

Fort William several miles up stream, while for over a dozen miles further westward the river is navigable for craft of light draught. Here then we enter the gateway, through which must pass for all time to come the traffic between the great prairie land westward and the densely populated centres of the East and Europe. What a busy channel of traffic it must in time become, is probably comprehended by only a few and that few only those who have endeavored to estimate the untold resources of the great Northwest yet to be developed and made available for mankind. We have entered the gateway and our first landing is in the live town of Port Arthur.

THE TOWN OF PORT ARTHUR.

BEFORE the visitor has spent forty-eight hours in Port Arthur he is in love with it as a summer resort. The view from the place across the expansive bay to the great Thunder Cape, and the peep through the narrow blue channels into the vast lake beyond is enchanting, while the gently rising site of the town and its surroundings, furnishing terrace after terrace from which the fine view of the Bay and Lake can be had, all combine to make it a place where the pleasure seeker would delight to linger, especially the pleasure or health seeker who is in search of a midsummer resort where a cool lake breeze steals inland at night and makes sleep calm, refreshing and delightful. All these attractions are to be found at Port Arthur, but the visitor of a practical turn of mind will soon pass these over and become absorbed in the study of the natural resources of the surrounding country and the great commercial prospects and possibilities of this gateway point.

Although for nearly forty years there were a few adventurous spirits located on or near the present site of Port Arthur it was not until after 1870 that the place began to take shape as a point of permanent settlement. Before that time the village of Fort William, now West Fort William, was the central point for the surrounding country. Over one hundred and twenty years before, the old Northwest Fur Company, the rival of the Hudson's Bay Company, had a post there, and before their day this was the point from which the voyageurs started on their western trips of exploration. After the union of the Hudson's Bay Company and the Northwest Company, the amalgamated corporation retained their post there, and it still held its position as the main post east of Fort Garry on the Red River.

In 1870 Sir Garnet Wolseley and his forces for the quelling of the first Riel rebellion at Fort Garry landed at what is now Port Arthur and the gallant general asked the residents that the place be called Prince Arthur's Landing, a name which adhered to the place until 1893, when the C.P.R. line thence to Winnipeg was nearing completion, when the name was changed to Port Arthur by the Railway Company and put into their time tables under that name. From that date commenced the rapid growth of the place until in five years it had reached a population of considerably over three thousand and became recognized as a prominent Lake Superior port.

At the present time Port Arthur possesses a number of fine business buildings much more substantial and

imposing in appearance than can be found in the average western town of similar size and some of the mercantile houses carry stocks and do a volume of business not to be underrated when compared with those of towns of twenty thousand population. There are altogether one hundred and twenty-four business institutions in the place, most of them purely mercantile, while the real estate interests including brokerage of mining property are represented by only two houses, a fact which clearly indicates that Port Arthur is no boom town where real estate speculators control everything which offers a profitable opening. The hotels too, are among the largest and finest to be found between Toronto and Winnipeg. The Northern Hotel for instance, on the Lake front, with its accommodation for over one hundred and fifty guests, with all modern conveniences and comforts and its beautiful and unobstructed view of the wide bay and lake beyond, is an institution one would never expect to meet with in a town such as Port Arthur, or in fact in any town of less than 20,000 population. A terrace higher so to speak and with the same unobstructed lake view is the Algoma House with its beautifully wooded park adjoining, accommodation for about seventy-five guests and every convenience and comfort of the medium hotel, furnishing a lovely temporary home for the pleasure or health seeker. Several other well conducted houses are to be found of smaller dimensions, among the number the Albion Hotel and the Bodega Hotel and Restaurant. There is in Port Arthur accommodation of a good class for nearly one thousand visitors, without calling upon the aid of the private boarding-house keeper. Such a state of affairs is altogether out of keeping with a place of under 4,000 population, but these advantages should contribute to make Port Arthur what it ought to be, one of the most popular pleasure resorts on the northern portion of this continent. Such is the first view of the business appearance of Port Arthur that meets the eye of the visitor after he lands there. But a closer scrutiny is necessary in our panoramic work and we shall refer to industrial and business affairs generally in detail.

THE FISHING INDUSTRY.

An industry which goes on silently and with very little show of activity is the fishing business, and yet it is quite a valuable one to the town of Port Arthur. The business is now thoroughly organized and carried on by two companies, one of which gathered in and sent to market in 1893 over three quarters of a million pounds of white fish trout, sturgeon, pickerel and other fish. The second company is fairly organized and at work this year, although last year their operations were light. However the two companies shipped in 1893 fish to the value of close upon \$100,000 and these shipments found a market practically from the Atlantic to the Pacific coast. As a steady-going industry, fishing is a valuable one, as it is yielding results all the year round, the close season for one kind of fish leaving the open time for others, and the number of men employed varies but little, the range being from one hundred to one hundred and twenty.

THE CLEANING ELEVATOR.

One of the illustrations in this number shows the elevator of Messrs. Marks, King & Co., at first intended for a storage elevator with a capacity of 250,000 bushels.