

great interest to Port Arthur people, as they are directly concerned in the carrying trade that will spring up between Liverpool and Lake Superior ports.

The building of the Port Arthur, Duluth & Western Railway has been of great material benefit to the town. A fine traffic in pine sawlogs and cedar has already sprung up over the line, and the opening up of the iron mines means great possibilities to its lake terminus. The railway company have pushed the work forward until the rails are laid seventy miles, the roadbed completed ten miles farther, and the remaining ten miles are under construction to the boundary line. Work has also been commenced on the Kakabeka and the Rainy River branches.

But mining, fishing, and lumbering must not be considered the sole dependencies of this district. Within fourteen miles of Port Arthur lies great tracts of good farming land which have already attracted communities of farmers, and over a wide area of Oliver, Neebing, McIntyre and Paipoonge the wheat fields are pushing back the forests, and the cattle graze in the half cleared tangle of the beaver meadow's bottom. A good quality of wheat is grown and marketed at the elevators; oats, potatoes, and all kinds of field vegetables are also grown in abundance.

Moved by a desire to connect the town with the grain elevators and coal docks at Fort William, the town council in 1891 undertook the construction of an electric railway, and in spite of all obstacles they have almost completed the work. In March last the first electric cars began to run on the steel rails between Port Arthur and Fort William, and the first part of Mayor Ruttan's work is about finished. A line of three miles is now in operation, and this will ultimately be increased to eight miles. The receipts of the line were in excess of the expenses from the start and now show a handsome surplus each month. The coaches are all new and handsome, the system is the overhead trolley one, and the power house is located at Current River, a couple of miles north of the town.

Port Arthur has a number of fine public and private buildings; she has also her share of handsome business blocks. The new post office, costing \$30,000, the high school, costing \$12,000, the public school, the court house, the hospital, the nunnery, chapel and presbytery of the Roman Catholic church, the Presbyterian and

English churches and others are ornaments to the town. The place is supplied with a telephone system, and the electric light; owns a modern ambulance, has churches of all denominations, and societies of every complexion.

Port Arthur is a place where extremes meet; here the forces of civilization and nature wrestle together. The electric car and the dog train are strange street fellows; the birch-bark canoe and the Clyde-built steamer cleave the same waters; the hoary heads of rocky mounts look down on the railway train, the elevator and the nucleus of future cities. Here the brown waters of that stream start on their journey to the St. Lawrence and the sea; a little back of that the darker rivulet begins its long flow to the Hudson's Bay. The place is an outpost near the southern edge of a savage wilderness of rock and forest stretching hundreds of miles to the north, peopled with Indians and tenanted with bear, caribou, lynx, and all manner of fur-bearing animals and game.

The town has few rivals in the varied attractions within her borders. Chief among these is the great cataract on the Kaministiquia, Kakabeka Falls, where the whole river tumbles over a rocky ledge 147 feet high, and forms one of the finest waterfalls in Canada. Those who desire to see the beauty of the falls can go there over a fine road now, and within a year a spur of the P.D. & W.R. will be constructed from Stanley Park for the convenience of visiting tourists. Nepigon, the king of American trout streams, is only sixty-five miles from the town, and many tourists outfit here for the coveted trip. A whole row of foaming rivers and streams filled with speckled trout flow into Thunder Bay within distances of twenty miles; the most famous of these are Blende, McKenzie, Current, McVicars, Neebing, McIntyre, Whitefish and Carp. In addition to these, many of the small lakes drained by them have been found to be swarming with large speckled trout. The trawling for pike in the mouths of the rivers, and for mountain trout in the larger lakes, is also good. In the fall, duck, geese, partridge, grouse, rabbits, bear and caribou are plentiful.

In the palatial Northern, not excelled this side of Toronto, and in the Algoma and other hotels, tourists may find accommodation of the highest class, and in the cool of a never-heated, but clear and bracing atmosphere in the dog days of other climes, they may renew their youth