Saltcoats, Assn., will be run as a government creamery this year.

Inspector Tupper, in his report on Manitoba fisheries, says: "The southern part of Lake Manitoba has been extensively fished during the summer, and unless closely guarded, will become depleted. Now that railway communication extends to Lake Winnipegosis, there will be a great rush to it. Many fishermen, formerly on Lake of the Woods, are now seeking licenses thereto."