

The present owners have turned it into a cleaning elevator, where the wet, smutty and otherwise damaged ears of wheat are sent for treatment before being marketed. The institution has been fitted with the most modern machinery, is well equipped in every respect and is managed by Mr. King, one of the proprietors, who is a thoroughly practical grain man. The wonders which can be performed with damaged wheat in this elevator have to be seen to be believed. Cars of grain dirty, smutty and in bad condition generally, are cleansed from their impurities, and shipped out again to take their place among the higher grades of fine milling wheat.

FORT WILLIAM.

ABOUT three miles west of the present town of Fort William, at the place now known as West Fort William, lies the site where nearly two hundred years ago stood the trading post of the old North-West Fur Company, which for many years contended with the Hudson's Bay Company for the right of fur-trading with the Indians west of Lake Superior; and many were the squabbles, quarrels and even bloody animosities between the agents of these rival corporations, the whole culminating in the shooting of Hudson's Bay Governor Semple, and the sacking of Fort Douglas on the Red River by the North-westerners in 1816. Five years later the two rival companies amalgamated, and formed an unassailable monopoly in connection with the fur trade from Lake Superior to the Rocky Mountains in British territory, and as far north as the Hudson's Bay. Fort William then became the eastern gateway of this amalgamated company's operations, while York Factory on the Hudson's Bay became the Northern gateway, and thus matters practically remained until Canada acquired the Northwest in 1869.

It was not until about eight years ago, when the Pacific Railway fixed their terminal point and located their shops, roundhouse and such like where they now are, that the present town of Fort William began to take shape, and its growth since then has been something phenomenal. To-day Fort William has over eighty places of business of every description, and a population of over three thousand, which is steadily and rapidly increasing.

Although Fort William has a scattered appearance, the town extending over a large area, the solidity of many of the buildings and other things in view indicate that the settlers in the new portion of the town came there with ideas of permanent settlement. There is a decided scarcity of the slim shack, improvised as a store or other place of business, which is so characteristic of the young western town, and the appearance of permanency prevails everywhere.

The most remarkable institutions for appearance in Fort William are the three huge elevators of the Canadian Pacific Railway Co., which at a distance look like Egyptian Pyramids rising from the river bank. The illustrations on another page show clearly these great grain receptacles, where annually the bulk of the grain shipped from the rich prairie land in winter is stored, awaiting the opening of spring and lake navigation and the means of cheap transportation to the Atlantic and the towns of the eastern provinces. The three elevators are distinguished as A, B and C, and have a combined storage capacity of about four and a-half millions of bushels.

Fort William seems destined to become a city of large dimensions, in fact in time Port Arthur and Fort William will extend and meet each other. Already a well managed electric street car service furnishes half hourly trips from Port Arthur and West Fort William, and other links binding the two together are certain to be formed as time goes on. At present there is that rivalry peculiar to contending towns lying beside each other, and it has been frequently carried to an unwarrantable length. The day is not far distant, when these two communities will discover that their interests on all main points are identical, and that their course lies in working in unity for the development of the rich country surrounding.

In this work the eyes of the reader will, as a rule, be kept looking westward, but from the two towns on the western lake margin a look eastward is interesting. This Thunder Bay must remain for all time to come the lake outlet for the products of the great prairie land beyond. Already about 15,000,000 bushels of grain from that country pass annually out through this gateway, and it will be astonishing how soon that aggregate will increase to one hundred millions. A look eastward is necessary, to see how this great product can be cheaply carried to the Atlantic. The present canal and other water facilities are altogether inadequate, and the deepening and otherwise improving canals and other waterways, must be a favorite project of all interested in the progress of the coming cities of Thunder Bay. A canal system, which would allow vessels of twenty feet draft of water to pass through, is what not only Thunder Bay people, but the people of the vast prairie land want above all others improvements. Vessels which could load here for Europe, would cheapen transportation to such an extent, as to greatly stimulate grain production in the prairie north-west, and outside of the development of local resources, the progress of the prairies of the west will add most to the prosperity of Fort William.

MINING AFFAIRS.

DURING the past ten years the mining industry has done much towards the prosperity of Ft. Arthur, Ft. William and surrounding country, and it is to be regretted that the present unsettled state of the silver market has caused a temporary cessation of mining operations in this region. It has been demonstrated beyond a doubt, that in this locality can be found a number of the richest mineral seams in America and all have the advantage of being easy of access, the altitudes being all less than 1,000 feet above sea level.

Mining and prospecting has no recent date for its origin in the Thunder Bay region, as will be seen from the following extracts from a special number of The Colonist, published in May, 1889, and headed:

MINING HISTORY.

FIRST PERIOD.

There are evidences of mining operations by the ancients at different places, where various crude implements, stone hammers, etc., have been found together with positive proofs of work done. Although it is known when the first free gold discovery was made by a white man, yet it is difficult to find the exact date when silver was first discovered on the north shore of Lake Superior.

In 1815 some mining was done by Colonel Prince on Spar Island and on Prince's Bay location on the mainland, in search of copper, but it resulted in discovering in the vein grey copper ore carrying a high percentage of silver. In 1846 the Montreal Mining Com-