

# CITY OF FUTURE AND FORTUNE

## —FORT WILLIAM

By TOLYNDAL CHATRITH

ONE day a little over a year ago Sir Arthur Conan Doyle, the celebrated English author, stood on the interlocking diamond of the three great trans-Canadian railways at Fort William.

Over this famous diamond passes half the traffic of a continent east and west. Sir Arthur turned to the vast stretch of waterfront where the elevators rear their battlements against the skyline, and more to himself than to his companions, said:

"Here is sure to be one of the greatest cities in the world. Nothing but an earthquake or a tidal wave can prevent it. This is a city of Destiny."

His first remark was not new. It had been voiced again and again by previous visitors of note to the Gateway of the Canadian West. But his reference to "the city of Destiny" was peculiarly fitting.

Fort William was, a quarter of a century ago, little better than a village fur trading post. It is to-day the major portion of the second greatest grain storage port in the world. It did not spring up by chance accident—but because it had to. It was begotten by the inevitable operation of economic laws. It is the first point at which the transcontinentals, groaning with terrific loads of grain, can ease their burdens into ships. It lies at the finger-tip of the sea, where it reaches into the heart of the continent. It is, so to speak, the electric contact-point of railway and water-borne traffic. Fort William's future as a still greater transportation centre is as certain as sunrise. As Western Canada expands its traffic with Eastern Canada and the world at large must expand; and so must Fort William expand also. Transportation is Fort William's middle name. Transportation made and is still enlarging Fort William.

TO-DAY Fort William contains the bulk of the grain elevators that make the Canadian head-of-the-lakes cities the second largest grain storage district in the world. Buffalo, Montreal, Superior and Duluth have long ago been out-distanced. Chicago's lead may not be for long, for with the additions and new elevators now under construction the Canadian head-of-the-lakes will have, when they are completed, a grand total storage capacity of 48,845,000 bushels of grain, exclusive of floating storage at the docks. The total present capacity is

### TEN OPPORTUNITIES IN FORT WILLIAM

The accompanying article deals with what Fort William has attained as a national grain port and transportation centre. Fort William needs factories more than anything else, and she believes she has the possibilities for manufacturing plants, bar none, in view of her strategical location and her unsurpassed rail and water shipment facilities. The following is a list of ten manufactories that could, it is said, do well there:

Machine shops to make machinery for elevators there and all through the west. All this class of machinery is at present made in U. S. A. and imported. Belt-Making, Rubber, Leather, etc. Agricultural Supplies. Railway Supplies. Flour Mills (Ogilvie's already located). Pulp Mills (one to locate here soon). Iron and Steel Manufactories to manufacture the immense quantities of ore all around the district. Wood-working Plants to utilize birch, poplar, tamarac, spruce, cedar, jackpine. Barrel and box manufactory. Binder Twine.

43,965,000 bushels. This storage is available at 24 elevators, 18 of which are on Fort William's waterfront and 6 in Port Arthur.

Some conception of the activity during the grain rush at Fort William may be gained from the fact that 26 miles of artificial harbour had to be made to accommodate boats at the harbours and docks. Of course, large sections of this twenty-six miles of inland harbour, secured through dredging and widening the Kaministiquia, Mission and McKellar Rivers, are utilized by three gigantic coal-handling plants, the ore docks, rail-and-lake freight sheds, warehouses and wholesale companies' wharfage, as well as city and private docks. But the big feature is grain. An official statement for the current year, given out by the statistical department of the Dominion Board of Grain Commissioners, shows that during the grain shipping year of 1915-6, just closed, the enormous total of 257,104,687 bushels of grain was shipped out from the Canadian head of the lakes. This is over 53 million bushels more than the combined shipments of the seasons 1913-14 and 1914-15.

All three of Canada's great transcontinental roads converge at Fort William, and all three serve elevators here as well as carrying grain all-rail east. During the grain rush it is one continuous flow of grain-laden trains from the West to the elevators night and day. On the Canadian Pacific Railway alone during the recent grain rush as many as 1,278 grain cars were handled in one day, and a good average of the number of cars handled by this road

in one day during the rush would be 1,016 cars. When it is considered that each car contains an average of 1,316 bushels a faint notion of how the grain pours down the three railways may be had. Add to this the

speed with which the grain is transferred from elevator to lake carrier and it is enough to take away the breath of the uninitiated. As an instance, boats have had a full cargo of 100,000 bushels placed on board and trimmed in seventy-five minutes.

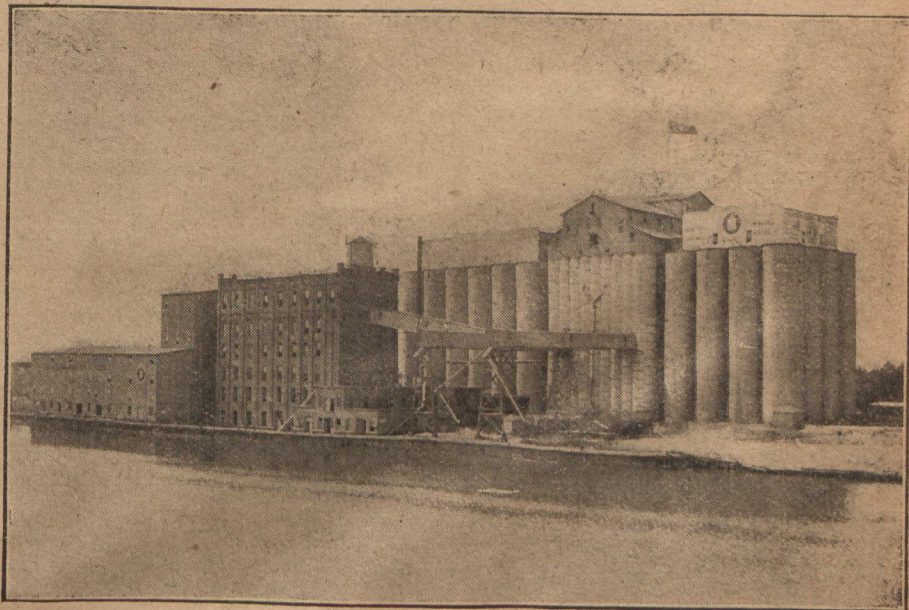
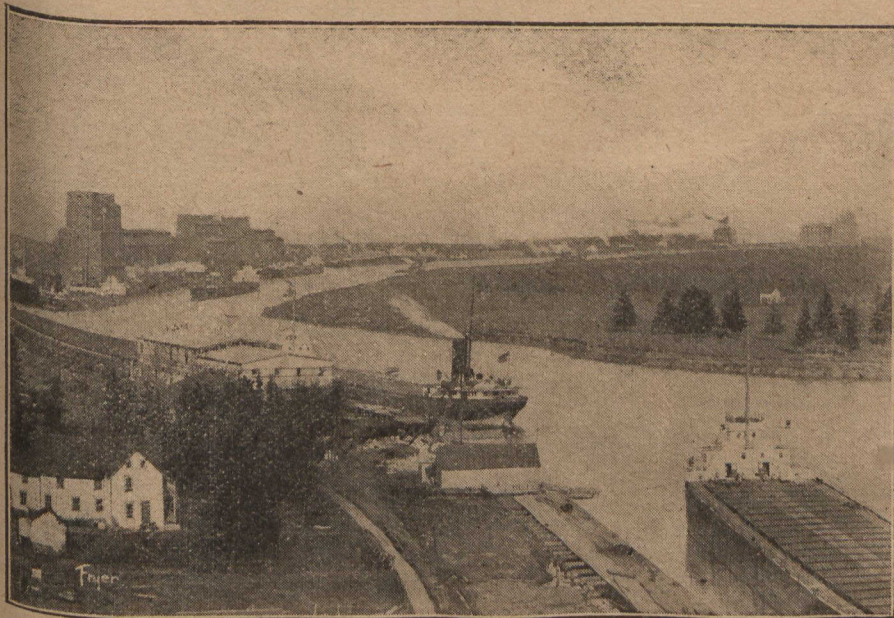
THE Board of Grain Commissioners for Canada, with their immense staff of experts, including inspectors, weighmen, and so forth, have their headquarters at Fort William, being housed in the imposing six-storey Chambers of Commerce, which, had it not been for the war and other urgent causes, would now be the home also of the Canadian

Sample Market. This latter feature will come soon, it is expected. The opening of the National Sample Market would mean many things to Fort William, principal of which would be the centralization here of all Canadian buying and selling of grain and the permanent headquarters of the big grain interests and their office staffs.

Beyond grain and railway activity, Fort William boasts of several important manufactories, notable among which is the Canada Starch Company, now doing a thriving business and making further extensions to its mammoth plant on Island No. 2. Other industries are iron and steel manufactories, brick and tile works, iron pipe factories, lumber and planing mills, a car works and numerous other industries of the ordinary run. Agricultural activity is yet in its infancy, though the immense and fertile districts roundabout are gradually being settled up as highways are being built into them. The one crying need now is good roads and governmental inducements for the settler on the land. Almost anything in the line of grain, vegetables and fruits can be grown successfully in Thunder Bay district, with the exception of the earlier varieties. The market, on account of the urban isolation, is unlimited. The fertile belts of the districts have scarcely "been scratched" yet. Good farmers who have gone in to win have become very comfortably settled in this district in recent years.

Of mining activity much the same might be said. Between speculators and the lack of outside publicity

## THE GREAT HARBOUR AND THE ELEVATORS AT FORT WILLIAM



Twenty-six miles of artificial harbour had to be made at Fort William to accommodate boats requiring dockage. Large sections of this extent of inland harbour were secured by dredging the Kaministiquia Mission and McKellar Rivers, and are utilized for ore docks, rail and lake freight sheds, warehouses and wholesale companies wharfage, as well as city and private docks. But the big feature of

the harbour is grain. An official statement for the current year, given out by the Dominion Board of Grain Commissioners, shows that during the grain shipping year 1915-16 the enormous total of 257,104,687 bushels was shipped from the Canadian head of the Great Lakes. This was over 33,000,000 bushels more than the combined shipments of the seasons '13-'14 and '14-'15.