

when competing for the trade of the Great West and give promise that the day is not far distant when Fort William will be a manufacturing centre of no mean proportions.

For grand and picturesque scenery Fort William is not surpassed by any town in Canada. The town is built on an inclined plain, to the west of which stands Rabbit Mountain, of silver producing fame, and to the south and west of the town Mount McKay towers to the height of 1,000 feet. Tourists desiring to ascend Mount McKay can take the electric cars, which will convey them near to the foot of the mountain.

The placid Kaministiquia river, flowing through the valley, forms one of the finest sheltered harbors on the chain of great lakes. The river is from 350 feet to 400 feet wide and 17 to 35 feet deep, and flows through three outlets into Thunder Bay. Thunder Bay is enclosed by Thunder Cape, the Welcome and Pie islands, and for grandeur of scenery is not surpassed even by the famous "Bay of Naples."

The surrounding country abounds in small game of all kinds; such as grouse, partridge, ducks, etc., which are very plentiful.

The lovers of brook trout fishing can find their haven here as all the adjacent streams are filled with trout.

When the hunting and fishing are taken into consideration, coupled with the pleasant climate, beautiful scenery and unexcelled facilities for boating, this is truly an ideal place for the summer tourist.

There are two railway lines running into Fort William—the Canadian Pacific and the Port Arthur, Duluth & Western, the latter at present running only as far as Gunflint Lake on the American boundary.

The Ontario, Rainy River & Manitoba Railway have a charter from Sand Lake, on the P.A., D. & W., to the Lake of the Woods. This road, when built,—and the near future will see it built—is destined to be part of a system extending from Lake Superior to the Great West. This line will open up and bring to market the excellent iron ore of the Mattawan range, and also that of the Atik-o-Kan range, one of the largest known deposits of high grade ore on the continent. Continuing on, the road will pass through the pine forests of western Algoma, which are of vast area and practically the only pine forest left between Ottawa Valley on the east and British

Columbia on the west. The iron ore will have such value as is such that it is worth the cost of the road. This road will open up a rich gold mine, and the value of these mines would then be increased by the road to Fort William.

It would be possible to generate electricity to connect this system with the Prairies, thus giving a new outlet for the Prairie Province.

The harbor is one of the great harbors on the great lakes, and for the building of ships at a small expense.

During the year 1900 over 693,000 tons of goods were shipped.

The town is built on a sandy loam, and the death rate is low, which ensures a natural increase of population.

The question of a new town is now receiving consideration from Loch Lomond, and the town would grow up with the manufacturing.

A short distance from the town, 110 feet falls, which is highly appreciated. It is utilized shortly for a running railroad.

Graham, the miller, is in the town, and they employ a large number of men in the mills, ship